DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 23, 2018
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
14410 Sylvan Street, Room 201
Van Nuys CA 91401

Staff Public Hearing: April 13, 2018
Appeal Status: Off-Menu Density Bonus is not further appealable; Zone Change appealable if denied; all other entitlements appealable to City Council
Expiration Date: June 6, 2018
Multiple Approval: Yes

Case No.: CPC-2016-2944-VZC-SPR-DB-CDO
CEQA No.: ENV-2016-2945-MND
Incidental Cases: none
Related Cases: none
Council No.: 6 - Martinez
Plan Area: Van Nuys – North Sherman Oaks
Specific Plan: None
Community Design Overlay District: Van Nuys Central Business District
Certified NC: Van Nuys
GPLU: General Commercial and Community Commercial
Zone: [Q]C2-1L-CDO and [Q]P-1VL-CDO

Applicant: 6569 Van Nuys LLC; Saviers Van Nuys LLC
Representative: Boaz Miodovsky
Ketter Design

PROJECT LOCATION: **6569-6581 N. Van Nuys Boulevard; 14506-14534 W. Kittridge Street**, legally described as Lots 1, 2, 3, 7, 8, 9 of Block 45, Tract 1200

PROPOSED PROJECT: The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, and 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. None of the existing street trees along Van Nuys Boulevard are proposed to be removed or disturbed.

The project is requesting a Vesting Zone Change, a Site Plan Review for a project of over 50 units, a Density Bonus off menu incentive for increased height, and Design Overlay Approval for the Van Nuys Central Business District Community Design Overlay.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-2945-MND ("Mitigated Negative Declaration"), all comments received, the imposition of mitigation measures and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. A Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and modification of the Van Nuys Central Business District (CBD) Community Design Overlay District (CDO) [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;

3. A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;

4. A Density Bonus, pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and

5. A Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys CBD CDO.

RECOMMENDED ACTIONS:

1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-2945-MND ("Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **Find** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project; and **Adopt** the Mitigated Negative Declaration and Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. **Approve** a **Vesting Zone Change** pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)[Q]RAS4-1L-CDO and (T)[Q]RAS4-1VL-CDO, respectively, and modification of the Van Nuys CBD CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;

3. **Approve a Site Plan Review**, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;

4. **Approve** a **Density Bonus** pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive, permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and

5. **Approve** a Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys CBD CDO.

6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Blake E. Lamb, Principal City Planner

Michelle Levy, Senior City Planner

Laura Frazin Steele, 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 City Planning Commission Secretariat, 200 North Spring Street, Room 532, 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 this 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) 978-1300.

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PROJECT ANALYSIS

Project Summary

The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, as well as 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). The applicant proposes 348 residential parking spaces and 67 commercial parking spaces, which includes 142 residential and 30 commercial parking spaces in excess of code requirements. A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. A total of 13 non-protected, significant on-site trees will be removed. While the existing street trees along W. Kittridge Street would likely be removed to provide a 3-foot dedication and improvement, none of the existing street trees along Van Nuys Boulevard are proposed to be removed or disturbed. Construction of the proposed project would occur over an approximately 15-month period, expected to commence in the fall of 2018.

Because lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment, even though well below screening (significance) levels, a Soil Management Plan will be prepared as a Project Design Feature, and submitted to the satisfaction of the Department of Building and Safety prior to the issuance of any grading permit.

In order to develop the proposed project, the applicant is requesting:

- A (vesting) zone change:
    - To establish a uniform zone of RAS4 across the entire site, with no change to the existing height districts (i.e., 1L across the parcels fronting along Van Nuys Boulevard, and 1VL across the rear parcels); and
    - Modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches, in lieu of a maximum of 36 inches;
- Site Plan Review for a development project consisting of more than 50 residential units;
- Density Bonus to allow 33 additional units and one off-menu incentive (to permit an additional 25 feet in height and 3 additional stories on the -1VL rear portion of the site), in exchange for setting aside 7 percent (10 units) for Very Low Income Households; and
- Design Overlay Approval for a project within the Van Nuys Central Business District Community Design Overlay.

Background

Subject property

The project site is an irregularly shaped, generally flat property located at the southwest corner of N. Van Nuys Boulevard and W. Kittridge Street, within the Van Nuys-North Sherman Oaks Community Plan area. It is comprised of 8 lots: five lots designated for Community Commercial land use and zoned [Q]C2-1L-CDO (on the eastern / front portion of the site), and three lots designated for General Commercial land use and zoned [Q]P-1VL-CDO (on the western / rear portion of the site). It has approximately 150 feet of frontage along N. Van Nuys Boulevard, a designated Boulevard II currently dedicated a width of 110 feet and improved with curb, sidewalk, street trees, and gutter, and approximately 375 feet of frontage along W. Kittridge Street, a designated Collector street improved with curb, sidewalk, street trees, and gutter. General Plan Footnote No. 2 is applicable to the western / rear portion of the site designated for General Commercial land use, and limits the height district to -1VL and three (3) stories. General Plan Footnote No. 3 is applicable to the eastern / front portion of the site designated for Community Commercial land use, and limits the height district to -1L and six (6) stories. The property is currently subject to the Q conditions of Ordinance 174,421 commonly known as the "Van Nuys Central Business District Community Design Overlay Q Conditions," which prohibits certain uses, places additional signage restrictions, regulates building orientation and entrances, and prohibits certain security devices and wireless antennas. The project would be permitted 141 units given the current C2 zoning onsite, and building construction would be limited to the commercially zoned portion of the lot.

The project site is currently improved with three vacant commercial buildings (previously La Tapachulteca Latino Market and WSS Shoes) originally constructed between 1950 and 1959, located along the sites N. Van Nuys Boulevard frontage to a depth of approximately 150 feet. The remainder of the project site is improved with a surface parking lot and landscaping, including 13 non-protected, significant (i.e., 8-inch or greater trunk diameter as measured 54 inches above ground height) trees. One curb cut currently exists along the sites W. Kittridge frontage. Based on the Historical Resources Report prepared by RINCON Consultants, Inc., dated August 31, 2017 for the subject property, none of the existing buildings are currently listed or eligible for listing as a historical resource at the federal, state, or local level. As identified in Case No. ENV-2016-2945-MND, the four palm trees (*Washingtonia robusta*) along W. Van Nuys Boulevard appear to meet local criteria for listing as a City of Los Angeles Historical Monument. The proposed project is appropriately conditioned to provide construction fencing around the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which will remain in place for the duration of construction. As such, impacts to the four palm trees are found to be less than significant.

The project site is also located within in the Van Nuys Central Business District (CBD) Community Design Overlay (CDO), and is subject to the Van Nuys CBD CDO Design Guidelines and Standards. Because no project is proposed within the public right-of-way, the Van Nuys CBD Streetscape Plan is not applicable. The project site is within a Transit Priority Area, the Los Angeles State Enterprise Zone, and the Van Nuys Boulevard Targeted Neighborhood Initiative Area. The nearest active faults to the project site include the Northridge Fault and the Verdugo Fault, each located approximately 4.8 miles (7.7 kilometers) from the project site. The project site is also located in a Liquefaction Area. The property is not in any specific plan area, or within 500 feet of a park, but is within 500 feet of several private schools (see discussion below).

Surrounding Properties *(see Exhibit "B3")*

Properties in the vicinity of the project site are characterized by flat topography and improved roadways, and include residential uses, commercial uses, and schools. Specifically, a surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site in [Q]C2-1L-CDO and [Q]P-1VL-CDO zoning; two- and three-story single-family residential units are located to the immediate west in (T)[Q]CR-1VL-CDO zoning; W. Kittridge Street and commercial retail uses are located to the immediate north in [Q]C2-1L-CDO and [Q]P-1L-CDO zoning; and N. Van Nuys Boulevard and commercial uses with surface parking are located to the immediate east in [Q]C2-1L-CDO zoning. Further distant to the northwest, west and southwest along Vesper Avenue are single-family residences in the R1-1-HPOZ Zone, a three unit apartment in the [Q]RD1.5-1 Zone, and a church (Church of the Valley) in the R1-1 Zone. To the north and south along N. Van Nuys Boulevard the development is characterized by 1- and 2-story commercial buildings fronting along Van Nuys Boulevard, and surface parking lots. Further distant to the east and across Van Nuys Boulevard, along W. Kittridge Street are several apartment buildings in the [Q]CR-1L-CDO Zone and the [Q]R3-1-CDO Zone. Building height is limited by the zoning and height district, and not by the CDO, which does not include height regulations. Sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Interstate 405 is approximately 1.5 miles west of the project site, SR 170 is approximately 2.3 miles east of the site, and SR 101 is approximately 2.3 miles south of the site.

Streets and Circulation

N. Van Nuys Boulevard – The Mobility Element designates N. Van Nuys Boulevard as a Boulevard II. City standards require a 110-foot right of way for Boulevard II (55-foot half right-of-way), and an 80–foot roadway (40-foot half roadway). North Van Nuys Boulevard is currently improved with a curb, gutter, and sidewalk, provides a 55-foot half right-of-way, and a 43-foot half roadway. As such, while it currently meets the 55-foot half right-of-way standard and exceeds the 40-foot half roadway standard, the required Bureau of Engineering (BOE) dedication is acceptance of the future street radius property line return at the intersection with Kittridge Street. Required improvements include repair of all broken, off-grade or bad order concrete curb, and sidewalk, and to construct an access ramp at the intersection with Kittridge Street to comply with ADA requirements.

W. Kittridge Street – The Mobility Element designates W. Kittridge Street a Collector street. City standards require a 66-foot right of way for Collector streets (33-foot half right-of-way), and 40–foot roadway (20-foot half roadway). West Kittridge Street is currently improved with a curb, gutter, and sidewalk, provides a 30-foot half right-of-way, and an 18-foot half roadway. As such, the BOE has required dedication of a 3-foot wide strip of land along the property frontage to complete a 33-foot half right-of-way in accordance with the Collector Street standards of the Mobility Plan 2015. In addition, BOE required improvements include repair of all broken, off-grade or bad order concrete curb, gutter and sidewalk, construction of additional concrete sidewalk in the parkway area, and upgrade of all driveways to comply with ADA requirements.

Related Cases:

ON-SITE:

Ordinance No. 176,313. On November 16, 2014, approved by City Council and effective January 9, 2005, amended the Van Nuys Central Business District Community Design Overlay District Guidelines and Standards.

Case No. 2001-3446(CU). On November 30, 2011, the Office of Zoning Administration denied a Conditional Use request to permit the construction, use and maintenance of a 6 by 12 foot, 29-foot high pole sign at an existing commercial building at 6581 Van Nuys Boulevard.

Ordinance No. 174,421. On January 29, 2002, approved by City Council and effective March 17, 2002, established the Van Nuys Central Business District Community Design Overlay Boundary and Permanent [Q] Qualified Conditions (CPC-2001-2362-CDO-ZC-MSC).

Ordinance No. 174,420. On January 18, 2002, approved by City Council and effective March 17, 2002, established the Van Nuys Central Business District Community Design Overlay District (CPC-2003-8402-CDO-ZC).

Ordinance No. 174,043. On June 19, 2001, approved by City Council and effective July 3, 2009 imposing interim regulations on the issuance of a building permit and/or certificate of occupancy for multi-tenant retail uses on commercial properties along Van Nuys Boulevard between the Southern Pacific Railroad right-of-way (north of Aetna Street) and Vanowen Street (CPC-2000-4890-ICO).

Case No. 1990-578(CUB). On December 20, 1999, the Office of Zoning Administration denied a Conditional Use request to permit the sale and dispensing of alcoholic beverages for off-site consumption in conjunction with the conversion of an existing commercial/office building into a proposed 13,500 supermarket in the C2-1VL and P-1VL Zones at 6569 Van Nuys Boulevard.

Ordinance No. 167,939 (Area 6, Subarea 172B and 5028AD). On May 15, 1992, approved by City Council and effective June 28, 1992, zone changes were granted as a part of the AB283 General Plan Zone Consistency Program, which included the western / rear portion of the subject property, from the R3P-4, CR-4 and P-4 zones to the P-1VL zone, and to the eastern / front portion of the subject property, from the C2-2 and C2-3 zones to the C2-1-L zone (CPC-1986-784-GPC).

Ordinance No. 110,235. On October 8, 1957, approved by City Council and effective November 18, 1957, a zone change to R3-P was granted on the eastern / front portion of the subject property (CPC-8400).

OFF-SITE:

DIR-2016-2062-DB-SPR-CDO. On December 15, 2017, an approval was granted permitting the construction of a new five-story, mixed-use, 62-foot 3-inch tall building, totaling 59,795 square feet with 54 dwelling units and 3, 160 square feet of commercial space at grade level. The project will reserve 11.5 percent, or six (6) dwelling units, of the 52 total base dwelling units permitted on the site for Very Low Income tenant/owners for a period of 55 years. The following two Density Bonus Incentives were approved: a Floor Area Ratio (FAR). A 3.0:1 FAR in lieu of a 1.5:1 FAR; and 20 percent reduction of the north side yard to 6.4 feet in lieu of 8 feet (Project Site – 6600 N. Van Nuys Boulevard).

DIR-2007-33 57-DB-CDO. On November 19, 2007, a Density Bonus Compliance Review and a Community Design Overlay Plan Approval was granted to permit construction of a 25 unit apartment, including 3 apartments reserved for Very Low Income households. The proposed project is at a height of 40'-6" with three stories of residential over one level of subterranean parking and a building area of approximately 22,021 square feet. A total of 43 parking spaces .will be provided (Project Site: 14422,14424,14426,14428 W. Haynes Street).

Entitlement Requests

Vesting Zone Change and Measure JJJ

This case was filed as a vesting application on August 11, 2016, and deemed complete on November 7, 2016. Therefore, it is vested in regulations existing prior to the effective date of Measure JJJ. The recommended zone change from [Q]C2-1L-CDO to the (T)[Q]RAS4-1L-CDO (on the eastern / front portion of the subject property) and from the [Q]P-1VL-CDO to the (T)[Q]RAS4-1VL-CDO (on the western / rear portion of the subject property) (see Exhibit "D") would eliminate the obsolete P zone on the rear portion of the subject property, and establish a uniform zoning pattern in conformance with the subject property's General Plan Land Use Designations of Neighborhood Commercial (on the eastern / front portion of the subject property) and General Commercial (on the western / rear portion of the subject property), on an underutilized property within an older commercial district, bringing much needed redevelopment to Van Nuys Boulevard.

As part of the zone change request, the applicant has requested a modification of the Van Nuys CBD CDO [Q] Condition No. 4.a. to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of the otherwise maximum permitted recess of 36 inches. As detailed below, and as conditioned, the requested modification would activate the street level by providing additional space for free flow movement of pedestrians between commercial establishments, and improvements/amenities including covered outdoor seating areas, landscaped planters, and trash receptacles, to encourage pedestrian activity and activate the proposed project at the street level, which will enhance the Districts' appearance and create a sense of place along N. Van Nuys Boulevard, a hub within the San Fernando Valley.

On-Menu Density Bonus Affordable Housing Incentives

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of 35 percent. This allows the applicant to request 174 dwelling units in lieu of the otherwise maximum density limit of 141 dwelling units on the property. A density bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units, in this case ten (10) for habitation by Very Low Income households for a period of 55 years.

Any Density Bonus Project may also apply for incentives, either choosing from a menu of incentives listed in the Municipal Code (i.e., "on-menu"), or making a request to the City Planning Commission for any incentive that is not within the predetermined list. (i.e., "off-menu"). To achieve a maximum density bonus of 35 percent and quality for one incentive, a project would have to set aside a minimum of five (5) percent of its pre-density bonus units for Very Low Income households, or 10 percent Low Income. The proposed project has provided seven (7) percent of its pre-density bonus units set aside for Very Low Income households, and as such, qualifies for one (1) incentive. In exchange for providing seven (7) percent, or ten (10) units, of the 141 base units as affordable for Very Low Income households, the project requests a 25-foot increase in height to 75 feet on the rear portion of the subject property which would otherwise be limited to a height of 50 feet (in the requested RAS4 zone) by the -1VL height district, as well as Footnote No. 2 in the Van Nuys-North Sherman Oaks Community Plan.

Density Bonus regulations also offer several options to reduce a project's parking requirements; however, the applicant proposes automobile parking consistent with Code requirements. Specifically, and based on the applicant's revised Site Plan Review Form which identifies 110 units with less than three (3) habitable rooms, and 64 units with three (3) habitable rooms, a total of 206 residential parking spaces and 37 commercial parking spaces would be required pursuant to Section 12.21.C.1(g) of the Code; however the applicant has proposed 348 spaces

for the residential uses and 67 spaces for the commercial uses, resulting in 142 excess residential spaces and 30 excess commercial spaces. In response to staff's request for additional information regarding the relationship of the requested (33 unit) density bonus and off-menu incentive for a 25-foot height increase, to the proposed project including the 172 excess parking spaces, the applicant provided supplemental information, as presented in Exhibit "E3", which shows that 26 dwelling units, public common areas, and landscape planters would be eliminated from the proposed project if the requested 25 feet in building height is not granted. It also provides justifications for the requested density bonus.

The project is required to provide one (1) long-term bicycle parking space per dwelling unit, and one (1) short-term bicycle parking space for every 10 dwelling units, as well as one (1) long-term and one (1) short-term bicycle parking space for every 2,000 square feet of commercial retail floor area, or a total requirement of 174 long-term bicycle parking spaces and 17 short term bicycle parking spaces for the residential uses, and a total requirement of 10 long-term bicycle parking spaces and 10 short term bicycle parking spaces for the commercial uses. The proposed project provides these minimum bicycle parking space requirements, and has not requested to reduce required automobile parking spaces by providing replacement bicycle parking spaces.

Housing Replacement
With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must 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 (5)-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. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated October 11, 2016, the proposed project is required to provide zero (0) replacement, affordable units, as based on the commercial buildings existing on the subject property. This is reflected in the Conditions of Approval. Refer to the Density Bonus Legislation Background section of this determination for additional information.

Site Plan Review
Projects which propose over 50 units require Site Plan Review. The project as conditioned, with 174 units, would be in compliance with Site Plan Review, as detailed below.

Design Overlay Approval
The proposed project is located within the Van Nuys Central Business District CDO, which has both permanent [Q] Qualified Conditions and Design Guidelines and Standards. The applicant has requested relief from the [Q] Qualified Condition which regulates entrances. Specifically, in lieu of the main entry doors being recessed a maximum of thirty-six (36) inches from the front (i.e., N. Van Nuys Boulevard) lot line, the applicant proposes recessing the main building entrances along N. Van Nuys Boulevard up to a maximum of 177 inches (14 feet 9 inches). This request is consistent with the overall intent and purposes of the Van Nuys Central Business District CBD CDO, which promotes storefront design that invites commercial interest and reinforces pedestrian scale, and promotes a unique architectural character and environmental setting for the district, emphasizing design principles of consistency, safety, and simplicity. As detailed below, and as conditioned, the proposed project would be in conformance with the Design Guidelines and Standards.

Reports Received
Reports were received from the BOE (Department of Public Works), Department of Transportation, Bureau of Street Lighting, and Fire Department. A Traffic Assessment from the

Department of Transportation was initially received on September 21, 2016 and subsequently on November 17, 2017, which addressed the revised project including a reduction in total density, from 184 to 174 units, and a reduction in the commercial component from 21,756 square feet to 18,400 square feet. DOT concluded that the project will not significantly impact the surrounding area (Exhibit "E1").

Hearing Officer Comments

The proposed project represents a significant departure from the locally-serving one- and two-story commercial uses and associated surface parking lots typical of the frontage along N. Van Nuys Boulevard. It is larger than any other development on its block in the Van Nuys CBD CDO, and provides welcome new development, architectural relief, and commercial retail opportunities in an area which has not received much development interest within the Van Nuys- North Sherman Oaks Community Plan.

The proposed project will replace outdated buildings and surface parking lots, on a corner property that offers the opportunity to provide development consistent with the objectives of the CDO, by providing a new, mixed-use building with 164 new, for-rent market rate dwelling units and 10 new units set aside for very low income households. In addition to expanding available housing opportunities, the proposed project expands commercial retail opportunities along N. Van Nuys Boulevard by providing 18,400 square feet of new ground floor commercial space, with building entrances and a façade oriented to both N. Van Nuys Boulevard and W. Kittridge Street, encouraging an active street frontage and pedestrian activity. The garage entrances to both at grade commercial parking and two levels of subterranean residential parking are conveniently located along W. Kittridge Street, a designated Collector Street. As conditioned, the project would be in conformance with the adopted Van Nuys-North Sherman Oaks Community Plan, including the Urban Design Chapter of the Community Plan. The proposed project incorporates a transitional height component to buffer the single-family small lot development to the west, and to reduce the building's massing along N. Van Nuys Boulevard. At the public hearing held on April 13, 2018, the representative addressed the proposed excess parking by stating that it has been provided in response to stakeholders concerns over the projects potential impact to on-street parking within the surrounding residential areas, and that it offered an opportunity for shared parking by project residents and guests. The representative also referenced the note on Exhibit "A"- Sheet A0.0a Building Analysis, which identifies parking is "…provided per agreement with Councilwoman Martinez." Conditions have been added to address parking management needs for this excess parking consistent with the applicant's stated objectives of ensuring existing on-street parking within the surrounding residential neighborhoods does not become further impacted, and to provide additional spaces for residents and guests, consistent with stakeholders concerns.

Professional Volunteer Program (PVP) and Urban Design

Projects that are required to go before the City Planning Commission as the initial decision-maker are presented by Project Planners to the Professional Volunteer Program (PVP). The PVP is a group of architects who assist Project Planners on urban design issues and complex urban typologies and provide project specific urban design advice for planning staff consideration. The proposed project was presented to the members in attendance at the PVP meeting, held on September 20, 2016. Their concerns included the following:

Finish Schedule

- Show use of different textures, colors, materials, and distinctive architectural treatments to add visual interest and avoiding dull and repetitive facades;

- Suggested use of metal cladding (vertical/horizontal);

- Quality materials should be used;

Architectural Details

- Apply changes in material purposefully and in a manner corresponding to variations in building mass;

- Eliminate blank walls;

- Add architectural details to enhance scale and interest on the building façade by breaking it up into distinct planes that are offset from the main building façade;

- Treat all facades of the building with an equal level of detail, articulation, and architectural rigor;

- Residential entry should be visually communicated in the buildings architecture – through use of architectural design/elements and materials - to indicate arrival at the residence entry.

Building Mass

- Differentiate the horizontal bands across the building by introducing material changes, change in plane, and other methods to break up the massing and enhance design;

- Provide breaks in the building massing that connect to the building's interior courtyard, providing light and air to residential units.

Project Amenities

- Provide larger interior courtyard area.

Following the September 20, 2016 PVP meeting, in response to community stakeholder input received during community outreach efforts, and in response to staff comments on the proposed project plan set, revised application materials and plan sets were submitted by the applicant. Revisions to the project are presented below in a summary table, and included a reduction in the overall density and size, elimination of the three (3) bedroom units, reduction in the overall number of affordable units and provision of Very Low units in lieu of Low Income units, transitional height along N. Van Nuys Boulevard, increased provided parking, eliminated signage, added windows facing the interior courtyard, and provided additional building finish materials.

The project has been conditioned to require revised final plans which correct internal inconsistencies in plan set data, and respond to required conditions of approval.

Staff would also note that while the applicant's representative responded to the PVPs comments in writing (Exhibit "E5"), the project has been conditioned to submit final plans in conformance with the applicable requirements of the Van Nuys CBD CDO Guidelines and Standards.

	(Original) Proposed Project	(Revised) Proposed Project
Density	184	174
Total Floor Area	187,856 sq ft (3.38:1 FAR)	157,100 sq ft (2.8:1 FAR)
Residential Floor Area	166,100 sq ft	138,700
Commercial Floor Area	21,756 sq ft	18,400 sq ft
Number/Type of Affordable Units	Priority Housing Project 28/Low Income (20 % minimum set aside)	10/Very Low Income (7.09 % set aside)
Unit Mix	18 Studio Units 79 One-Bedroom units 77 Two-Bedroom units 10 Three-Bedroom units	21 Studio Units 80 One-Bedroom Units 58 Two-Bedroom Units 0 Three-Bedroom units 6 One-Bedroom units + Loft 9 Two-Bedroom Units + Loft
Stories	6	6
Residential Floors Setback (Along Van Nuys Boulevard)	2nd – 6th Levels: 5 Feet:	2nd – 4th: 5 Feet 5th – 6th: 10 feet Lofts: 10 Feet
Residential Floor Setback (From Westerly Property Line)	2nd – 4th Levels: 25 Feet 5th Level: 52 Feet, 9 Inches 6th Level: 93 feet 4 inches	2nd – 4th Levels: 25 Feet 5th Level: 53 Feet 6th Level: 94 feet 3 inches
Ground Floor Commercial Rear Yard Setback	0 feet	5 feet
Density Bonus Units	44	33
Requested Density Bonus Incentives	35 % FAR increase (On-Menu) 3 Story Increase (Off-Menu)	25 foot height increase (Off-Menu)
Proposed Parking	Parking Option No. 1; 39 excess residential spaces and 2 excess commercial spaces (310 residential spaces) (46 commercial spaces)	Code Required Parking; 142 excess residential spaces and 30 excess commercial spaces (348 residential spaces – including 18 automated spaces) (67 commercial spaces) Total EV charging stations = 14
Bicycle Parking Spaces	202 residential spaces 22 commercial spaces	191 residential spaces 20 commercial spaces
Storage Space	Subterranean Parking Level 2	Ground Level Parking Subterranean Parking Level 1 Subterranean Parking Level 2
Signage	Included	Under Separate Permit

Podium Level Courtyard	No Windows on Walls Facing Interior Courtyard	Windows Provided on Walls Facing Interior Courtyard
Finish Materials	Grey/White Painted Smooth Stucco ½-inch Reveal Sign Band (Stucco) Clear Glass Windows/Doors Anodized Tube Guard Railing Blade Vents at Garage	Grey/White Painted Smooth Stucco 3/4-inch Reveal Sign Band (Stucco) Clear Glass Windows/Doors Metal Guard Railing Perforated Clear Anodized Aluminum Grill Vents at Garage Vinyl Framed Windows-(Residential Floors) Clear Anodized Aluminum Frame-(Ground Floor Windows/Doors) Aluminum Panel Siding (Colors: Battleship and Atlantic Blue)

Conclusion

The granting of the requested entitlements for this mixed-use project, including the Vesting Zone Change, Off-Menu Density Bonus request, Site Plan Review, and Design Overlay Approval will enable a project that would significantly change the character on an under-developed stretch of N. Van Nuys Boulevard. As shown in the Findings and as conditioned, the proposed project is consistent with all applicable policies of the General Plan, including the Community Plan, the Housing Element, and the Mobility Element, would be compatible with the use, density, and massing of existing adjacent development, and would mitigate or prevent potentially adverse environmental effects. For these reasons, staff recommends approval of the requested entitlements, as conditioned.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 Q of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. **Dedication and Improvement.** Construct or suitably guarantee the following, to the satisfaction of the City Engineer:

    a. **Van Nuys Boulevard (Boulevard II) Street Dedication.** Accept the future street radius property line return at the intersection with Kittridge Street.

    b. **Kittridge Street (Collector Street) Street Dedication**. A 3-foot wide strip of land along the property frontage to complete a 33-foot half right-of-way in accordance with Collector Street standards of Mobility Plan 2035.

        Note: Department of Transportation may have additional requirements for dedication and improvements.

    c. **Van Nuys Boulevard Improvements**. Repair all broken, off-grade or bad order concrete curb, and sidewalk. Construct an access ramp at the intersection with Kittridge Street to comply with ADA requirements.

    d. **Kittridge Street Improvements**. Repair all broken, off-grade or bad order concrete curb, gutter and sidewalk. Construct additional concrete sidewalk in the parkway area. Upgrade all driveways to comply with ADA requirements.

2. **Street Trees**. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

3. **Street Lighting.**

    a. **Improvement Plans/Maintenance Assessment District.** Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of 0), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

    b. **Improvement Condition:** Construct new street lights: three (3) on Kittridge St. If street widening per BOE improvement conditions, relocate and upgrade street lights; two (2) on Van Nuys Bl.

        Notes:
        i) The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

ii) Conditions set: In compliance with a Specific Plan, by LADOT, or by other legal instrument excluding the BOE conditions requiring an improvement that will change the geometrics of the public roadway or driveway apron, additional improvements or the reconstruction of street lighting improvements may be required as part of that condition.

4. **Sewerage Facilities Charges/Fees.** Sewers exist in Van Nuys Boulevard and Kittridge Street. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. **Sewer Investigation**. An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office Sewer Counter of the BOE (818) 374-5090.

6. **Shoring and Lateral Support Plan.** Submit shoring and lateral support plans to the BOE Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (818) 374-5090.

7. **Parking and Driveway Plan**. Submit a parking area and driveway plan to the Valley District Office of the BOE and the Department of Transportation for review and approval.

8. **Cable Television Access**. Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.

9. **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 by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Prior to issuance of a clearance letter by the BOE, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.

Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any Certificate of Occupancy.

[Q] QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 Q of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

Zone Change Entitlement Conditions

1. **Use and Density.** Permit the development of a mixed-use project consisting of a maximum of 174 residential apartment units, including density bonus units, and a maximum of 18,400 square feet of ground floor commercial space, in accordance with LAMC Section 12.11.5.

2. **Floor Area.** A maximum Floor Area Ratio (FAR) of 3.0:1 shall be permitted.

3. **Height**. A maximum height of 75 feet shall be permitted.

4. **Yards.** Notwithstanding the provisions of LAMC Section 12.11.5, each building shall be built to the front and side property lines, as shown in Exhibit "A", consistent with the requirements of the Q Qualified Classification Condition No. 3.a of Ordinance 174421 (Van Nuys CBD CDO District).

5. **Plans.** The use and development of the subject property shall be in substantial conformance with the submitted plans, including the Site/Level Plans, Floor Plans, Building Elevations, Building Sections, Landscape Plans, and Renderings (Exhibit "A") attached to the subject case file, as modified herein by the Conditions. Prior to the issuance of building permits, detailed development plans that show compliance with all Conditions of Approval, including complete landscape and irrigation plans, shall be submitted to the Department of City Planning Department Development Services Center for verification of compliance with the imposed Conditions; the plans submitted to the Department of Building and Safety shall be revised in conformance with this approval. Minor deviations may be allowed only in order to comply with provisions of the LAMC, the subject conditions, and the intent of the subject permit authorization.

6. **Landscaping.** The project shall provide a minimum of 9,189 square feet of landscaping (as shown on Sheet A2.1), including a minimum of 2,587 square feet on the 2nd floor, a minimum of 2,528 square feet on the 5th floor, and a minimum of 4,074 square feet on the 6th floor. In addition, and as shown on Sheet L-1.0, landscaping shall be provided on the ground floor (Street Level) including planter boxes adjacent to commercial space entrances, and a row of 24-inch box Giant timber bamboo trees (Bambusa oldhamil) along the west property line. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A", and shall incorporate any modifications required as a result of this grant.

7. **Open Space**. The project shall provide a minimum of 20,489 square feet of open space, as shown in Exhibit A.

8. **Residential and Commercial Parking.** As shown on Exhibit "A", the project proposes 348 residential automobile parking spaces and 67 commercial automobile parking spaces, and a total of 211 bicycle parking stalls. At a minimum, 206 residential automobile parking spaces shall be provided in accordance with LAMC Sections 12.21 A.4, 37 commercial automobile

parking spaces shall be provided in accordance with LAMC Section 12.21.A.4.(x)(3)6, and 211 bicycle parking shall be provided in accordance with LAMC 12.21 A.16, respectively, and any amendments thereto.

9. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

10. **Entrances.** Notwithstanding Ordinance No. 174,421, main entry doors shall be recessed a minimum of six (6) inches and a maximum of 14 feet 9 inches (a total of 177 inches) from the front lot line (i.e., Van Nuys Boulevard).

11. **Van Nuys Central Business District Community Design Overlay District Q Qualified Classification Conditions - Ordinance No. 174,421.** Comply with all following provisions of Ordinance No. 174,421, except as permitted in Condition No. 8 (Entrances) above:

a. **Uses.**

i. New auto-related uses, except retail, shall be prohibited. Auto-related uses shall include, but are not limited to auto repair, auto body, auto sales, services station, car wash, rentals, and other such uses as determined by the Director of Planning.

ii. New drive-thru businesses shall not be permitted along Van Nuys and Victory Boulevards, except drive-thru businesses that take access off a Secondary, Collector or Local Street, or alley.

iii. Multiple Family uses shall not be permitted on the ground floor along Van Nuys and Victory Boulevards.

iv. New adult entertainment businesses (Section 12.7 B 17), Pawnshops, and swap meets (Section 12.24 W 42 c 1) shall be prohibited.

Pawnshop: a place of business where a licensed person lends money on the security of personal property deposited within the shop and where these goods are displayed for resale or exchange.

v. Open Storage areas shall be prohibited.

Open Storage: the covered or uncovered ground level portion of a business operation which is not completely enclosed within a building or structure and is used to store items for purchase or repair, or is used for tools of trade. The term does not apply to nurseries, flower stores, auto sales or other uses as determined by the Director or his/her designee.

b. **Signs.**

i. Signs shall be no larger than one (1) square foot per every two (2) feet of building frontage. In the case that more than one business occupies a building, the calculations shall be divided between the businesses; in no instance shall a business use duplicate measurements. Rear entrances shall be a maximum of one (1) square foot per every three (3) feet for each linear foot of wall facing the alley or parking area.

ii. Temporary signage including but not limited to holiday decoration, sales, advertisements, etc. shall be removed within 30 days of posting.

iii. Temporary signage is limited to one (1) per business establishment.

iv. Each business is only allowed one (1) wall, Awning, Canopy, projecting, or Pedestrian Sign for the primary entrance. An additional sign shall be permitted where rear public entrances exist.

Awning*:* a roof-like cover extending over or in front of a door or window as a shelter or decorative element.

Canopy*:* a projecting horizontal architectural element of a building having the form of a flat band.

Pedestrian Sign*:* a sign which is attached to a wall or the underside of an Awning or Canopy with one or two sign faces perpendicular to the face of the building.

v. The following signs are prohibited:

•off-site signs;
• billboards;
• Box/Cabinet/Can/Cannister Signs;
• signs that flash, blink, move, or have the appearance of movement;
• internally illuminated architectural canopy signs;
• murals;
• pole signs; and
• roof and roof-top signs

vi. Box/Cabinet/Can/Cannister Signs*:* a sign whose text, logos and/or symbols are placed on a face(s) of an enclosed cabinet attached to a building, structure, pole, or freestanding. The face may or may not be translucent and the sign may or may not be illuminated.

vii. Any neon lighting or sign shall be calculated into the total window signage permitted and shall not exceed five percent (5%) of the window area.

viii. Multi-tenant Retail Uses are only allowed one (1) collective wall, Awning, Canopy, projecting or Pedestrian Sign for the primary entrance identifying the type of businesses contained within. An additional collective sign shall be permitted where rear public entrances exist.

Multi-tenant Retail Use: any location where new or secondhand goods are offered or displayed for sale or exchange by two to nine Independent Vendors within a completely enclosed building.

Independent Vendor. any individual, partnership, corporation, business association, lessee, sub-lessee or other person or entity, doing business on the subject property for any period of time; where a fee is charged for the privilege of offering or displaying new or secondhand good for sale or exchange; or a fee is charged to prospective buyers for admission to the area where new or secondhand goods are offered or displayed for sale or exchange.

ix. Tenants in Multi-tenant buildings and businesses shall be permitted a listing sign identifying tenants. The area of such sign shall be incorporated into the total area permitted and shall not exceed two (2) square feet and shall be located adjacent to the window or door area.

c. **Building Orientation.**

i. Each building shall be built to the front and side property lines with primary ground floor entrances fronting the public right-of-way, even when rear entrances are provided. Allowances will be given for the visibility triangle required by Section 12.21C.7 LAMC.

ii. Comer buildings shall be permitted a comer entrance. This entrance shall be located at a forty-five degree (45 °) angle.

d. **Security Devices.**

i. Exterior security grills, security bars, roll-down grills, and similar security devices shall be prohibited.

e. **Wireless Antennas.**

i. Freestanding unmanned wireless telecommunication facilities, including radio or television transmitters, shall be prohibited.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.22.A.25, 13.08.E, and 16.05, the following conditions are hereby imposed upon the use of the subject property:

Density Bonus and Site Plan Review Conditions

1. **Final Plans.** Prior to the submittal of finals plans to the Department of Building and Safety, the applicant shall submit final plans for approval to Valley Project Planning which correct internal inconsistencies in the Exhibit "A" plan set, show the depth of the pool, and all landscape planters (in substantial conformance with the site plan, landscape plans, and renderings of Exhibit "A"), and provide a unit layout plan sheet.

2. **Affordable Units.** A minimum of ten (10) units, that is seven (7) percent of the base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (C)(2), affordable to Very Low Income Households. As identified in the Determination made by the HCIDLA for replacement units, zero (0) replacement units are required.

3. **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 ten (10) units available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

5. **Guest Parking.** All residential parking spaces in excess of required parking shall be made available as guest parking spaces. All guest parking spaces shall be single stalls and pooled; no tandem guest parking spaces shall be allowed. A revised plan depicting compliance with this condition shall be provided to the satisfaction of the Department of City Planning, prior to the issuance of any building permit for the proposed project.

6. **Adjustment of Parking**. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Very Low Income households), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

7. **Separation of Parking**. Commercial parking shall be separated from residential parking. Wayfinding signs shall be posted to direct and distinguish the commercial parking from the residential parking, and the guest parking from the residential parking. A parking plan shall be provided prior to final sign-off.

8. **Parking Management**. The project provides 67 commercial automobile parking spaces at ground level including 30 spaces in excess of Code requirements, and 16 tandem spaces. A parking attendant/valet shall be provided for all tandem commercial parking spaces, as required by the LAMC. A security gate shall be provided which is capable of prohibiting access to the commercial parking area. The security gate shall remain closed during non-business hours, with employee access permitted via card key during non-business hours.

   The project provides 348 residential automobile parking spaces within two (2) subterranean parking levels, including 142 spaces in excess of code requirements, with 327 being tandem spaces. Guest parking spaces provided behind security gates shall be free of charge, clearly identified with Wayfinding signs, and managed as follows:

   a. A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking;
   b. An electronic intercommunications system shall be installed. The system shall be readily accessible to the drivers of the guest vehicles and to the units served by the secured guest parking;
   c. The security gate shall be set back from the public right-of-way, as required by the City of Los Angeles Department of Transportation, so as to provide a queuing area for guest vehicles and to prohibit blockage or interference with the public right-of-way by waiting guest vehicles.

9. **Greywater.** The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by DWP in consultation with DCP.

10. **Sign Program.** A Sign Program shall be prepared which demonstrates compliance with the Van Nuys CBD CDO Q Conditions, and Guidelines and Standards, incorporated herein.

11. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

12. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. Any other equipment, such as a transformer, shall also be screened from view.

13. **Electric Vehicle Parking**. Electric Vehicle Parking. The project will include at least 20 percent (20%) of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans will indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design will be based upon Level 2 or greater EVSE at its maximum operating ampacity. Five percent (5%) of the total code required parking spaces will be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” will be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

    Any parking spaces provided above LAMC requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

14. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

15. **Solar-ready Buildings**. 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.

16. **Solar Panels.** Solar panels shall be installed on the roof of the building's lofts to the maximum extent feasible, and shall be provided as a part of an operational photovoltaic system to be maintained for the life of the project. 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.

17. **Solar Power.** The project shall provide the maximum feasible amount of solar power, in kilowatts, as based on the required installation of solar panels identified by Condition No. 16 above. Solar panels may be installed on all rooftop areas all structures and/or surface parking lots with the exception of areas occupied by rooftop mechanical equipment.

18. **Lighting.** All outdoor lighting shall be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes). Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.

19. **Utility Connections**. New utility connections shall be undergrounded to the best extent possible.

20. **Driveway Access and Circulation.** Final DOT approval is required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan and payment of all applicable application fees. Plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety. In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. Both driveways being proposed along Kittridge Street should have a width of W=30' exclusive of side slopes or to the satisfaction of DOT. A minimum 20-foot reservoir space between the new property line and the first parking stall or gate shall be provided. All truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways.

21. **Fire Safety.** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans for Fire Department approval and review prior to issuance of final building permits.

    a. Access for Fire Department apparatus and personnel to and into all structures shall be required;
    b. One or more Knox Boxes shall be required to be installed for LAFD access to the project. The location and number shall be determined by LAFD Field Inspector (Refer to FPB Req #75);

c. 505.1 Address Identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property;
d. The entrance to a residence lobby must be within 50 feet of the desired street address curb face;
e. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units;
f. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane;
g. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane;
h. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height;
i. 2014 City of Los Angeles Fire Code, Section 503.1.4 (Exception)
    - When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire land to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel;
    - It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.
j. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or fire lane. This stairwell shall extend onto the roof;
k. Entrance to the main lobby shall be located off the address side of the building;
l. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department;
m. When rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department;
n. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department’s review of the plot plan;
o. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access;
p. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

NOTE: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

22. **Commercial Amenities.** The project shall provide benches/seating, trash receptacles, landscaped planters, and stamped or colored concrete at the ground floor adjacent to commercial business entrances. Plans shall be updated to reflect the types and locations of these amenities.

Van Nuys CBD CDO Conditions

23. **Façade Treatment- Standards 5 and 6:** Building facades shall be extended and continue beyond the ground floor; successive floors shall be offset by recessed windows, balconies, offset planes, awnings or other architectural details; a minimum of sixty percent (60%) of the first floor building façade shall be dedicated to windows and doors, and a minimum of twenty percent (20%) shall be articulated with wall treatments including two (2) or more of the following: recessed entryways, planters, murals, mosaic tile, or public art and/or other means of creating visual interest.

    Incorporate the upper floor building façade treatment elements and design into the treatment of ground floor building walls along the southern and western sides of the structure, which shall be made as architecturally integrated as possible, by incorporating elements to break up blank expanses including reveals, offset planes, decorative split face concrete block, murals, mosaic tile, public art, and/or other decorative material consistent with the overall architecture, materials, and design of the building.

    To ensure free flow pedestrian access between commercial establishments without the need to use the public right-of-way, and to create defensible space at ground floor level consistent with Design Out Crime principles of required mitigation measures, no perpendicular wall shall extend at the ground floor level from the building wall to the building columns located on the property line along N. Van Nuys Boulevard and W. Kittridge Street.

    Building columns located at the property line along the N. Van Nuys Boulevard and W. Kittridge Street frontages shall be proportional in length and width to the sign band element, and shall have consistent color and material with the sign band element, providing architecturally integrated façade treatment, consistent with Guideline 6.

24. **Windows- Standards 7a, 7b and 7c:** First and second floor windows shall be recessed a minimum of three (3) inches. Windows shall be designed to provide transparent viewing for pedestrians and passing traffic; no darkened, heavily tinted, or screened windows are permitted on the first floor. Additionally, windows and other openings shall contribute to 40 percent of each successive floor.

25. **Entrances- Standard 8a:** Entrances shall be illuminated.

26. **Roof Line and Forms- Standard 9a:** Roofs shall be flat and shall have parapets that extend above the roof line to screen rooftop mechanical equipment from public view.

27. **Lighting- Guideline 10 and 11:** Design exterior lighting as part of the overall architectural concept; lighting fixtures, standards, and all exposed accessories shall be harmonious with the building design. Projecting lighting elements which detract from the appearance of their setting shall be avoided; Illuminate buildings and landscape to indirectly create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties.

28. **Freestanding Walls- Standard 13a and 13b:** Walls shall incorporate surfaces and textures to discourage graffiti where possible. Masonry walls shall be constructed from

decorative brick, stone, split face concrete block, or other decorative material. Masonry block walls shall be finished with a masonry cap. The use of chain link fencing shall be prohibited.

29. **Awnings- Standard 14a and 14b:** The building shall provide a one-color awning-type structure in the form of a sign band, as shown in Exhibit "A", which extends horizontally from the building's face at the top of the first floor, and shades the ground level commercial retail entrances. Glossy, vinyl, plastic, metal and horizontal ribbed awning materials shall be prohibited.

30. **Screening- Standard 16a:** Trash storage bins and recycling areas shall be located within the building and fully screened.

31. **Screening- Standard 16b:** Ground mounted equipment or electrical transformers shall be fully screened on all sides from public view by substantial landscaping and/or a decorative wall. Rooftop mounted mechanical equipment shall be screened.

32. **Security Devices- Guideline 17-1, Standard 17-1a and 17-1b:** Exterior security devices, such as rolling shutters, grilles, barbed wire, razor wire, concertina wire, and the like, shall be prohibited. Interior security grills and similar security devices shall remain fully retracted during business hours.

33. **Wireless Antennas- Standard 18a:** Building and roof-mounted antennas and other telecommunications equipment shall be painted and textured to integrate into the architecture of the existing structures to which they are attached or shall be effectively screened by the use of parapets or similar architectural elements.

34. **Wireless Antennas- Standards 18b and 18c:** Accessory equipment (i.e., power supply boxes) shall be effectively screened through placement underground, internally within the building structure, or on rooftop locations behind architectural elements. All new facilities shall be designed to accommodate more than one service provider.

35. **Building Colors- Standard 20b:** Exterior building elements, such as down-spouts, gutters, vents, and other mechanical equipment shall be painted to blend into the background surface whenever possible screening of the equipment is not possible.

36. **Building Materials- Standards 20a and 21:** Colors and materials shall be in conformance with Exhibit "A."

Environmental Conditions (ENV-2016-2945-MND)

37. **Biological Resources - Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas):**

    a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

    b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:

i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

ii. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

38. **Tree Removal (Non-Protected Trees):**

a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

39. **Tree Protection – Construction Fencing:**

a. Prior to the issuance of any grading permit, and for the duration of proposed construction activities, the applicant shall install orange staked construction fencing around the drip line of the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which are located immediately adjacent to the subject property. Placement of this required fencing shall be verified a licensed Tree Arborist, and proof of such verification shall be provided (in a letter) to the Department of Building and Safety prior to the issuance of any grading permit.

40. **Tree Removal (Public Right-of-Way):**

a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.

b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

41. **Cultural Resources**

a. **Mural Identification:** Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby shall be physically examined and tested to determine if the canvas murals placed within the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall shall be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work shall be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins. Prior to the issuance of the demolition permits, a summary report of the findings of the physical examination and testing shall be prepared by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources.

b. **Mural Preservation:** If murals are present, and prior to the issuance of demolition permits for the project, a comprehensive plan shall be developed by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources, which addresses the careful removal, restoration and preservation of the murals. Removal shall be completed by a qualified construction firm approved by the City of Los Angeles Office of Historic Resources (OHR), having experience in historic preservation. The results of any such removal shall be documented to the satisfaction of the OHR. Prior to the issuance of a certificate of occupancy for the project, or as required by the OHR, restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall be relocated either within the new project or to a nearby suitable location.

42. **Geology and Soils**

a. **Soils Report Approval Letter:** Prior to the issuance of any grading permit, the applicant shall submit a revised/amended Geotechnical Investigation that addresses

the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

b. **Erosion/Grading/Short-Term Construction Impacts:** The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

43. **Land Use and Planning**

a. **Landscape Plan:** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks 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 decision maker.
b. **Light:** Outdoor lighting shall 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.
c. **Glare:** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
d. **Human Health Hazard (Vector Control):** The property shall be maintained in a neat, attractive, and safe condition at all times; On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties; Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times; Trash and garbage collection bins shall be maintained in a good condition and repair such that there are no holes or points of entry through which a rodent could enter; Trash and garbage collection containers shall be emptied a minimum of once per week; Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

44. **Noise:**

a. Increase Noise Levels (Demolition, Grading, and Construction Activities):

i. Construction and demolition shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturday.

ii. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

iii. The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, caisson drill rigs, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.

iv. The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.

v. Air compressors, auger drill rigs, concrete mixers, concrete pumps, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.

vi. Pile drivers shall be prohibited at the project site.

vii. A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 20 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall remain in place until all windows have been installed and all activities on the project site are complete.

viii. Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

ix. Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street. Queuing and/or idling shall be limited to Van Nuys Boulevard.

x. All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.

xi. Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

b. Increased Vibration Levels (Demolition, Grading, and Construction Activities):

i. Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

c. Increased Noise Levels (Mixed-Use Development):

i. Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

45. **Public Services:**

a. Public Services (Police – Demolition/Construction Sites): Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

b. Public Services (Police): The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to 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, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

c. Public Services (Construction Activity Near Schools): The developer and contractors shall maintain ongoing contact with administrators of Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth High School, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School. The administrative offices shall be contacted when demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323-342-1400) and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

d. Public Services (Schools Affected by Haul Route): The City of Los Angeles Department of Building and Safety shall assign specific haul route hours of operation based upon Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School hours of operation.

Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the schools during periods when schools are in session especially when students are arriving or departing from the campuses.

46. **Transportation and Traffic**

a. Transportation: The following shall be implemented to minimize traffic disruption during construction:

i. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

ii. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

iii. There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

iv. No hauling shall be done before 9 a.m. or after 3 p.m.

v. Trucks shall be spaced so as to discourage a convoy effect.

vi. A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.

vii. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

viii. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

ix. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

x. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

xi. A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

xii. The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

b. Pedestrian Safety: The following shall be implemented to ensure pedestrian safety duration construction:

xiii. The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and

safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

xiv. Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

xv. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

xvi. The applicant shall keep sidewalks open during construction unless closure is required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

c. Construction Work Site Traffic Control Plan: The following shall be implemented to ensure pedestrian safety duration construction:

i. A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan 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. As identified in Mitigation Measure No. XII-20, Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street, and queuing and/or idling shall be limited to Van Nuys Boulevard. Further, DOT recommends that all construction related traffic be restricted to off-peak hours.

Administrative Conditions

47. Inadvertent Discovery: In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (818) 374-5050.
b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 30 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

ii.

48. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

49. Code Compliance. Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

50. 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 Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

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

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

53. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

54. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

55. **Indemnification.** 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 includes 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.

56. **Project Design Feature:** Because lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment, even though well below screening (significance) levels, a Soil Management Plan will be prepared and submitted to the satisfaction of the Department of Building and Safety, prior to the issuance of any grading permit.

FINDINGS

General Plan/Charter Findings (Charter Sec. 556, 558)

The proposed zone change is in substantial conformance with the purposes, intent, and provisions of the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law, including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems, and Plan for a Healthy Los Angeles. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan that form the basis for staff's recommended actions for the proposed project.

1. **General Plan Land Use Designation**. The subject property is located on N. Van Nuys Boulevard in the Van Nuys - North Sherman Oaks Community Plan, which was adopted by the City Council on September 9, 1998. The Plan designates the subject property with two land use designations and two height districts: Community Commercial land use on the eastern / front portion of the site, with corresponding zones of CR, C2, C4, RAS3, and RAS4, and Height District 1L; and General Commercial land use on the western / rear portion of the site, with corresponding zones of C1.5, C2, C4, RAS3, and RAS4, and Height District 1VL. The western / rear portion of the site property is subject to the General Plan Footnote No. 2, which limits the height district to three stories and 45 feet. The subject site is currently zoned [Q]C2-1L-CDO (on the eastern / front portion of the site), and [Q]P-1VL-CDO (on the western / rear portion of the site). The applicant is seeking to change the zone of the subject property to RAS4, which is consistent with the corresponding zones. No change to the height district is proposed. The applicant has requested an off-menu density bonus to permit 33 additional units and one off-menu incentive (to permit an additional 25 feet in height and 3 additional stories on the -1VL rear portion of the site), in exchange for setting aside 7 percent (10 units) for Very Low Income Households, in order to permit development of a mixed-use project consisting of 174 apartment units, and approximately 18,400 square feet of ground floor commercial retail space, which is consistent with the State Law, and the proposed zone. The proposed zone is consistent with the project site's General Plan Land Use Designation, and with approval of the requested density bonus, the proposed height, number of stories, and density would also be consistent.

2. **General Plan Text**. The Van Nuys - North Sherman Oaks Community Plan sets forth planning purposes, objectives, and policies for land uses within its boundaries. The Community Plan's stated purposes are to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community.

   The proposed mixed-use project would be in conformance with the following objectives, and policies of the Van Nuys - North Sherman Oaks Community Plan:

   GOAL 1: *A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.*

   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 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and make it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate the development.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Policy 1-2.2: Encourage multiple residential development in commercial zones.

The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, as well as 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). (Note: at the time the hearing notice was mailed, the application materials identified a request for Parking Option No. 1, however, subsequent to the release of the hearing notice, the applicant indicated the proposed project will provide parking pursuant to the requirements of the LAMC, Section 12.21.A.4, and that Parking Option No. 1 will not be requested). The applicant will provide code-required parking in lieu of either Density Bonus Parking Option (1 or 2), and proposes an additional 142 residential parking spaces and 30 commercial parking spaces in excess of code requirements. A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. A total of 13 non-protected, significant on-site trees will be removed and replaced at a 1:1 ratio. While the existing street trees along W. Kittridge Street would likely be removed to provide a 3-foot dedication and improvement, none of the existing street trees along Van Nuys Boulevard are proposed to be removed or disturbed.

Properties in the vicinity of the project site are characterized by flat topography and improved roadways, and include residential uses, commercial uses, and schools. Specifically, a surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site in [Q]C2-1L-CDO and [Q]P-1VL-CDO zoning; two- and three-story single-family residential units are located to the immediate west in (T)[Q]CR-1VL-CDO zoning; W. Kittridge Street and commercial retail uses are located to the immediate north in [Q]C2-1L-CDO and [Q]P-1L-CDO zoning; and N. Van Nuys Boulevard and commercial uses with surface parking are located to the immediate east in [Q]C2-1L-CDO zoning. Further distant to the northwest, west and southwest along Vesper Avenue are single-family residences in the R1-1-HPOZ Zone, a three unit apartment in the [Q]RD1.5-1 Zone, and a church (Church of the Valley) in the R1-1 Zone. To the north and south along N. Van Nuys Boulevard the development is characterized by 1- and 2-story commercial buildings fronting along Van Nuys Boulevard, and surface parking lots.

Further distant to the east and across Van Nuys Boulevard, along W. Kittridge Street are several apartment buildings in the [Q]CR-1L-CDO Zone and the [Q]R3-1-CDO Zone. Sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Interstate 405 is approximately 1.5 miles west of the project site, SR 170 is approximately 2.3 miles east of the site, and SR 101 is approximately 2.3 miles south of the site.

The proposed project's location is proximate to various public transit routes, including the following bus lines:

- Metro Local Line 164: West Hills to Burbank via Warner Center, Reseda, Lake Balboa, Van Nuys and North Hollywood.
- Metro Local Line 165: West Hills to Burbank via Canoga Park, Reseda, Lake Balboa, Van Nuys and North Hollywood
- Metro Local Line 233: Sherman Oaks to Lake View Terrace via Van Nuys, Panorama City and Pacoima
- Metro Local Line 237: Encino to Sherman Oaks via Van Nuys, Northridge, Granada Hills, Sylmar and North Hills
- Metro Local Line 656: Hollywood to Van Nuys via Studio City and North Hollywood
- Metro Local Line 744: Pacoima to Northridge via Panorama City, Van Nuys, Sherman Oaks, Encino, Tarzana and Reseda
- Metro Local Line 788: West Los Angeles to Arleta via Westwood, Sherman Oaks Van Nuys and Panorama City
- Metro Orange Line: North Hollywood to Chatsworth via Van Nuys, Reseda, Winnetka, Warner Center and Canoga Park
- DASH: Panorama City/Van Nuys: Panorama City to Van Nuys

- The Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop is located within 0.25 miles from the project
- The Metro Orange Line Van Nuys station is located at the northeast corner of the Van Nuys Boulevard/Aetna Street intersection

As per the traffic study and DOT assessment letter (Exhibit "E1"), significant traffic impacts are not expected from the project, and the site is in close proximity to bus lines operating along Van Nuys Boulevard, Victory Boulevard, and Vanowen Street. With incorporation of the DOT Project Requirements as mitigation measures and conditions of approval, the project is not expected to cause any adverse impacts on livability, services and public facilities, or traffic levels.

The proposed project will meet the above objectives and policies by providing additional housing at an appropriate density, with a variety of pricing options, and at a location along a transit corridor to meet the Plan area's population needs and infrastructure capacities. The project furthermore preserves the assigned Community Plan Land Use designation.

The Community Plan also sets standards for Urban Design in Chapter V for multi-family residential, and commercial, projects. The design policies in Chapter V establish the minimum level of design that shall be observed in multiple-family and commercial projects within the entire plan area. The policies of Chapter V are administered via the Van Nuys Central Business District CDO. As such, and by extension, conformity with the CDO also

establishes conformity with the Chapter V of the Community Plan. The findings in support of conformity with the Van Nuys Central Business District CDO are presented below.

Additionally, the staff recommended zone change to the RAS4 zone is in substantial conformance with the purposes, intent and provisions of the General Plan, as reflected in the adopted Framework Element. The City's General Plan Framework Element identifies the overall form of the city, and sets forth goals with regard to urban design objectives, including a livable City for existing and future residents, attractive to future investment, and comprised of interconnected, diverse neighborhoods that function at both the neighborhood and citywide scales. The Citywide Commercial Design Guidelines (which include mixed-use projects) were crafted as a tool to implement the General Plan Framework Element's goals, policy, and objectives within neighborhoods. As conditioned, the project will be in substantial conformance with the following objectives of the Residential Citywide Design Guidelines, including:

Objective 1: Consider Neighborhood Context & Linkages in Building & Site Design

Objective 2: Employ Distinguishable and Attractive Building Design

Objective 3: Provide Pedestrian Connections Within and Around the Project

Objective 4: Minimize the Appearance of Driveways and Parking Areas

Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

The project complies with these Guidelines in that the project provides direct paths of travel for pedestrians, and orients the building to N. Van Nuys Boulevard and W. Kittridge Street. Additionally the project activates the street level frontage with commercial tenant spaces along both N. Van Nuys Boulevard and W. Kittridge Street that incorporates clear and unobstructed windows facing the sidewalk. As noted earlier, the project also uses articulations and material changes, and has been conditioned to provide color and material changes on all sides of the project. The project will widen W. Kittridge Street, plant street trees along W. Kittridge Street, and provide new landscaping along the ground level. Additionally, as conditioned, the project will underground any new utility service as possible.

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The Community Plan text also includes the following objectives and policies:

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

Program: The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

Policy 1-5.2 Promote housing in mixed use projects in transit corridors.

***Program*:** The municipal code provides a bonus in floor area and height for mixed use projects in the areas identified in this program.

Policy 1-5.3 Ensure that new housing opportunities minimize displacement of the residents.

***Program*:** The decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

The proposed 174 unit mixed-use project will provide 21 studio units, 80 1-bedroom units, fifty-eight 2-bedroom units, six 1-bedroom + loft units, and nine 2-bedroom + loft units, which allows for a choices of housing units. The project will also be providing 10 units set aside for Very Low Income households that will help provide housing for a variety of incomes and backgrounds. The site is located along Van Nuys Boulevard, a Boulevard II (formerly a Major Highway) and transit corridor, and can support the proposed increased land use intensification. The proposed mixed-use residential/ground floor commercial building would be compatible with the existing neighborhood land use and character. Additionally, the project will not displace any existing residents as the current uses onsite are entirely vacant commercial buildings.

GOAL 2- *A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the community.*

Objective 2-1 To conserve and strengthen viable commercial development.

Policy 2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

***Program*:** The Plan Map identifies specific areas where commercial development is permitted.

Policy 2-1.3 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

***Program*:** Chapter V - Urban Design, proposes policies for commercial development which address this policy; the Plan also insures more compatibility by downsizing and/or establishing more restrictive height limits.

Objective 2-2 To enhance the identity of distinctive commercial districts.

Policy 2-2.1 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards establish.

Policy 2-2.2 Ensure that commercial in-fill projects achieve harmony in design with the best of existing development.

Program: Implementation of the Design Guidelines in Chapter V.

Policy 2-2.3 Require that the older commercial business areas with pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

***Program*:** The Plan includes Design Guidelines which implement this policy for commercial projects and projects located within pedestrian oriented districts.

***Program*:** A Community Design Overlay district (CDO) is designated for the older commercial business district along Van Nuys Boulevard between the south side of Oxnard Street to Wyandotte Street.

Policy 2-2.4 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts incorporate retail and service oriented commercial uses.

Program: Design Guidelines address this policy.

Policy 2-4.1 Protect commercial plan designations so that commercial development is encouraged.

Program: The Plan and Plan Map maintain the current amounts of commercial land use designations to implement this policy.

As noted above, the project is located on Van Nuys Boulevard, a transit corridor. The project is proposed in an existing commercial area, and as noted above, complies with the Urban Design guidelines in the Van Nuys-North Sherman Oaks Community Plan, as reflected in the Van Nuys Central Business District CDO, as well as the Citywide Commercial Design Guidelines (including mixed-use projects). The project maintains a commercial use for the ground floor on the property, encouraging an active street frontage and pedestrian activity.

The project has been designed to be articulated to provide variation and visual interest, and the ground floor materials (stucco and aluminum siding) will help avoid opportunities for graffiti. The project has been conditioned to incorporate surfaces and textures to discourage graffiti on walls, and masonry walls are required to be constructed of decorative brick, stone, split face concrete block, or other material, creating a stable environment with a pleasant and desirable character.

The project complies with the design policies in that the project uses the stairwells as vertical articulations, and provides balconies, landscaping, and material changes on all sides of the development. As conditioned, the mechanical and electrical, and rooftop equipment will be screened from view. The project also proposes to keep enclosed trash areas within the building footprint.

Parking is integrated with the building, and the basement and ground floor parking is located behind the commercial space which faces the street. The commercial space maximizes the frontage along both Van Nuys Boulevard and Kittridge Street frontages. The project has been conditioned to install on-site lighting along all pedestrian walkways and vehicular access ways, and shield and direct on-site lighting onto driveways and walkways, directed away from adjacent uses.

Therefore, as conditioned, the recommended development meets the objectives of the Community Plan, is permitted in the requested RAS4 Zone, and is consistent with the

general plan land use designation.

The Housing Element for 2013-2021 was adopted by City Council on December 3, 2013, and is an element of the City's General Plan. The project is consistent with the following goals, objectives, and policies:

GOAL 1: *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

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 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

As noted above, the proposed 174 unit mixed-use project will provide 21 studio units, 80 1-bedroom units, fifty-eight 2-bedroom units, six 1-bedroom + loft units, and nine 2-bedroom + loft units, which allows for a choices of housing units. The project will also provide 10 units set aside for Very Low Income households that will help provide housing for a variety of incomes and backgrounds. The site is located along Van Nuys Boulevard, a Boulevard II (formerly a Major Highway) and transit corridor, and can support the proposed increased land use intensification. As such, the project is consistent with the above goals, objectives, and policies of the Housing Element.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

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's stock of decent, safe, healthy or affordable housing.

Policy 1.2.7 Strengthen the capacity of the development community to preserve and manage affordable housing.

As noted above, the project provides a variety of rental options, and provides new affordable units. The 10 units set aside for Very Low Income Households will be preserved through a covenant for 55 years, or until 2073. As such, the project is consistent with the above goals, objectives, and policies of the Housing Element.

3. **Charter Findings**. The proposed zone change complies with Charter Section 556 and 558 in that the change promotes land use regulations with regards to use, height, density, etc., that is consistent with the General Plan, as noted above in Finding Nos. 1 and 2, and with public necessity, convenience, general welfare, and good zoning practice, as noted in the discussion at Finding No. 4, all of which are referenced as if fully incorporated herein.

Entitlement Findings

4. **Zone Change, 12.32 C.2:**

The adoption of the proposed land use ordinance will be in conformity with public necessity, convenience, general welfare and good zoning practice.

The project site consists of one flat lot, irregular in shape that fronts the west side of N. Van Nuys Boulevard for a distance of approximately 147 feet, and has approximately 375 feet of frontage along W. Kittridge Street. The lot is approximately 147 feet wide and approximately 375 feet deep.

The site is in the Van Nuys-North Sherman Oaks Community Plan, and currently has split zoning with [Q]C2-1L-CDO (on the eastern / front portion of the site), and [Q]P-1VL-CDO (on the western / rear portion of the site). The property is subject to the General Plan Footnote No. 2, which limits the height to three stories and 45 feet. The property is currently subject to the [Q] Conditions of Ordinance 174,421, commonly known as the "Van Nuys Central Business District Community Design Overlay Q Conditions," which prohibits certain uses, places additional signage restrictions, regulates building orientation and entrances, and prohibits certain security devices and wireless antennas. The property is within 500 feet of a public school, but not within 500 feet of a park.

The project site is currently improved with three vacant commercial buildings (previously La Tapachulteca Latino Market and WSS Shoes) originally constructed between 1950 and 1959, located along the sites N. Van Nuys Boulevard frontage to a depth of approximately 150 feet. The remainder of the project site is improved with a surface parking lot and landscaping, including 13 non-protected, significant (i.e., 8-inch or greater trunk diameter as measured 54 inches above ground height) trees. One curb cut currently exists along the sites W. Kittridge frontage. Based on the Historical Resources Report prepared by RINCON Consultants, Inc., dated August 31, 2017 for the subject property, none of the existing buildings are currently listed or eligible for listing as a historical resource at the federal, state, or local level. Thirteen trees onsite will be removed for the project; all are over eight (8) inches in diameter and none are protected species. As identified in Case No. ENV-2016-2945-MND, the four palm trees (*Washingtonia robusta*) along W. Van Nuys Boulevard appear to meet local criteria for listing as a City of Los Angeles Historical Monument. The proposed project is appropriately conditioned to provide construction fencing around the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which will remain in place for the duration of construction. As such, impacts to the four palm trees are found to be less than significant.

The project proposes a Vesting Zone Change for a uniform zone across the entire site from the [Q]C2-1L-CDO and [Q]P-1VL-CDO to the (T)[Q]RAS4-1L and (T)[Q]RAS4-1VL Zones, respectively, consistent with the subject property's General Plan Land Use designations of General Commercial and Community Commercial. The requested RAS4 zone permits a maximum building height of 50 feet, and consistent with the RAS Zone Interpretation Memo dated April 21, 2005, the RAS Zones can exceed a General Plan Footnote when that Footnote is general in nature and generally refers to all parcels under that category. Thus, the maximum height allowed in the RAS4 zone on the subject property would be 50 feet, and not 45 feet, as otherwise restricted by Footnote No. 2. The applicant has also requested a density bonus for 33 additional units, which includes an off-menu incentive to permit an additional 25 feet in height. With approval of the requested off-menu density bonus incentive, the proposed project would be in conformance with the height restrictions of the RAS4 zone. The property is not in any specific plan area, but is located within the Van Nuys Central Business District CDO area, which regulates building orientation, uses,

signs, entrances, security devises, and freestanding wireless antennas. Specifically, the CDO requires buildings to be built to the front and side property lines, superseding the yard requirements of the requested RAS4 zone. It also prohibits multi-family uses on the ground floor along Van Nuys Boulevard. As shown in Exhibit "A", the proposed project complies with both of these requirements, and as identified on sheet A5.0 Building Elevations, no signage has been proposed, so the project has been conditioned to comply with the CDO signage requirements. The project has also been conditioned to comply with the building orientation, security devices, and wireless antenna regulations of the Van Nuys CBD CDO. With regard to entrances, the applicant has requested modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches. As conditioned, the requested modification would activate the street level by providing additional space for free flow movement of pedestrians between commercial establishments (without having to use the sidewalk area), and provide improvements/amenities including covered (shaded) outdoor seating areas, landscaped planters, and trash receptacles, encouraging pedestrian activity and activating the proposed project at the street level, which will enhance the Districts' appearance and create a sense of place along N. Van Nuys Boulevard, a hub within the San Fernando Valley. As such, and as shown below, the proposed project would be in conformance with the overall purposes and intent of the Van Nuys Central Business District CDO; and with approval of the requested [Q] condition modification, the proposed project would be in substantial conformance with the Van Nuys Central Business District CDO [Q] Conditions.

Public Necessity - The proposed mixed–use building provides necessary housing to the City of Los Angeles, with both a variety of unit types and economic segments by providing 174 new units, 10 of which will be set aside as affordable for a period of 55 years. This provided housing aligns with the Los Angeles Mayor's Executive Directive No. 13[2], which notes an affordable housing crisis in the City and encourages the development of new housing units.

Convenience - The proposed project will be conveniently located along the N. Van Nuys Boulevard commercial corridor, in close proximity to existing commercial and retail uses, multi-family and single-family residential neighborhoods, and is served by a number of bus lines proximate to the site (see above discussion under Finding No. 2). The subject site is also proximate to the Van Nuys Civic Center, and LA Valley College, as well as regional freeways including the 170 (Hollywood) to the east, and the US 101 freeway to the west.

The project will provide a clear residential entry point from W. Kittridge Street, and has been conditioned to provide easily accessible short-term commercial bike racks next to the commercial space entrance doors, and short-term residential bike racks next to the main residential entry along W. Kittridge Street. In addition, the project has been conditioned to provide all long-term residential and commercial bike parking spaces to be conveniently located within the first floor (ground level) parking level. These features make the use more accessible and convenient for those utilizing alternative modes of transportation.

General Welfare – In addition to providing needed housing as noted above, the proposed project will also be beneficial with respect to the general welfare because it will increase the economic viability of the community in which it is located by providing commercial space in addition to the residential units.

[2] Los Angeles Mayor's Executive Directive No. 13, dated October 23, 2015 as cited from: https://www.lamayor.org/sites/g/files/wph446/f/page/file/ED_13_-_Support_for_Affordable_Housing_Development.pdf?1445984955

Good Zoning Practice - With respect to good zoning practice, the proposed project's use and design is substantially consistent with the purposes of the General Plan, and Community Plan. Including the Density Bonus incentive for additional height through providing affordable units, the project has been designed in substantial conformance with applicable zoning and development limitations. Additionally, the proposed project is consistent with the land use designation of the subject property and sound zoning practices, as it will provide a desirable and beneficial commercial use on commercially designated property that does not encroach upon or impact residentially zoned properties or neighborhoods.

The proposed Vesting Zone Change will eliminate the outdated P Zone on the subject property and permit the construction of a mixed-use project with 174 residential units, including 10 affordable, set-aside units, and 18,400 square feet of commercial space in the RAS4 Zone. This is good zoning practice in consideration of the location of the subject property along a commercial corridor where adjoining commercial properties are within the same land use designation. Moreover, the proposed project will replace an underutilized surface parking lot that has obsolete P zoning, with a mixed-use project within the RAS4 zone, bringing a 4much more beneficial and attractively designed community oriented use which houses all required parking within the development.

Furthermore, the proposed project is consistent with the Purpose Statement of the RAS4 Zone, as contained in LAMC Section 12.11.5:

"The purpose of this zone is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS4 Zone is intended to provide a tool to accommodate projected population growth in mixed use and residential projects that is compatible with existing residential neighborhoods."

The proposed project replaces older buildings and surface parking lots, related to a former La Tapachulteca Latino Market and WSS Shoes, with desirable, market-rate and affordable residential units in a mixed-use building, providing a new, high-quality, for-rent dwelling option. In addition to expanding available housing opportunities, the proposed project expands commercial opportunity with a commercial use oriented along the project site's ground-floor N. Van Nuys Boulevard and W. Kittridge Street façades, encouraging an active street frontage and pedestrian activity.

5. **"T" and "Q" Classification Findings, LAMC 12.21 G and Q:**

The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. Such limitations are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the required actions.

The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limit the scale and scope of future development on the site are also necessary to protect the best interests of, and to assure a development more compatible with, surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

6. **Vesting Zone Change, L.A.M.C. Sec. 12.32 Q.3:**

The conditions adopted for the vesting zone change are necessary to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood; to secure an appropriate development in harmony with the objectives of the General Plan; to prevent or mitigate potential adverse environmental effects of the zone change; or that public necessity, convenience or general welfare require that provisions be made for the orderly arrangement of the property concerned into lots and/or that provisions be made for adequate streets, drainage facilities, grading, sewers, utilities and other public dedications and improvement.

The discussion at Finding Nos. 1 and 2 is referenced as if fully incorporated herein and detail how the project complies with the General Plan Land Use Designation. Furthermore, the project allows the site to secure an appropriate development in harmony with the objectives of the General Plan, by retaining the General Plan Land Use Designation, keeping a commercial use along the ground floor of a commercial and transit corridor, and by providing housing options for diverse economic needs in the population.

The project is consistent with public necessity, convenience, general welfare, and good zoning practice, as noted in the discussion at Finding No. 4, which is referenced as if fully incorporated herein.

The discussion at Finding No. 5 is referenced as if fully incorporated herein, and details how the recommended T and Q conditions support these findings for preventing adverse effects of the zone change, and public dedications and improvements.

As such, the project complies with LAMC Section 12.32 Q for Vesting Zone Changes.

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES PROGRAM DETERMINATION (OFF-MENU INCENTIVE)

Code Criteria
As permitted by LAMC Section 12.22 A.25 the applicant is requesting an off-menu incentive that will facilitate the provision of affordable housing at the site, as follows: one (1) off-menu incentive for a 25-foot increase in height, and an additional three stories within the western / rear portion of the site, in lieu of the otherwise maximum permitted height of 50 feet (in the requested RAS4 Zone) and three stories (pursuant to Community Plan Footnote No. 2). Pursuant to LAMC Section 12.22 A.25 (g)(2)(i)c, and Government Code 65915(d), the Commission shall approve a density bonus and requested incentive unless the Commission finds that:

7. **The incentive is not required in order 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 Commission to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & 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 dependent on affordability levels.

The requested incentive, an increase in height, per LAMC 12.22 A.25(g), permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows the developer to expand the building envelope so the additional ten (10) restricted affordable units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside ten (10) units for Very Low Income dwelling units for 55 years.

Height Increase (incentive). The project is a six (6)-story mixed-use multi-family residential building with 174 dwelling units, including ten (10) affordable units, with ground floor commercial space. Without any density bonus incentive, the project would otherwise be limited to a maximum height of 50 feet. The on-menu incentive only allows for an 11-foot increase in height or one additional story, whichever is lower. However, the requested incentive would allow for an increase in the height limitation to a total of 75 feet to accommodate a balance of commercial space, affordable housing, and market rate units. The project proposes a height of 75 feet.

As expressed by the applicant in the supplemental materials provided (Exhibit "E3"), 26 units, public common areas, and landscaped planters would be lost without the requested 25-foot height increase. The Van Nuys CBD CDO Q Conditions prohibit multi-family uses on the ground floor, which leaves only the 2nd through the 6th floors for locating residential units. The additional height requested is necessary to construct the number of units proposed, and to allow for 18,400 square feet of ground floor commercial space, consistent with the commercial zone, land use designation, and character of the surrounding area along N. Van Nuys Boulevard. In addition, the height increase will allow the project to be configured in a manner more efficient than otherwise possible in order to make the project financially feasible for a rental apartment development that includes seven (7) percent affordable units.

8. **The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment, or on 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no evidence in the record that the proposed density bonus incentive(s) will have a specific adverse impact. 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)).

SITE PLAN REVIEW, L.A.M.C. Sec. 16.05:

9. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

As per Findings No. 1, 2, and 4 the project is consistent with the General Plan, by retaining the General Plan Land Use Designation, keeping a commercial use along the ground floor of a commercial and transit corridor, and by providing a variety of housing options for diverse economic needs in the population.

10. **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 adjacent properties and neighboring properties.**

Height

The proposed project would be the tallest structure on the block. All of the immediately surrounding properties to north, south, east, and west are no taller than a three (3)-story building, or approximately 31 feet in height. However, many of the surrounding properties have surface parking, and are not developed to the full utilization of the land. As the permanent [Q] conditions would allow for a height of 75 feet in the RAS4 zone, the project's height is compatible with the potential future development on the adjacent properties along N. Van Nuys Boulevard, and the project's transitional height provides buffering and mass articulation, providing for compatibility with adjacent 2- and 3-story homes to the west.

Bulk/Massing

Consistent with the requirements of the Van Nuys CBD CDO, the proposed project would utilize the full width of the lot, which has a frontage of approximately 150 feet of frontage along N. Van Nuys Boulevard, and approximately 375 feet of frontage along W. Kittridge Street. This lot width is similar to the lots immediately adjacent to the subject site but not as wide as the lots further north of the subject property. The massing of the structure along the street façade has been broken up by different planes and material treatments that make the structure appear less imposing from the street.

Building Materials

The proposed materials of stucco, clear glass, metal guard railing, anodized aluminum grill vents, vinyl framed windows (residential floors), anodized aluminum frame ground floor windows/doors, and blue/grey aluminum panel siding are compatible with existing developments, but will also have the potential to set a precedent that will inspire future developments on the block.

Entrances/Access

The project provides clear entrances from the street, N. Van Nuys Boulevard and W. Kittridge Street, for both the commercial and residential uses. This is consistent with other nearby commercial properties that also orient the entrances toward the street. In response to the applicant's stated objective for resident guest parking, staff has conditioned the project to require a remote electronic gate opening system to enable the security gate to be opened from each residential unit. To ensure that the project's commercial spaces (which include tandem spaces) remain available to both business patrons and employees, the proposed project has been conditioned to require a parking lot attendant/valet during commercial business hours, and card key access outside of normal business hours. As shown on Sheet A3.0 and A3.1, the residential parking is currently configured to provide a number of the proposed spaces as tandem parking spaces. To ensure that these spaces remain available and accessible to guests of residents, as well as to residents, which is the stated purpose by the applicant, the project has been conditioned to require that these excess residential spaces to be single (and not tandem) stalls, pooled, clearly identified with Wayfinding signage, and accessible via electronic card key control installed at the gate which is operable from each residential unit. The applicant has been advised that projects reviewed by the CPC have been required to provide electric vehicle ready parking stalls for all parking spaces provided in excess of code requirements.

As shown on the Exhibit "A" Site Plan, appropriate separation of the commercial parking spaces from the resident parking spaces has been provided by separate driveway

ingress/egress to each parking area, and by locating the commercial parking solely on the ground floor level.

Setbacks

The proposed project would be constructed to the front and side property lines, in conformance with the Q Conditions of the Van Nuys CBD CDO, and nearby properties. The project also observes a five (5) foot rear yard setbacks at the ground level, with the upper residential floors (i.e., 2nd through 6th) setback a minimum of 5 feet consistent with the requirements of the requested RAS4 zone. Noteworthy are the transitional height setbacks provided along the northerly and westerly sides of the project, providing further buffer and compatibility with the surrounding land uses.

Parking

Based upon the number and type of dwelling units proposed, and the applicant's revised Site Plan Review Form, 206 automobile parking spaces for residential uses are required for the project. Automobile parking shall be provided consistent with LAMC Section 12.21.A.4, which requires one (1) on-site parking space for each residential unit with less than three (3) habitable rooms, one and one-half (1.5) on-site parking spaces for each residential unit with three (3) habitable rooms, and two (2) on-site parking spaces for each residential unit with more than three (3) habitable rooms. The Bicycle Parking Ordinance, LAMC Section 12.21.A.16, allows affordable residential projects not requesting Parking Option No 1 or 2 to reduce required automobile parking by up to 30 percent. However, the applicant has not requested either of these reductions, nor any reduction in required automobile parking spaces with bicycle parking replacement spaces. Based upon the number and type of dwelling units proposed, the 206 automobile parking spaces for residential uses shall be provided.

Based upon the project site's location within the Los Angeles State Enterprise Zone, a minimum of 37 automobile parking spaces are required for the proposed project. Automobile parking shall be provided consistent with LAMC Section 12.21.A.4.(x)(3)6, which requires two (2) on-site parking spaces for each 1,000 square feet of gross commercial floor area.

Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one (1) per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one (1) per 10 dwelling units or guest rooms, with a minimum of two (2) short-term bicycle parking spaces. Short-term and long-term bicycle parking for commercial retail space requires one (1) bicycle parking space per 2,000 square feet for long-term bicycle parking and one (1) bicycle parking space per 2,000 square feet for short-term bicycle parking, with a minimum of four (4) bicycle parking spaces (two [2] as long-term and two [2] as short-term bicycle parking). Based upon the number of dwelling units, at least ten (10) long-term bicycle parking and ten (10) short-term bicycle parking spaces shall be provided onsite for the commercial retail uses, or pursuant to LAMC Section 12.21 A.16 for any other permitted commercial use.

Unlike many nearby properties, the project locates all parking underneath the building footprint, and behind the ground-floor commercial. This is compatible with future development as the nearby properties have surface parking on the under-developed lots. It should also be noted that the parking layout provides 142 residential and 30 commercial parking spaces in excess of Code requirements, and the project has been conditioned to provide for appropriate parking management of these excess parking spaces, including ensuring that excess residential parking will be available to guests and residents, that commercial spaces will remain secure after business hours, and to require that corrected final plans be submitted to correct inconsistencies in project data presented in Exhibit "A".

Lighting
No lighting fixtures were shown on the elevations or other plans, but the project has been conditioned to install security lighting that would be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping
The project proposes landscaping as a part of the project. There is minimal landscaping in the nearby properties, and the existing project site has minimal landscape also. The project has been conditioned to provide landscape consistent with Exhibit "A", and is providing 136 new trees onsite, while retaining the four (4) existing palm street trees along N. Van Nuys Boulevard. As such, this project will be introducing more landscaping than what currently exists.

Trash Collection
Trash and recycling is located on the interior of the building, on the ground floor. This location will reduce the impact of unpleasant odors to any neighboring properties, and will also screen from view the trash from the street.

11. **The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project provides several recreational and service amenities for the residents of the project. Specifically, the second floor (first residential floor) will have a large open air courtyard with meandering walks and a fire pit within plentiful landscaping and sitting areas. A gate guarded swimming pool and adjacent lounging area will be provided. Also on this level will be a gym room and a multipurpose recreation room. On the west end of the second floor will be a dog park. The west end of the fifth floor will have common area seating around a fire pit. Lounge areas are provided amidst the landscaping, and the west end of the sixth floor will include a yoga area, a bocce ball court, and barbeque and sitting areas with a fireplace. Additionally, 145 of the units have private balconies. The condition requiring EV-ready parking spaces (installed with chargers) onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. These conditions allow the project to improve the health, wellness, air and mobility of the neighborhood, but within the context of the project's proposed density, uses, and features. As such, the project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

CDO Findings

12. **The project substantially complies with the adopted Community Design Overlay Guidelines and Standards.**

The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, as well as 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). The applicant will provide code-required parking in lieu of either Density Bonus Parking Option (1 or 2), and proposes an additional 142 residential parking spaces and 30 commercial parking spaces in excess of code requirements. A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. A total of 13 non-protected, significant on-site trees will be removed.

Ground Floor

All commercial projects within the boundaries of the Van Nuys CDO must comply with the Design Guidelines and Standards. As a mixed-use project, the design of the proposed project is subject to these Guidelines and Standards, and as conditioned, the commercial component substantially complies with them. Specifically, the ground floor storefront design invites commercial interest and promotes pedestrian scale (recessed building entrances), provides a pleasing design reinforced through a simple but effective use of building materials, presents a unique design and architectural character (transitional height and aluminum siding, consistent podium level exterior landscaping, aluminum siding, and ground floor transparent windows (Guideline 7), creates harmony between existing and new buildings (color, materials, landscaping, and signage), and adheres to the stated principles of consistency, safety, and simplicity.

Massing

The building is constructed to the front and side property lines, and all parking is provided off W. Kittridge Street, a side street, contained within the rear of the building at the ground level screened by an aluminum grille, and also within subterranean parking garages (Guideline 2; Standard 2). Entrances to the ground floor commercial retail space along both N. Van Nuys Boulevard and W. Kittridge Street are recessed up to 14 feet 9 inches (177 inches), and while greater than the maximum 3-foot recess otherwise permitted by the CDO Q condition, it would afford opportunities for outdoor eating, landscaped planters, and seating, and enable a pedestrian friendly environment consistent with the principles and objectives of both the Van Nuys CBD CDO and Guideline 1 of the Guidelines and Standards. A sign band wraps the building's street frontages at the top of the ground floor, creating a consistent massing element at the building's base, and separating the upper residential floors from ground floor commercial space. The building's façade design extends through successive floors (Guideline 5). As conditioned, and consistent with Section 5.B Guideline 6 and Standard 6, the building's façade treatment elements will be architecturally integrated through the consistent rhythm of color and materials, including providing a strong ground floor building column form (i.e., length and width of column) and finish consistent with the design treatment of the sign band element; a pedestrian friendly environment will be created by the provision of free flow access between commercial establishments, consistent with Design out Crime mitigation requirements.

Transparency and Articulation

A minimum of sixty percent of the ground floor façade will be comprised of windows and doors, and a minimum of 20 percent will be articulated with wall treatments including two or more of the following (recessed entryways, planters, murals, mosaic tiles, or public art). In further conformance with Guideline 6, entrance to the upper residential floors is located in the middle of the building's W. Kittridge Street frontage, as denoted by the vertical blue aluminum façade element extending upward from the ground floor to the roofline, and the placement of a vertical address element which extends to the full height of the ground floor on the right side of the residential entry. The building's massing is articulated by transitional height which is used at both the building's 5th and 6th floors along N. Van Nuys Boulevard, as well as at the 2nd through the 5th floors along the building's westerly property line adjacent to 2- and 3-story single-family small-lot homes. Vehicular access for both commercial patrons and residential tenants is located at the northwest of the site along W. Kittridge Street, with separate driveway ingress and egress provided for each use.

Lighting

Public safety, architectural emphasis, and promotion of evening activity is addressed through the requirement for lighting that adds emphasis to the ground floor commercial and residential lobby entrances, signage, landscaping, and parking areas. (Design Principle; Standard 8a; Guideline 12). The design of exterior lighting, including fixtures, standards, and accessories, will be required to be a part of the overall architectural concept, including consideration of concealing light features within building elements and landscaping (Guideline 10/1). Further, consistent with Standard 12a and required mitigation measures, all lighting is required to be shielded, directed on-site, and away from surrounding residential areas. This requirement will also apply to any lighting within the ground level commercial parking area located along W. Kitridge Street, and the size of the perforations in the clear anodized aluminum grille which vents the ground level parking areas, which must meet this standard.

With regard to awnings and canopies, the proposed project achieves the intent of the guidelines in that it includes a building overhang element which features a sign band that spans the commercial frontages along N. Van Nuys Boulevard and W. Kittridge Street, responding to the scale, proportion, and rhythm of the building's design

Windows on the first and second floor will be required to be recessed at least three inches, while the ground floor commercial windows will be required to be transparent, with upper floors comprised of a minimum of 40 percent windows and other openings (Guideline 7; Standards 7a, 7b, and 7c). The roofline of the building is flat and well-articulated by the loft spaces, and there are changes to the horizontal plane through the use of different building materials, colors, and vertical elements per Guideline 9, Standards 9a, 19b, and 20b.

As proposed, the project's trash, recycling, and mechanical equipment areas are located within the building, and as such they are screened from public view, consistent with the requirements of Guideline 16. As conditioned, and consistent with Guideline 16, and Standards 16a and 16b, trash bins shall have a cover, and any ground-mounted equipment or electrical transformers shall be fully screened from public view. The proposed project would comply with Guidelines 17-1 and Standards 17-1a, and 17-1b, which require that the appearance of security devices enhance the area by prohibiting the installation of new exterior devices, including rolling shutters, grilles, barbed wire, razor wire, and concertina wire, and that interior security grills and similar security devices remain fully retracted during business hours.

As proposed, the project complies with Guideline 19 and Standard 19b in that prohibited finish materials would not be permitted. Consistent with Standard 19a, the building columns along N. Van Nuys Boulevard and W. Kittredge Street have been conditioned to be improved consistent with the same aluminum panel finish proposed for the sign band

element, consistent with the standard of maintaining visual interest and providing for the use of complementary materials, particularly at the ground floor level. Consistent with Standard 19c, 20a, Guideline 21, and Standard 21, use of highly reflective colors, especially glare-producing colors, fluorescent and day-glow colors, are prohibited, and the front façade design and materials are continued around the southeast corner of the building, which provides an arctic blue aluminum panel extending across all residential floors for a distance of approximately 25 feet, and no more than four (4) exterior colors are proposed. As conditioned, exterior elements including down spouts, gutters, vents, and other mechanical equipment are required to be painted to blend into the background surface whenever screening of equipment is not possible.

As stated on Sheet A5.0, no signage is proposed as a part of the applicant's request, and as such, the project has been conditioned to comply with the Q Conditions of the Van Nuys CBD, as well as the Design Guidelines and Standards pertaining to Signs, through the requirement to prepare a sign program.

Therefore, as conditioned, the building design substantially complies with the Van Nuys CBD Community Design Overlay Guidelines and Standards as the project includes attractive architectural and articulate façade elements, is consistent with the CDO, and provides for the design principles of consistency, safety, and simplicity.

13. **The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic, or environmental resources adjacent to the site and the vicinity.**

The project offers a cohesive design scheme that will help promote an attractive and inviting district as the Van Nuys CDO Design Principles intended. The proposed project is one of the first projects being redeveloped in a corridor that has older, and functionally obsolete buildings. The new building façade and design will enhance the physical appearance of the site and provides for transitional height to buffer the single-family small lot homes to the west, and soften the building's massing along N. Van Nuys Boulevard. Further, the proposed landscaping enhances the streetscape which has four (4) existing palm trees along N. Van Nuys Boulevard, which will remain. The project proposes a total of 136 trees. As identified in the MND, there are no cultural, scenic, or environmental resources adjacent to the site or in the immediate area that would be impacted by the new six-story, 174-unit residential apartment over at-grade and subterranean parking, and mitigation measures have been required in the event that murals which could be present are encountered during the demolition of existing commercial buildings.

CEQA Findings

ENV-2016-2945-MND was circulated for 20 days ending on April 18, 2018. On March 28, 2017 a comment letter was received from Los Angeles Unified School District (LAUSD), and a second letter was received on April 17, 2018 from South Coast Air Quality Management District (SCAQMD) (See Exhibit "E4"). The State CEQA Guidelines require a lead agency to consider the MND for adoption together with any comments received during the public review process. The following presents a response to correspondence received regarding the MND.

The LAUSD comment letter notes concerns about the proximity of Ararat Charter School (i.e., 500 feet to the east) of the proposed project site, and expresses concerns over the potential for negative impacts of the project to students, staff, and parents traveling to and from the campus (specifically, traffic, and pedestrian safety), and on that basis provides mitigation measures for incorporation as conditions of project approval.

The City of Los Angeles appreciates LAUSD's review and guidance provided in its comment letter. Analysis of potential construction impacts to Ararat Charter School located approximately 500 feet east of the project site was included in ENV-2016-2945-MND. This analysis identified that potential impacts to schools within the area proximate to the project site may result during construction operations, including haul truck activities. Further, the analysis concluded that with mitigation, potential impacts would be reduced to less than significant levels. These required mitigation measures have been included as conditions of project approval in this Staff Report. Importantly, many of the mitigation measures requested by LAUSD are duplicative of those identified in ENV-2016-2945-MND (See Conditions No XIV-20, XIV-40, XIV-50, and XVI-30), and as such have already been addressed and incorporated into the proposed project requirements. Three of the requested conditions are in fact not conditions, but offer a statement or assertion of purported fact. These comments are noted for the record:

- School buses must have unrestricted access to schools.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Parents dropping off their children must have access to the passenger loading areas.

Lastly, two of the requested conditions would require that the applicant fund crossing guards at the contractor's expense, and to provide security patrols, as follows:

- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.

- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Regarding these last two requested conditions, staff would note that the LAUSD's letter does not provide substantial evidence supporting a fair argument that, without the LAUSD requested conditions, the project would result in potentially significant impacts to the environment, as related to safety of children/students at school crossings, or from trespassing, vandalism, or short-cut attractions. Therefore, in absence of any evidence to the contrary, and as identified in ENV-2016-2945-MND, potential impacts to safety during construction would be less than significant, with compliance to all required mitigation measures identified in ENV-2016-2945-MND. The comment is noted for the record.

The second letter received on April 17, 2018 was from South Coast Air Quality Management District (SCAQMD). This comment letter identifies the need for additional mitigation, and provides mitigation language for the proposed project relative to the following:

- Tier 4 Construction Equipment or Level 3 Diesel Particulate Filters
- Diesel-Fueled Trucks with 2010 Model Year Engines
- SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil
- SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

With regard to the SCAQMD's request for Tier 4 Construction Equipment or Level 3 Diesel Particulate Filters, and for use of Diesel-Fueled Trucks with 2010 Model Year Engines, staff would note that in both cases, the MND concluded that potential impacts from both

particulate matter emissions, and from NOx emissions, generated during construction, on nearby residents, would be less than significant, and that no mitigation was warranted. As a result, no mitigation was applied. In absence of any other evidence to the contrary from SCAQMD, and based on the air quality impact analysis presented in the MND, construction-related impacts would be less than significant. As such, no mitigation is warranted.

With regard to SCAQMD's request that both SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil) and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) be incorporated into the final MND, staff would note that all development within the city, including the proposed project, is subject to applicable regulatory compliance measures, including those of the SCAQMD. To that end, these two regulations cited by SCAQMD have been added to the cited Regulatory Compliance Measures listed at the back of the Mitigation Monitoring Program prepared for the proposed project.

Based on the above, the City finds there is no basis to change the impact analysis or conclusion in the Mitigated Negative Declaration related to air quality.

As such, the City Planning Commission FINDS, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-2945-MND, as published on April 17, 2018, ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FINDS the Mitigated Negative Declaration reflects the independent judgement and analysis of the City, FIND the mitigation measures have been made enforceable conditions on the project, and ADOPTED the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

An initial public hearing was held at the Marvin Braude San Fernando Valley Constituent Service Center on April 13, 2018. The public hearing was attended by approximately eight persons including the applicant's 5 member development team, two members of the general public, and Councilwoman Martinez's planning deputy.

Communications Received

A letter of support for the project was provided by the Van Nuys Neighborhood Council dated November 16, 2016 (Exhibit "E2"). Staff also received one phone call before the public hearing from an area resident, in response to the Notice of Public Hearing, who asked if attendance was mandatory and sought clarification regarding the required Soil Management Plan which is identified as a project design feature.

A second phone call was received following the public hearing from a resident who lives 0.3 miles east of the subject property on Kittridge Street, who expressed concern that the proposed project needed to provide adequate parking on-site in order to ensure that the existing on-street parking impact within the adjacent residential neighborhoods is not further impacted. The caller also expressed concern that the general public would use on-site recreational amenities, resulting in worse on-street parking impacts. Following the public hearing, two letters were also received including: one (1) letter of concern from a nearby resident who cited concerns over project impacts to on-street parking, and project-generated traffic impacts on surrounding residential streets; and, one (1) letter of support from an interested party who expressed eagerness to see investment in the neighborhood, and the removal of abandoned buildings that are attracting homeless encampments, graffiti, trash and crime on the project site.

Summary of Initial Public Hearing Testimony and Communications

The applicant's development team spoke of initiating the proposed development more than 5 years in the making, and over two years of planning efforts including outreach to Neighborhood Council, council office, residents within the surrounding residential community, community activists, and reducing the size from 21,756 square feet to 18,400 square feet of commercial and from 184 to 174 units. In response to input and concerns of these stakeholders, the proposed project has been reduced from 184 to 174 units, and the building's frontage on Van Nuys Boulevard has been stepped back at the 5th and 6th floors. The Team spoke of the project's key features to include voluntarily giving up density on the rear (westerly portion) of the building in order to provide transitional height and reduced massing immediately adjacent the existing single-family residential homes west of the project site. The Team identified that the project would provide desperately needed housing in an area which is in great need of such projects, and which offers a quality living environment with an affordable component, as well as numerous amenities and a design which includes a pedestrian friendly retail component.

The Team stated that the requested density bonus of 33 units (23.4%), which includes one off-menu incentive for a 25-foot increase in height, is very important to the success of the proposed project, and identified this request to be an entitlement authorized by state law, and referenced the applicant's submitted justifications in support of the required findings. The Team referenced that without the 25 feet, 27 units would be lost, and the density which the applicant is entitled to

under state law and city code would not be possible. The Team noted that the requested entitlements together with the project's proposed design would achieve consistency with the building code and other requirements. The Team also discussed the efforts which have been taken to ensure no impact to historic resources occurs, and specifically discussed the intention to restore and preserve Millard Sheets murals which once existed in the original building, if found to be present during building demolition (Condition No. 45a and 45b).

The Team mentioned that the proposed 348 residential parking spaces (as compared to the 206 required) are volunteered in direct response to the councilwoman's request to work with the area stakeholders and to address their concerns, which included parking impacts to the surrounding residential community, and concerns about providing 3-bedroom units (which would increase building mass and need for parking). The Team noted the project has received the support of the Neighborhood Council for the proposed project (See Exhibit "E2"), and identified that the stakeholder support was contingent upon the provision of parking spaces in excess of code requirements, and the elimination of the 3 bedroom units.

During the applicant's presentation, it was stated that South Valley Area Planning Commissioner (SVAPC) Lydia Mathers supports the proposed project, and that while she did not come to the public hearing, she was in the process of exploring options available to her for expressing such support, in light of her current position on the SVAPC.

A representative of Councilwoman Martinez' office was present to hear any concerns expressed from the public, and to convey the Councilwoman's great interest that Van Nuys Boulevard receives the investment that it desperately needs.

In response to the Hearing Officer's question regarding how the applicant would ensure that the excess parking spaces proposed will actually function to alleviate on-street parking impacts within the surrounding residential community, the team offered the following responses:

- Stakeholders stated that currently, the surrounding residential community is impacted by on-street parking blocking driveways, and while they liked the proposed project, they did not want future guests of tenants to contribute further to this problem;
- Additional parking would make it more likely that future commercial retail patrons and guests of apartment residents would not park within the surrounding residential areas;
- Patrons of weekend Pop up markets/street vendors use up all available on-street parking, and given this pattern of weekend use, the additional on-site parking will help to not exacerbate the existing problem;
- The additional on-site parking would be free (i.e., at no cost), so there is no reason that people would not use it, as it would be more convenient that the alternative of searching for an on-street parking space, especially given the impacted nature of on-street parking within the surrounding area.

In response to the Hearing Officer's question as to how the excess residential and commercial parking spaces would be managed to achieve the stated objective of alleviating on-street parking impacts to the adjacent/surrounding community, including possible labeling for "guest" parking spaces, the applicant's team stated the following:

- Commercial parking spaces would be "shared" in that they would be available during the day (i.e., business hours) to retail patrons, and made available to guests of residents after hours

- Spaces are allocated at 2 spaces per dwelling unit, with guests using the spaces in excess of Code-required parking for each unit (i.e., 1 space is required for units with less than 3 habitable rooms, so these units would have 1 guest space available; 1.5 spaces are required for units with 3 habitable rooms, so these units would have 0.5 guest spaces available; and 2 spaces are required for units with more than 3 habitable rooms, so these units would have 0 spaces available).

In response to questions from planning staff, the applicant's representative also clarified that, while the submitted Affordable Housing Referral Form (AHRF) identifies the applicant's request for Parking Option No. 1, as permitted by the density bonus provisions of the Code, the applicant has revised the AHRF to remove this request.

EXHIBIT A

Project Plans

SHEET INDEX

VAN NUYS PLAZA
MIXED USE PROJECT CONSISTING OF 174 RESIDENTIAL UNITS + COMMERCIAL/RETAIL SPACE

INCLUDING 10 VERY LOW INCOME UNITS

6569 N VAN NUYS BLVD.
LOS ANGELES , CA 91401

100% PRIVATELY FUNDED

FOR

6569 N VAN NUYS L.L.C.

14541 DELANO ST.

VAN NUYS,CA 91411

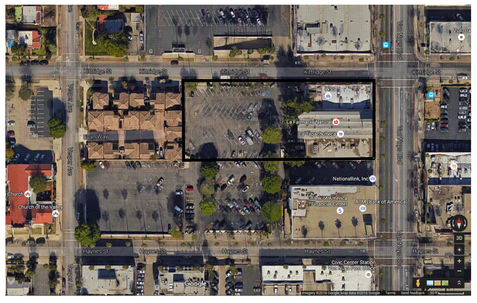
NOTES

- A FIRE ALARM SYSTEM IS REQUIRED FOR THIS STRUCTURE.
- PLANS FOR THE FIRE ALARM SYSTEM MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.
- THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13) THE SPRINKLER SYSTEM SHALL BE APPROVED BY THE PLUMBING DIVISION PRIOR TO INSTALLATION.

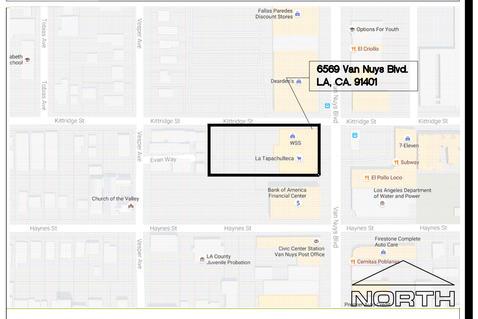
A SEPERATE APPLICATION AND PERMITS ARE REURED FOR:

A. BLOCK WALLS AND RETAINING WALL
B. FIRE SPRINKLERS SYSTEM
C. ELECTRICAL WORK (DEFERRED SUBMITTAL)
D. MECHANICAL WORK (DEFERRED SUBMITTAL)
E. PLUMBING WORK (DEFERRED SUBMITTAL)
F. SITE GRADING EXC.
G. DEMOLITION WORK
H. SHORING RETAINING WALLS
I. ELEVATOR AND GUIDE RAIL

LOCALIZATION MAP



VICINITY MAP



LEGAL DESCRIPTION :

TRACT :	TR 1200
BLOCK:	45
LOT :	1,2,3,7,8,9
APN:	2236011020
ZONE:	[Q]C2-1L-CDO (LOT 1,2,3) [Q]P-1VL-CDO (LOT 7,8,9)

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AB DWG ID:
DRAWER#:

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NO.	DATE	ISSUED FOR

COVER SHEET

ISSUED COPIES | SHEET TITLE

VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS, BLVD.
LOS ANGELES, CA.

PROJECT | CLIENT

16-019

PROJECT NO.
SHEET NO.

A0.0

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

STREET LEVEL	
UNIT	UNIT NET AREA
COMMERCIAL	18,400 SQ. FT.
LOBBY	840 SQ. FT.
TRASH/RECYCLE ROOM	333 SQ. FT.
BUILDING OFFICE	651 SQ. FT.
EXIT CORRIDOR	830 SQ. FT.
STORAGES	196 SQ. FT.
TOTAL	20,984 SQ. FT.

PARKING AREA	
	NET AREA
PARKING #3	51,703 SQ. FT.
PARKING #2	52,090 SQ. FT.
FIRST FLOOR STREET LEVEL	26,673 SQ. FT.
TOTAL	130,466 SQ. FT.

FLOOR AREA SUMMARY							
FLOOR LEVEL	No. UNITS	AMOUNT OF STUDIO	AMOUNT OF 1 BDRM 1 BATH	AMOUNT OF 2 BDRM 2 BATH	AMOUNT OF 1 BDRM 1 BATH + LOFT	AMOUNT OF 2 BDRM 2 BATH + LOFT	FLOOR NET AREA
2ND FLOOR	34	4	15	15	0	0	23,606 SQ. FT.
3RD FLOOR	38	4	19	15	0	0	26,026 SQ. FT.
4TH FLOOR	38	4	19	15	0	0	26,026 SQ. FT.
5TH FLOOR	34	4	17	13	0	0	33,150 SQ. FT.
6TH FLOOR	30	5	10	0	6	9	23,250 SQ. FT.
TOTAL	174	21	80	58	6	9	132,058 SQ. FT.
CORRIDORS, LOBBY, STORAGES, REC. ROOM, GYM							6,642 SQ. FT.
TOTAL							138,700 SQ. FT.
COMMERCIAL							18,400 SQ. FT.
TOTAL PROJECT FLOOR AREA							157,100 SQ. FT.

FOR OPEN SPACE AND LANDSCAPE AREA CALCULATIONS SEE A2.0

BUILDING ANALYSIS
PER LABC BUILDING CODE 2014

PER LOS ANGELES MUNICIPAL CODE

JOB ADDRESS: 6569 N VAN NUYS BLVD.

LEGAL DESCRIPTION : TRACT : TR 1200
BLOCK: 45
LOT : 1,2,3,7,8,9
APN: 2236011020

ZONE: EXISTING [Q]C2-1L-CDO (LOT 1,2,3)
[Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED RAS4

CONSTRUCTION: APARTMENT TYPE IIIA -1HR THROUGHOUT
GARAGE TYPE IA
BUILDING TO BE SPRINKLED THROUGHOUT.

SEPARATION: 3 HRS BETWEEN THE GARAGE AND THE BUILDING (NFPA-13R)

NO. OF STORIES:
PERMITTED: 3 STORIES GENERAL COMMERCIAL LAND USE
PROVIDED: 6 STORIES (5 RESIDENTIAL LEVELS OVER 1 COMMERCIAL LEVEL) REQUESTED DENSITY BONUS INCENTIVE (OFF MENU) FOR 3 ADDITIONAL STORIES

BUILDING HEIGHT: PERMITTED RAS4 1L: 75'-0" PROVIDED: 75'-0"
PERMITTED RAS4 1VL: 50' + 11' BONUS DENSITY =61'-0"
ADDITIONAL HEIGHT REQUESTED: 12'-3"

REQUESTED DENSITY BONUS INCENTIVE (OFF MENU) TO PERMIT INCREASE HEIGHT OF 22'-7" ON THE [Q] P-1VL-CDO (LOT 7,8) PORTION

LOT AREA:
375.17 x 150 (INCLUDES 3' DEDICATION ALONG KITTRIDGE) = 56,289.0 SQ. FT.

SET BACKS: RAS4 ZONE

	REQUIRED COMMERCIAL	PROVIDED COMMERCIAL
FRONT	5'	5'
REAR	5'	5'
SIDES	0'	5'

	REQUIRED RESIDENTIAL	PROVIDED RESIDENTIAL
FRONT	5'	5'
REAR	5'	25'
SIDES	0' (NORTH)	5'
	0' (SOUTH)	

BUILDABLE AREA (F.A.R. 3:1)

3 x 56,289 = 168,867 SQ.FT

TOTAL BUILDING AREA PERMITTED 168,867 SQ.FT

TOTAL BUILDING AREA PROVIDED

•SECOND FLOOR •THIRD FLOOR •FOURTH FLOOR	79,300.00 SQ. FT.
•FIFTH FLOOR	34,650.00 SQ. FT.
•SIXTH FLOOR	24,750.00 SQ. FT.
TOTAL	138,700.00 SQ. FT.
COMMERCIAL	18,400.00 SQ. FT.
TOTAL	157,100.00 SQ. FT.

THEREFORE PERMITTED: 168,867 SQ.FT PROVIDED: 157,100 SQ.FT

•CORRIDORS, LOBBY, STORAGE, TRASH, BUILDING OFFICE, EXIT CORRIDORS, RECREATION ROOM, GYM, INCLUDED

DENSITY BONUS CALCULATIONS

DENSITY 56,280/400 = 141 UNITS PERMITTED PER CODE
BONUS DENSITY 141 UNITS x 35% = 49 UNITS
141 + 49 = 190 UNITS PERMITTED

7% OF 141 = 10 VERY LOW INCOME UNITS

PROJECT WILL CONSIST OF 174 UNITS WITH 7% VERY LOW INCOME UNITS (10 UNITS) AND 164 MARKET RATE UNITS.

PARKING ANALYSIS

RESIDENTIAL PARKING REQUIRED (PER L.A.M.C AND 12.22A25 ORD 179,681)

STUDIO UNIT	21 x 1 =	21 STALLS
1 BEDROOM UNIT	80 x 1 =	80 STALLS
2 BEDROOM UNIT	58 x 2 =	116 STALLS
1 BEDROOM + LOFT	6 x 2 =	12 STALLS
2 BEDROOM + LOFT	9 x 2 =	18 STALLS
TOTAL PARKING REQUIRED		247 STALLS

RESIDENTIAL PARKING PROVIDED

STUDIO UNIT	21 x 2 =	42 STALLS
1 BEDROOM UNIT	80 x 2 =	160 STALLS
2 BEDROOM UNIT	58 x 2 =	116 STALLS
1 BEDROOM + LOFT	6 x 2 =	12 STALLS
2 BEDROOM + LOFT	9 x 2 =	18 STALLS
•TOTAL PARKING PROVIDED		348 STALLS

•ADDITIONAL PARKING PROVIDED PER AGREEMENT WITH COUNCILWOMAN MARTINEZ.

RESIDENTIAL BICYCLE REQUIRED

174 UNITS X 1 BICYCLE PARKING	174 LONG TERM
1 BICYCLE FOR EVERY 10 UNITS	17 SHORT TERM
TOTAL	191 BICYCLE PARKING

RESIDENTIAL BICYCLE PROVIDED

191 BICYCLE PARKING

COMMERCIAL PARKING REQUIRED (PROJECT LOCATED IN LOS ANGELES STATE ENTERPRIZE ZONE)

2 STALL/ 1,000 SQ. FT. 18,400 SQ. FT. / 1,000 SQ. FT.=	36 STALLS
TOTAL PARKING REQUIRED	36 STALLS

COMMERCIAL PARKING PROVIDED

STANDARD/2 H/C ACCES.	39 STALLS
COMPACT	28 STALLS
TOTAL PARKING PROVIDED	67 STALLS

COMMERCIAL BICYCLE PARKING REQUIRED

1 / 2,000 SQ. FT.	9 LONG TERM
1 / 2,000 SQ. FT.	9 SHORT TERM
	18 BICYCLE PARKING

COMMERCIAL BICYCLE PARKING PROVIDED

18 BICYCLE PARKING

ELECTRIC VEHICLE :
287 STALLS X 5%= 14 CHARGING STATIONS

NOTE.
CHANGES INCLUDE:
-REDUCTION OF TOTAL UNITS FROM 184 TO 174 (INCLUDING 10 VERY LOW INCOME UNITS).
-ELIMINATE 3 BEDROOM UNITS.
-STEP BACK FLOORS 5 AND 6 AT VAN NUYS ELEVATION.
-ADD STORAGE BINS.
-CALCULATE RESIDENTIAL PARKING AT 2 PER UNIT.
-RELOCATE POOL AND RECREATION ROOM ON SECOND FLOOR DECK.
-ADD COLOR AND MATERIAL ELEVATION SHEET.
-UPDATE RENDERING.
-ADD WINDOW TO ALL INSIDE FACING UNITS IN CORRIDORS.
-REDUCE COMMERCIAL SPACE TO 18,400 SQ.FT.
-CHANGE BLADES TO GRILLE AT GARAGE WALL ALONG KITTRIDGE ST.

KETTER
14541 DELANO ST.
VAN NUYS, CALIFORNIA 91411
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E-MAIL-BOAZ@KETTERDESIGNS.COM

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BUILDING ANALYSIS

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174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

PROJECT | CLIENT

16-019

PROJECT NO.
SHEET NO.

A0.0a

BUILDING AREA ANALYSIS

2ND. FLOOR UNITS

UNIT NUMBER	ROOM COUNT	UNIT NET AREA	
UNIT 201(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 202(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 203(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 204(TYPE D)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 205(TYPE DR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 206(TYPE C)	STUDIO 1 BATH	479 SQ. FT.	
UNIT 207(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 208(TYPE CR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 209(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 210(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 211(TYPE AR)	STUDIO 1 BATH	506 SQ. FT.	
UNIT 212(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 213(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 214(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 215(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 216(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 217(TYPE F)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 218(TYPE E)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 219(TYPE ER)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 220(TYPE FR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 221(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 222(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 223(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 224(TYPE C)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 225(TYPE CR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 226(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 227(TYPE B)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 228(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 229(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 230(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 231(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 232(TYPE BR)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 233(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 234(TYPE H)	2 BDRM 2 BATH	840 SQ. FT.	
34 UNITS		23,606 SQ. FT.	

3RD. FLOOR UNITS

UNIT NUMBER	ROOM COUNT	UNIT NET AREA	
UNIT 301(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 302(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 303(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 304(TYPE D)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 305(TYPE DR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 306(TYPE C)	STUDIO 1 BATH	479 SQ. FT.	
UNIT 307(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 308(TYPE CR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 309(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 310(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 311(TYPE AR)	STUDIO 1 BATH	506 SQ. FT.	
UNIT 312(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 313(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 314(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 315(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 316(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 317(TYPE F)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 318(TYPE E)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 319(TYPE ER)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 320(TYPE FR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 321(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 322(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 323(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 324(TYPE C)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 325(TYPE CR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 326(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 327(TYPE B)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 328(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 329(TYPE BR)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 330(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 331(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 332(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 333(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 334(TYPE H)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 335(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 336(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 337(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 338(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
38 UNITS		26,026 SQ. FT.	

4TH. FLOOR UNITS

UNIT NUMBER	ROOM COUNT	UNIT NET AREA	
UNIT 401(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 402(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 403(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 404(TYPE D)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 405(TYPE DR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 406(TYPE C)	STUDIO 1 BATH	479 SQ. FT.	
UNIT 407(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 408(TYPE CR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 409(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 410(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 411(TYPE AR)	STUDIO 1 BATH	506 SQ. FT.	
UNIT 412(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 413(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 414(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 415(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 416(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 417(TYPE F)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 418(TYPE E)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 419(TYPE ER)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 420(TYPE FR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 421(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 422(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 423(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 424(TYPE C)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 425(TYPE CR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 426(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 427(TYPE B)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 428(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 429(TYPE BR)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 430(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 431(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 432(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 433(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 434(TYPE H)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 435(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 436(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 437(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 438(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
38 UNITS		26,026 SQ. FT.	

5TH. FLOOR UNITS

UNIT NUMBER	ROOM COUNT	UNIT NET AREA	
UNIT 501(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 502(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 503(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 504(TYPE D)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 505(TYPE DR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 506(TYPE C)	STUDIO 1 BATH	479 SQ. FT.	
UNIT 507(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 508(TYPE CR)	2 BDRM 2 BATH	479 SQ. FT.	
UNIT 509(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 510(TYPE A)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 511(TYPE AR)	STUDIO 1 BATH	506 SQ. FT.	
UNIT 512(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 513(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 514(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 515(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 516(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 517(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 518(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 519(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 520(TYPE C)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 521(TYPE CR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 522(TYPE AR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 523(TYPE B)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 524(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 525(TYPE BR)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 526(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 527(TYPE H)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 528(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 529(TYPE B)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 530(TYPE H)	STUDIO 1 BATH	473 SQ. FT.	
UNIT 531(TYPE BR)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 532(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	
UNIT 533(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
UNIT 534(TYPE C)	1 BDRM 1 BATH	605 SQ. FT.	
34 UNITS		33,150 SQ. FT.	

6TH. FLOOR UNITS

UNIT NUMBER	ROOM COUNT	LOFT	UNIT NET AREA	TOTAL AREA
UNIT 601(TYPE C)	1 BDRM 1 BATH	145 SQ. FT.	605 SQ. FT.	750 SQ. FT.
UNIT 602(TYPE C)	1 BDRM 1 BATH	145 SQ. FT.	605 SQ. FT.	750 SQ. FT.
UNIT 603(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 604(TYPE D)	1 BDRM 1 BATH	145 SQ. FT.	605 SQ. FT.	750 SQ. FT.
UNIT 605(TYPE DR)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 606(TYPE C)	STUDIO 1 BATH	NO LOFT	479 SQ. FT.	479 SQ. FT.
UNIT 607(TYPE AR)	1 BDRM 1 BATH	145 SQ. FT.	605 SQ. FT.	750 SQ. FT.
UNIT 608(TYPE CR)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 609(TYPE B)	1 BDRM 1 BATH	145 SQ. FT.	605 SQ. FT.	750 SQ. FT.
UNIT 610(TYPE A)	1 BDRM 1 BATH	145 SQ. FT.	605 SQ. FT.	750 SQ. FT.
UNIT 611(TYPE AR)	STUDIO 1 BATH	NO LOFT	506 SQ. FT.	506 SQ. FT.
UNIT 612(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 613(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 614(TYPE AR)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 615(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 616(TYPE A)	2 BDRM 2 BATH	840 SQ. FT.	200 SQ. FT.	1,040 SQ. FT.
UNIT 617(TYPE A)	2 BDRM 2 BATH	NO LOFT	840 SQ. FT.	840 SQ. FT.
UNIT 618(TYPE B)	2 BDRM 2 BATH	NO LOFT	840 SQ. FT.	840 SQ. FT.
UNIT 619(TYPE H)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 620(TYPE BR)	STUDIO 1 BATH	NO LOFT	473 SQ. FT.	473 SQ. FT.
UNIT 621(TYPE B)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 622(TYPE H)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 623(TYPE BR)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 624(TYPE B)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 625(TYPE H)	STUDIO 1 BATH	NO LOFT	473 SQ. FT.	473 SQ. FT.
UNIT 626(TYPE BR)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 627(TYPE A)	STUDIO 1 BATH	NO LOFT	478 SQ. FT.	478 SQ. FT.
UNIT 628(TYPE C)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 629(TYPE C)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
UNIT 630(TYPE G)	1 BDRM 1 BATH	NO LOFT	605 SQ. FT.	605 SQ. FT.
30 UNITS				23,250 SQ. FT.

KETTER
14541 DELANO ST.
VAN NUYS, CALIFORNIA 91411
TEL : (818) 387-8832
E-MAIL-BOAZ@KETTERDESIGNS.COM

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BUILDING ANALYSIS

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VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

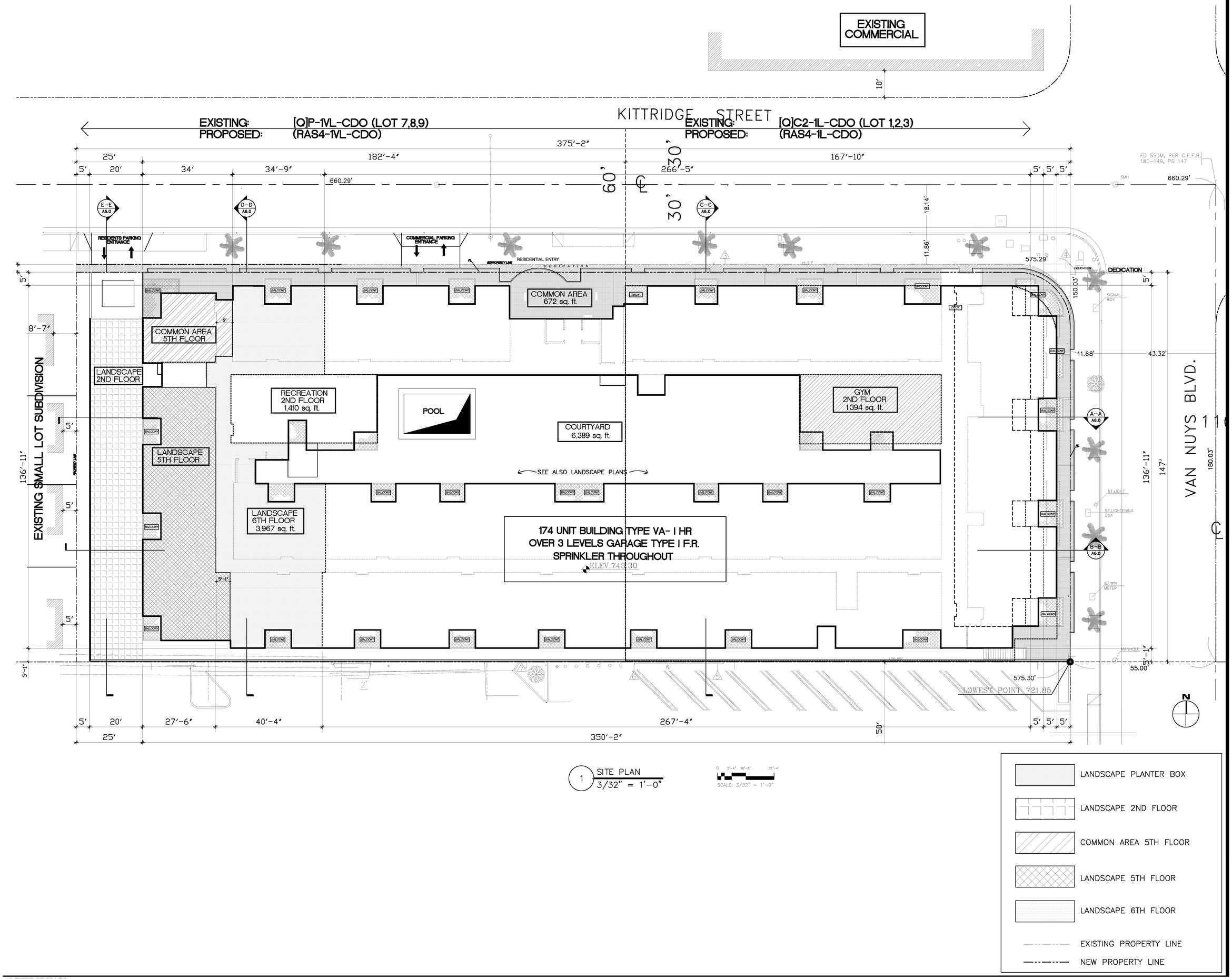
PROJECT | CLIENT

16-019

PROJECT NO.
SHEET NO.

A0.0b

U.S. ARCHITECTURAL SHEET SIZE: E 48x36



1 SITE PLAN
3/32" = 1'-0"

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

- LANDSCAPE PLANTER BOX
- LANDSCAPE 2ND FLOOR
- COMMON AREA 5TH FLOOR
- LANDSCAPE 5TH FLOOR
- LANDSCAPE 6TH FLOOR
- EXISTING PROPERTY LINE
- NEW PROPERTY LINE

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SITE PLAN
3/32"=1'-0"

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VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

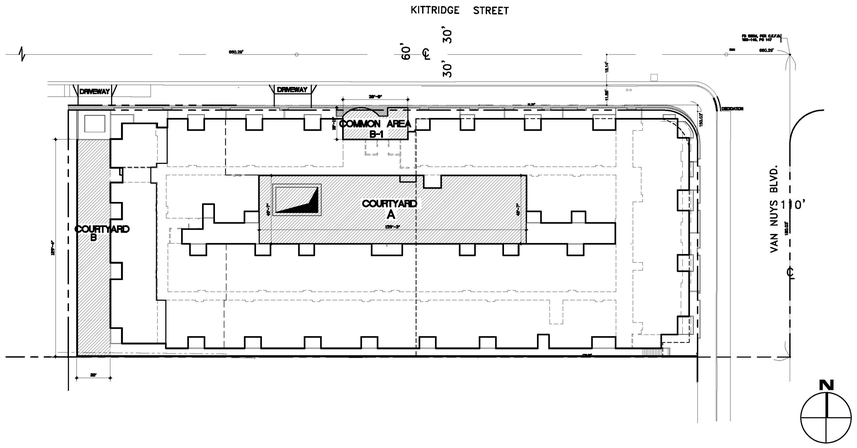
PROJECT | CLIENT

16-019

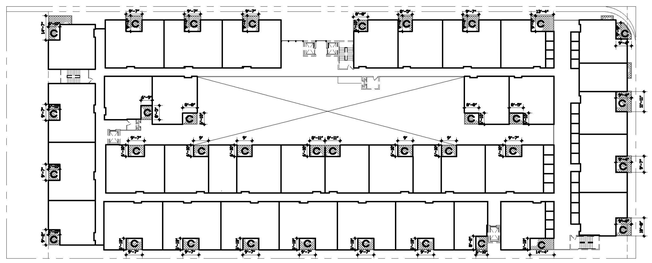
PROJECT NO.
SHEET NO.

A2.0

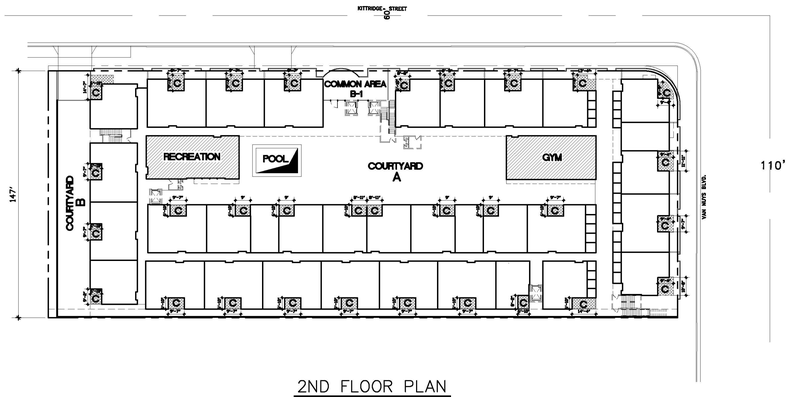
U.S. ARCHITECTURAL SHEET SIZE: E 48x36



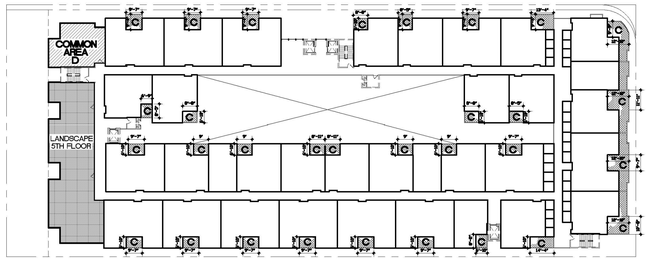
SITE PLAN
1/32" = 1'-0"



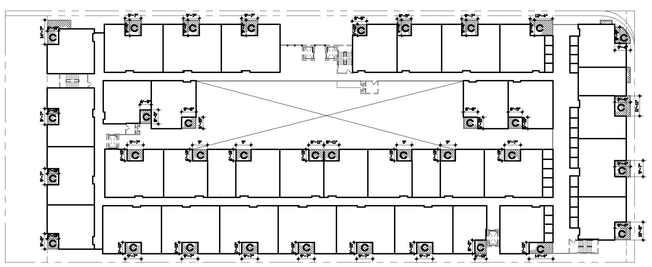
4TH FLOOR PLAN
1/32" = 1'-0"



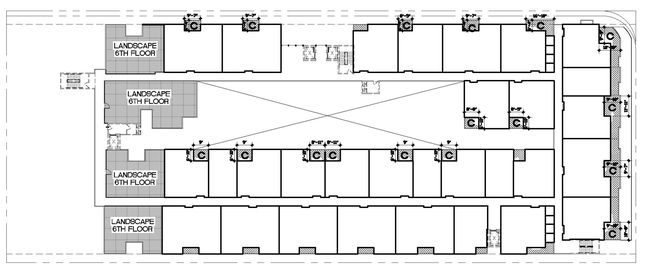
2ND FLOOR PLAN
1/32" = 1'-0"



5TH FLOOR PLAN
1/32" = 1'-0"



3RD FLOOR PLAN
1/32" = 1'-0"



6TH FLOOR PLAN
1/32" = 1'-0"

OPEN SPACE REQUIRED

AREA	# OF UNITS		UNIT NET AREA
STUDIO	21	21 X 100 SQ.FT.	2,100 SQ. FT.
1 BDRM 1 BATH	80	80 X 100 SQ.FT.	8,000 SQ. FT.
2 BDRM 2 BATH	58	58 X 125 SQ.FT.	7,250 SQ. FT.
1 BDRM 1 BATH + LOFT	6	6 X 125 SQ.FT.	750 SQ. FT.
2 BDRM 2 BATH + LOFT	9	9 X 175 SQ.FT.	1,575 SQ. FT.
TOTAL			19,675 SQ. FT.

OPEN SPACE PROVIDED

PRIVATE	#			UNIT NET AREA
BALCONY	C-(145)	X	50 SQ.FT.	7,250 SQ. FT.
PUBLIC	#			UNIT NET AREA
COURTYARD	A		POOL	6,389 SQ. FT.
COURTYARD	B		DOG PARK	2,587 SQ. FT.
COMMON AREA	B-1		REST AREA	672 SQ. FT.
COMMON AREA	5TH-D		YOGA	787 SQ. FT.
RECREATION	2ND		PARTY ROOM	1,410 SQ. FT.
GYM	2ND		GYM	1,394 SQ. FT.
				13,239 SQ. FT.
TOTAL				20,489 SQ. FT.

LANDSCAPE AREAS

AREA	UNIT NET AREA
2ND FLOOR	2,587 SQ. FT.
5TH FLOOR	2,528 SQ. FT.
6TH FLOOR	4,074 SQ. FT.
TOTAL	9,189 SQ. FT.

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OPEN SPACE
1/32"=1'-0"

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174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

PROJECT | CLIENT

16-019

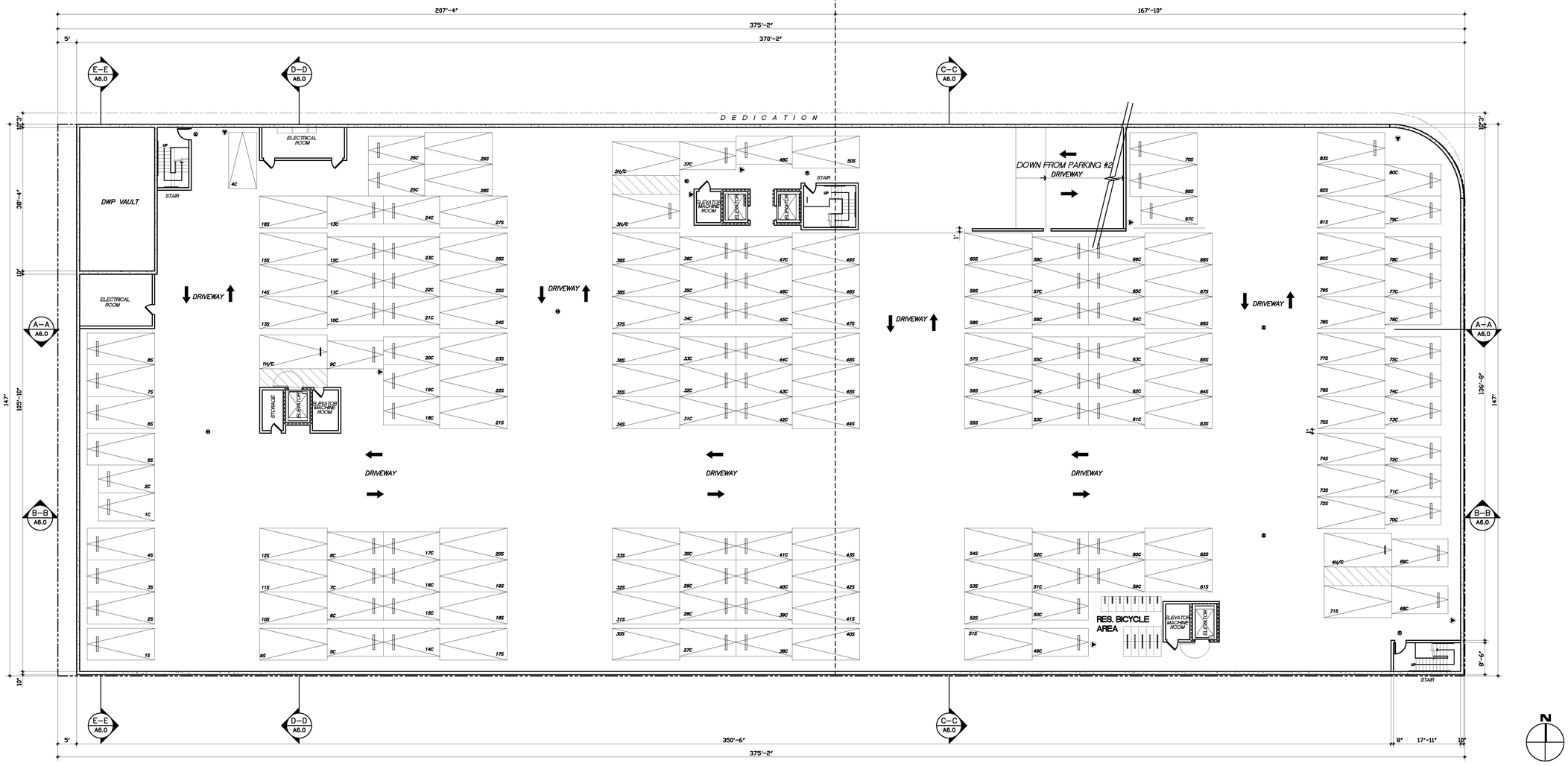
PROJECT NO.
SHEET NO.

A2.1

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)



1 PARKING #3
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

PARKING PROVIDED

TABULATION
RESIDENTIAL PARKING
87 STANDARD (INCL.4H/C)
79 COMPACT

166 PARKING STALLS
TANDEM
75 PARKING STALLS

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PARKING #3
3/32"=1'-0"

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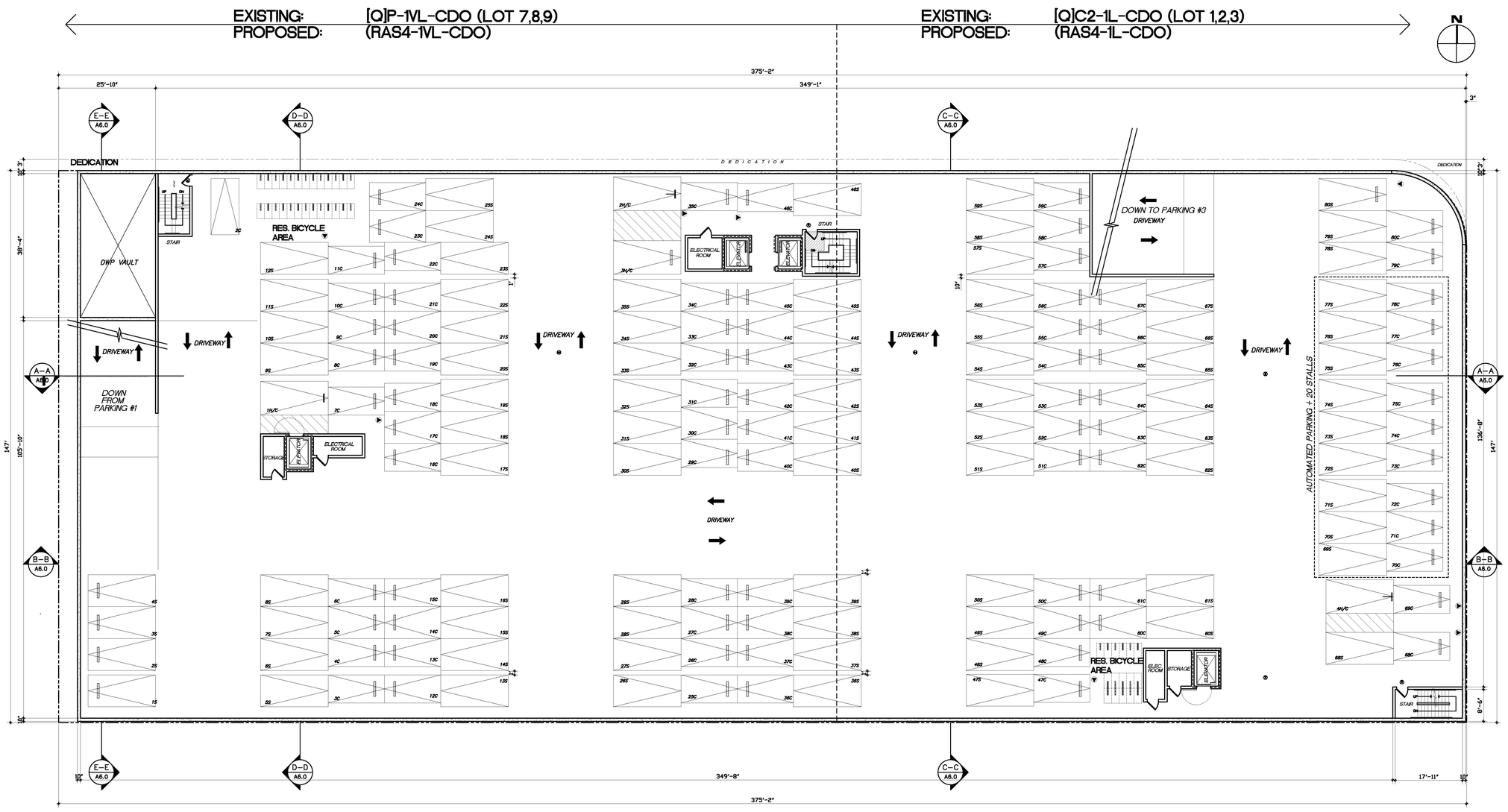
PROJECT | CLIENT

16-019

PROJECT NO.
SHEET NO.

A3.0



1 PARKING #2
3/32" = 1'-0"

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

PARKING PROVIDED

TABULATION
RESIDENTIAL PARKING
84 STANDARD (INCL.4H/C)
79 COMPACT

163 PARKING STALLS

TANDEM
78 PARKING STALLS

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PARKING #2
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PROJECT | CLIENT

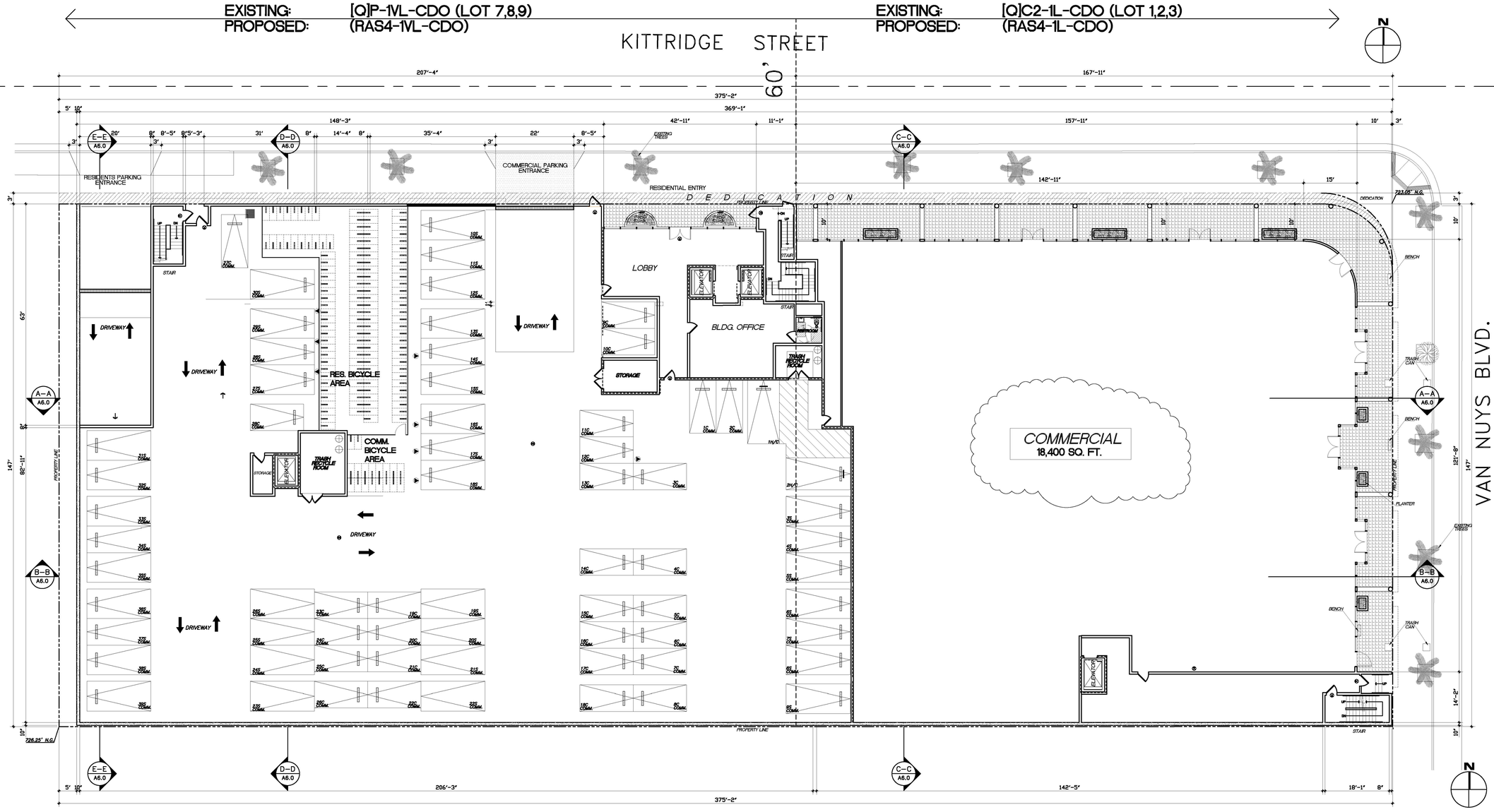
16-019 | PROJECT NO.

SHEET NO.
A3.1

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)



1 FIRST FLOOR PLAN
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

LEGEND

- (8" MASONRY WALL 1HR)
- 6' HIGH MASONRY FENCE WALL
- 2 HR CONCRETE WALL
- EXIT SIGN
- EXISTING PROPERTY LINE
- NEW PROPERTY LINE
- BATTERY CHARGER OUTLET 208/240 V40 AMP GROUNDED
- BICYCLE PARKING RACK AREA MIN. 2'x3.10'
- DSP WET-STAND PIPE

COMMERCIAL PARKING REQUIRED

2 STALLS/1,000 SQ.FT.
18,400 SQ.FT./1,000 SQ.FT. = 36 STALLS

PARKING PROVIDED

	2 ACCESSIBLE
	37 STANDARD
	28 COMPACT
TOTAL	67 PARKING SPACES
TANDEM	14 STALLS

BICYCLE PARKING REQUIRED

RESIDENTIAL

174 UNITS X 1BICYCLE PARKING	174 LONG TERM
1 BICYCLE FOR EVERY 10 UNITS	17 SHORT TERM
TOTAL	191 BICYCLE PARKING

COMMERCIAL

1 BICYCLE FOR EVERY 2,000 SQ.FT	9 LONG TERM
1 BICYCLE FOR EVERY 2,000 SQ.FT	9 SHORT TERM
TOTAL	18 BICYCLE PARKING

BICYCLE PARKING PROVIDED

RESIDENTIAL

	174 LONG TERM
	17 SHORT TERM
TOTAL	191 BICYCLE PARKING

COMMERCIAL

	9 LONG TERM
	9 SHORT TERM
TOTAL	18 BICYCLE PARKING

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FIRST FLOOR PLAN
3/32"=1'-0"

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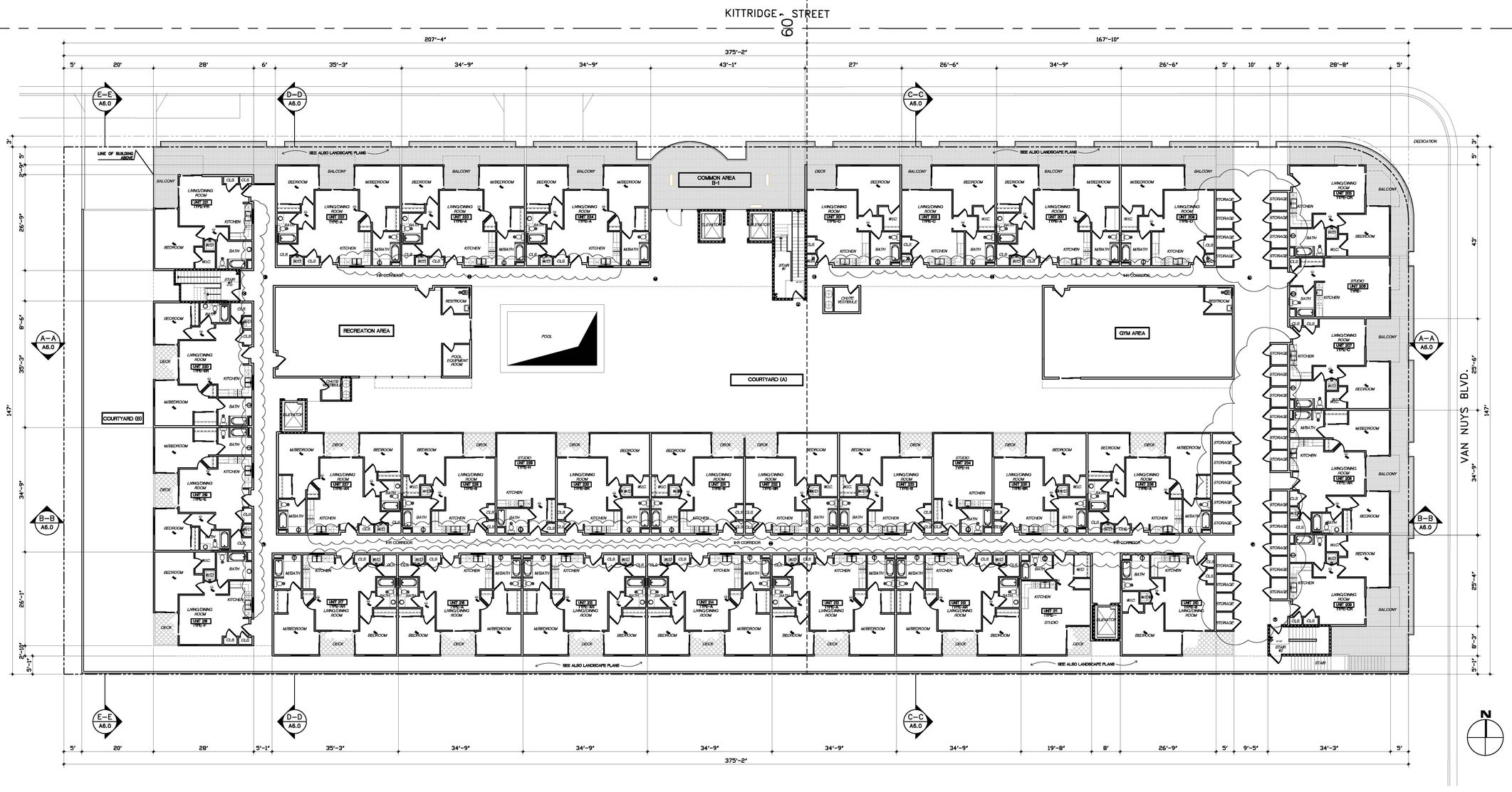
A3.2

V.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)



1 SECOND FLOOR PLAN/(FIRST RESIDENTIAL FLOOR)
3/32" = 1'-0"

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

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2ND FLOOR PLAN/(FIRST RESIDENTIAL FLOOR)

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3/32"=1'-0"

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PROJECT NO.
SHEET NO.

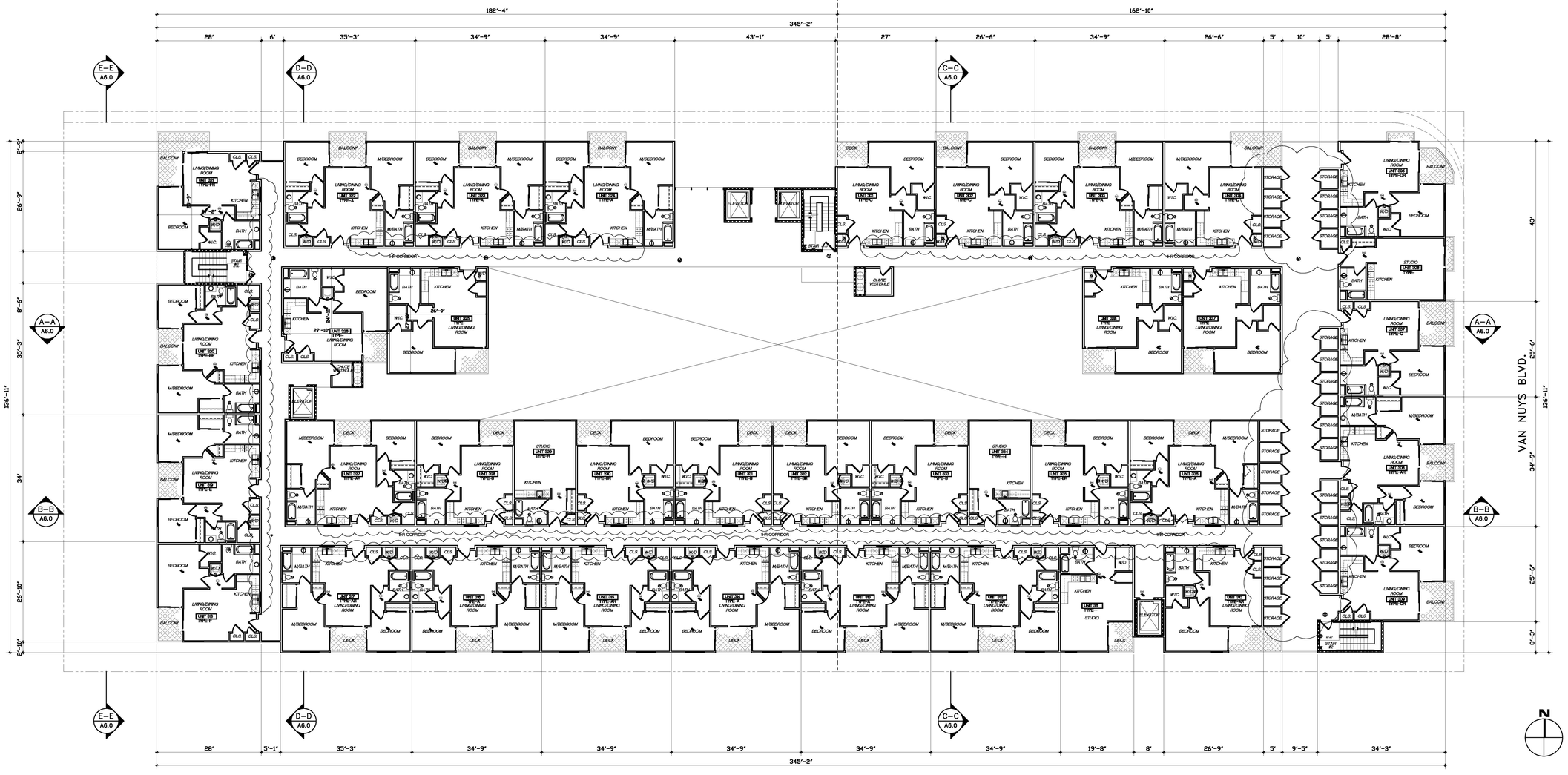
A3.4

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)

KITTRIDGE STREET



1 THIRD FLOOR PLAN/(SECOND RESIDENTIAL FLOOR)
3/32" = 1'-0"

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

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3RD FLOOR PLAN/(2ND RESIDENTIAL FLOOR)
3/32"=1'-0"
SHEET TITLE

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6569 VAN NUYS BLVD.
LOS ANGELES, CA.
PROJECT CLIENT

16-019
PROJECT NO.
SHEET NO.
A3.5

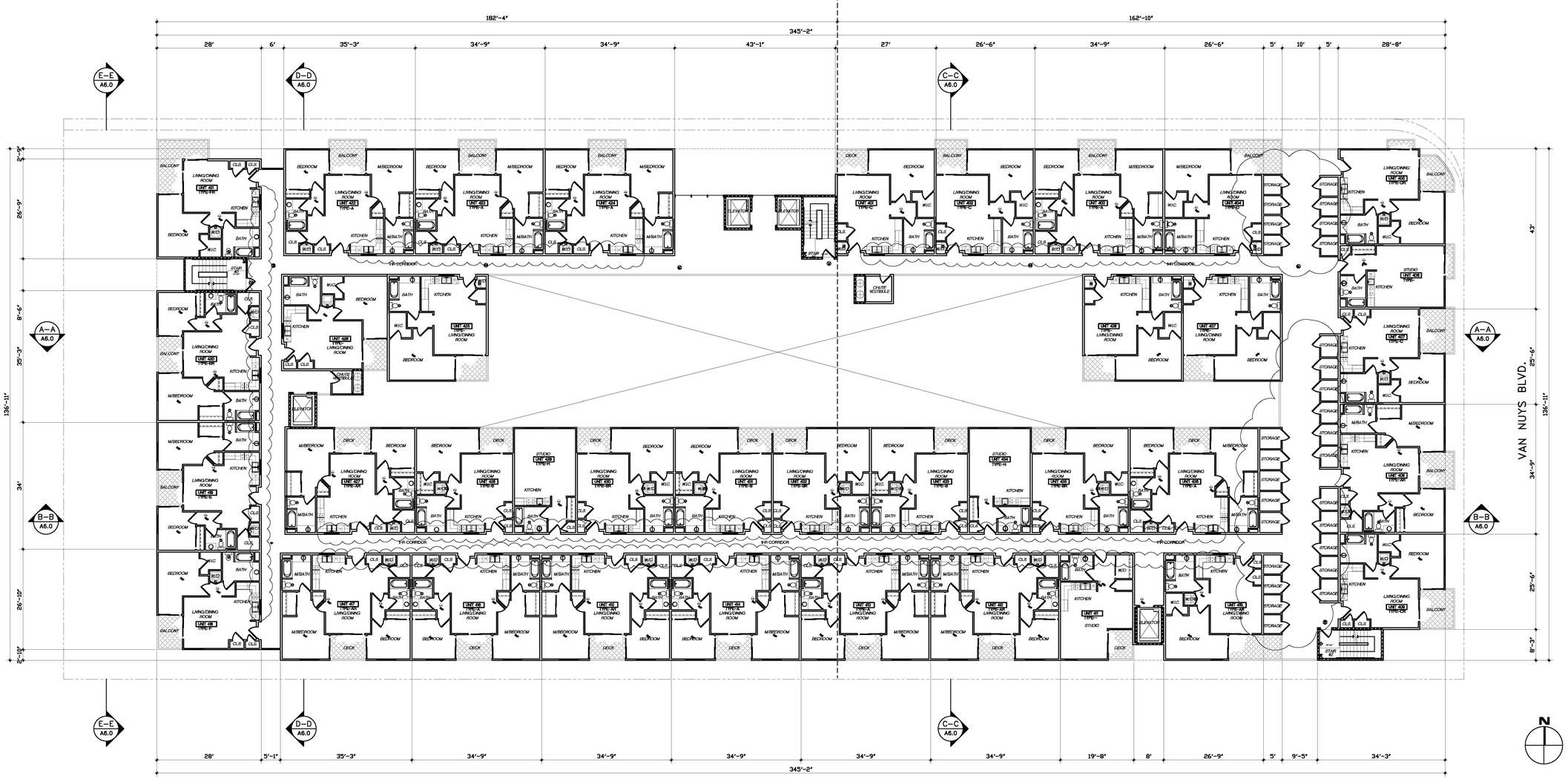
U.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)

KITTRIDGE STREET

VAN NUYS BLVD.



1 FOURTH FLOOR PLAN/(THIRD RESIDENTIAL FLOOR)
3/32" = 1'-0"

0 8'-4" 16'-8" 21'-4"
SCALE: 3/32" = 1'-0"

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4TH FLOOR PLAN/(3RD RESIDENTIAL FLOOR)
3/32"=1'-0"

SHEET TITLE

VAN NUYS PLAZA
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PROJECT CLIENT

16-019

PROJECT NO.
SHEET NO.

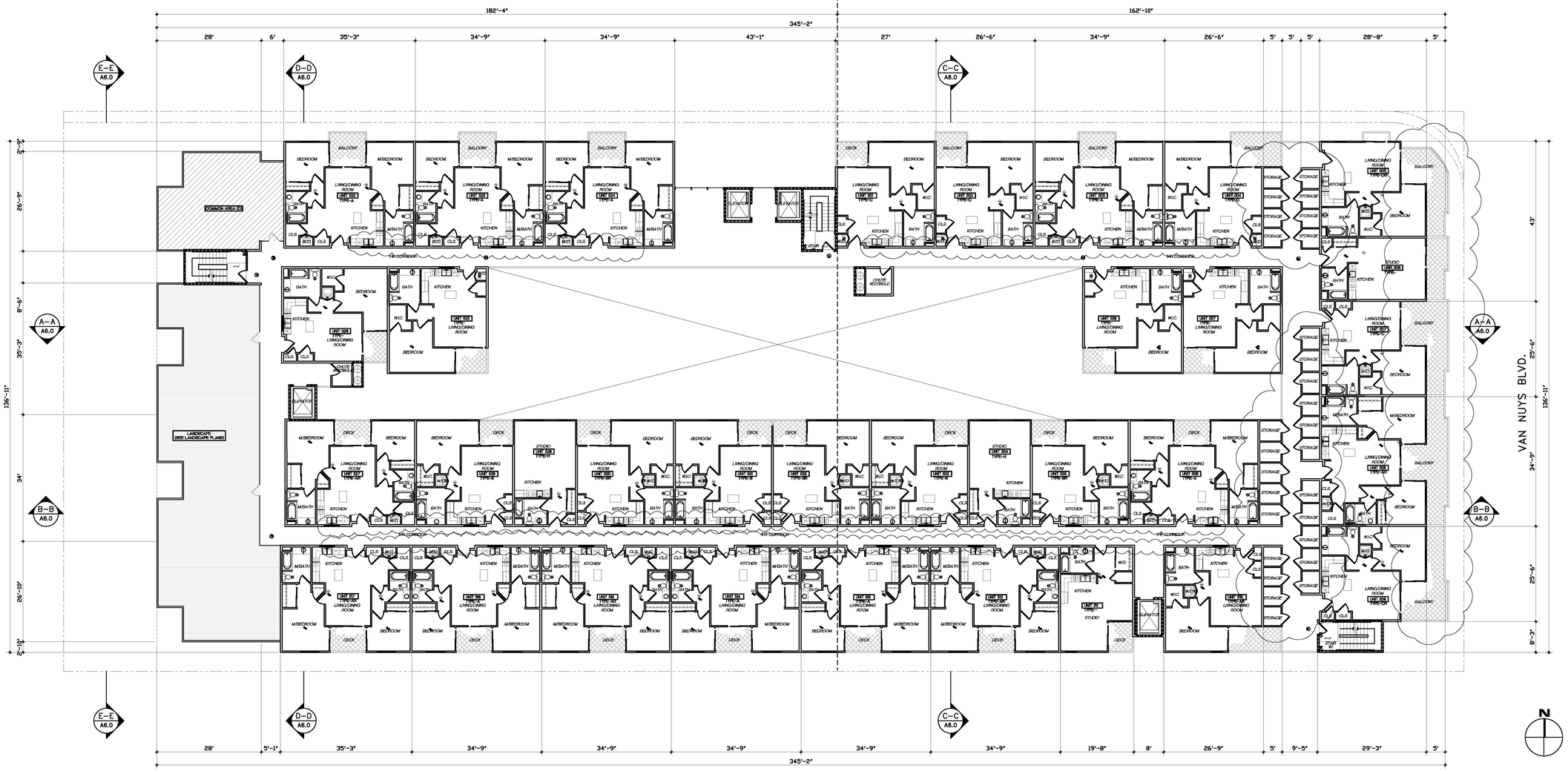
A3.6

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)

KITTRIDGE STREET



1 FIFTH FLOOR PLAN/(FOURTH RESIDENTIAL FLOOR)
3/32" = 1'-0"

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

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5TH FLOOR PLAN/(4TH RESIDENTIAL FLOOR)
3/32"=1'-0"
SHEET TITLE

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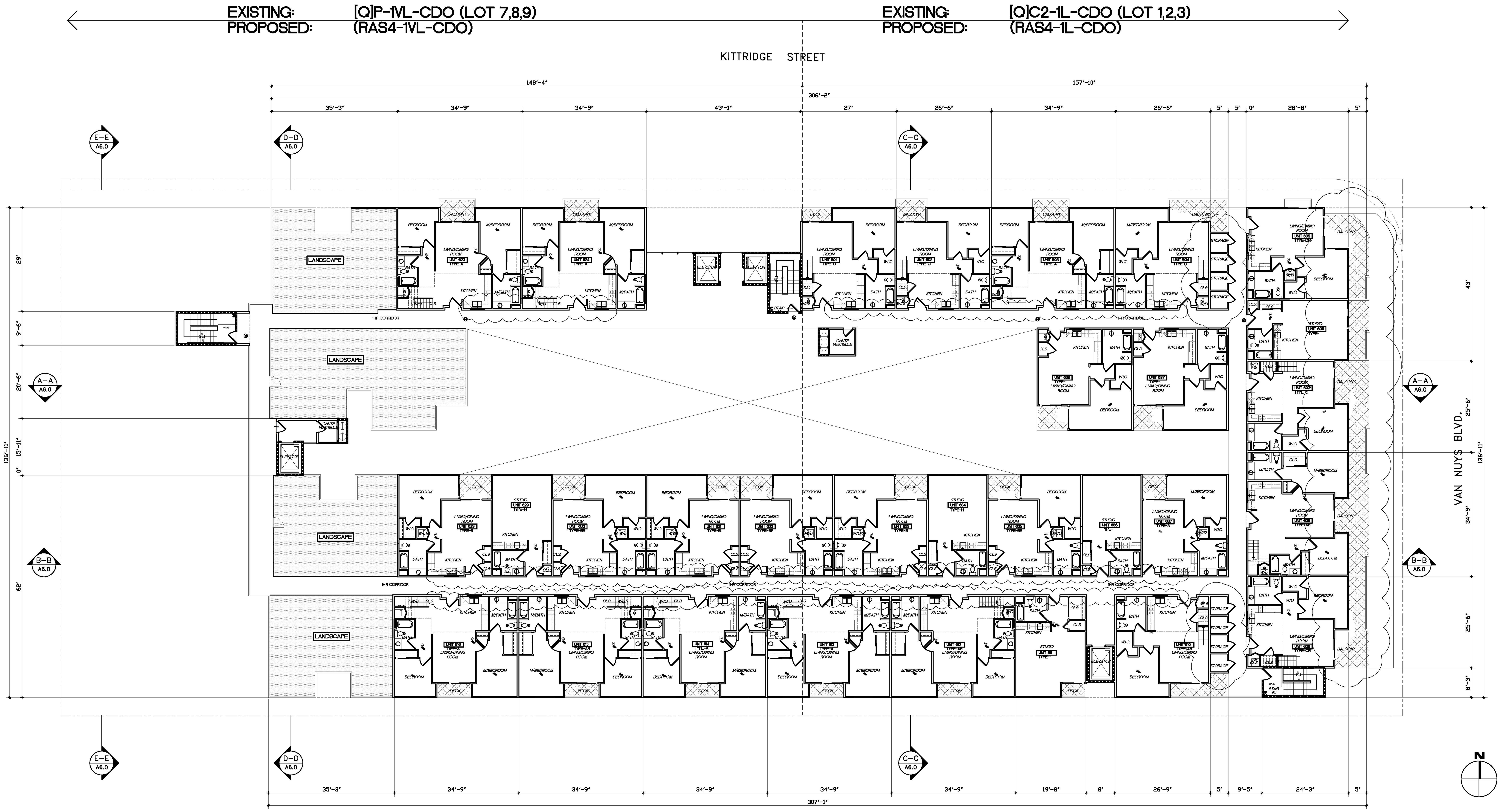
16-019
PROJECT NO.
SHEET NO.
A3.7



1 SIXTH FLOOR PLAN/(FIFTH RESIDENTIAL FLOOR)
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

KETTER

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E MAIL-BOAZ@KETTERDESIGNS.COM

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6TH FLOOR PLAN/5TH RESIDENTIAL FLOOR)
3/32"=1'-0"

SHEET TITLE

VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

PROJECT CLIENT

16-019

PROJECT NO.
SHEET NO.

A3.8

KETTER
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VAN NUYS, CALIFORNIA 91411

REVISIONS

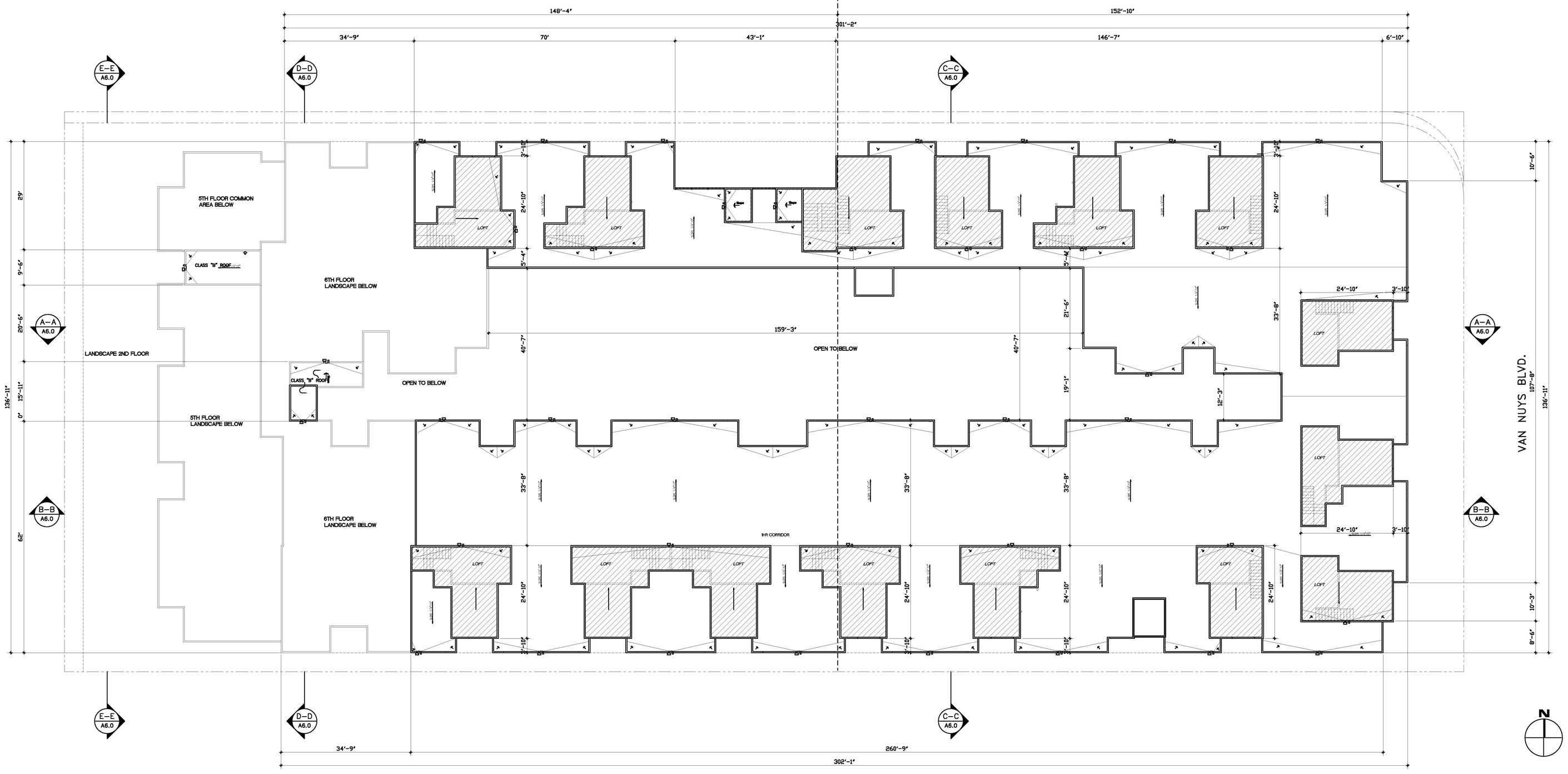
LOFT FLOOR PLAN
3/32"=1'-0"

VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

PROJECT NO. 16-019
SHEET NO. A3.9

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)



1 ROOF PLAN
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

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ROOF PLAN
3/32"=1'-0"

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6569 VAN NUYS BLVD.
LOS ANGELES, CA.

PROJECT CLIENT

16-019
PROJECT NO.
SHEET NO.
A4.0

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

REQUESTED OFF-MENU INCENTIVE FOR 12 FEET AND 3 INCHES OF ADDITIONAL HEIGHT IN THE -1VL ZONED AREA.

1 NORTH ELEVATION (KITTRIDGE STREET)
3/32" = 1'-0"

ADDRESS: VAN NUYS BLVD.
LEGAL DESCRIPTION: TRACT: TR 1200
APN: 2236011020

NOTES:
1. NO SIGNAGE PROPOSED
2. NO WIRELESS TELECOM FACILITIES

KEY NOTES LEGEND

1	FINISH- SMOOTH STUCCO TROWEL FINISH TYP. COLOR-SW 6252 ICE CUBE
2	3/4" REVEAL SEE SHEET A5.0 DETAIL #1
3	SIGN BAND TYP. STUCCO COLOR-SW6256 SERIOUS GRAY
4	STUCCO COVERED COLUMN
5	CLEAR ANODIZED ALUMINUM FRAME
6	1/2"X1 1/2" TUBE GUARDRAIL COLOR-BLACK ANODIZED
7	CLEAR TEMPERED GLASS
8	VINYL FRAME WINDOW TEMPERED GLASS
9	GLASS DOOR
10	SIGN BAND
11	RESIDENTIAL LOBBY ENTRANCE
12	BALCONY SW6254
13	CLEAR ANODIZED ALUMINUM GRILL

MAIN PANELS
CENTRIA PROFILE SERIES
IW SERIES (IW-40A) WITH DURAGARD PLUS COATING
NIGHT HORIZON #9930

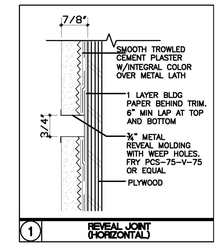
COLOR AT PLANTER AND BALCONIES SW 7017

COLOR AT WALL BEHIND BALCONIES SW 7018
FIELD WHITE SW7004
LIGHT SAND FINISH

GLASS TO MATCH SOLARBAN 70xL(2) CLEAR+CLEAR GLASS

RAILING SW6544
GRILLE IW-41A CENTRIA CHROMIUM GRAY H971

ANTI-GRAFFITI PAINT TO MORE THAN 9'-0" PER LOCAL CODE



1 REVEAL JOINT (HORIZONTAL)

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

1 EAST ELEVATION (VAN NUYS BLVD.)
3/32" = 1'-0"

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)

EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)

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

SCALE: 3/32" = 1'-0"

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BUILDING ELEVATIONS
3/32"=1'-0"
SHEET TITLE

VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.
PROJECT CLIENT

16-019
PROJECT NO.
SHEET NO.
A5.0

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

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

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

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

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

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

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BUILDING ELEVATIONS
3/32"=1'-0"

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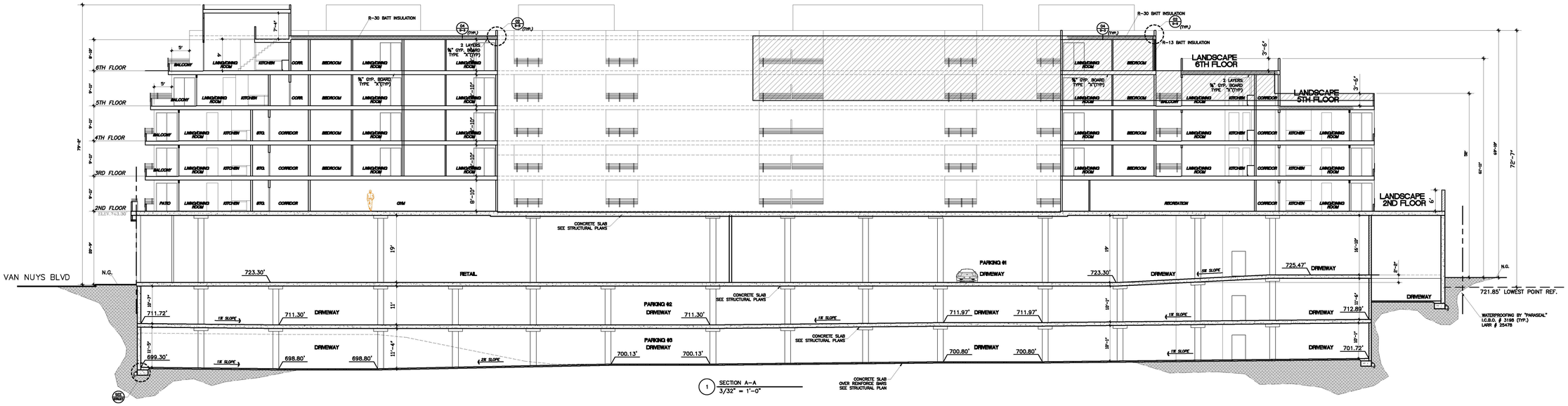
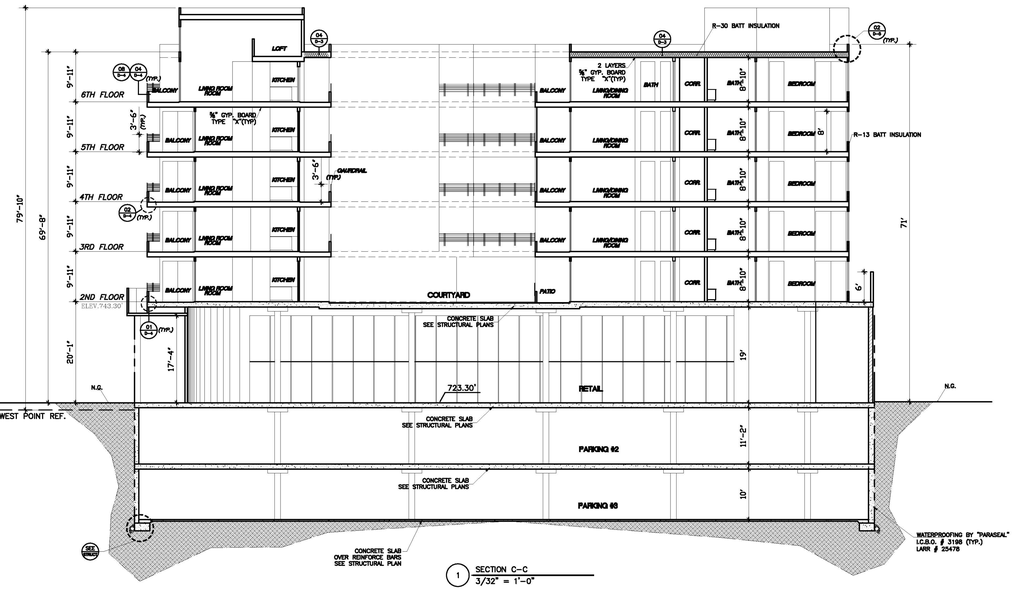
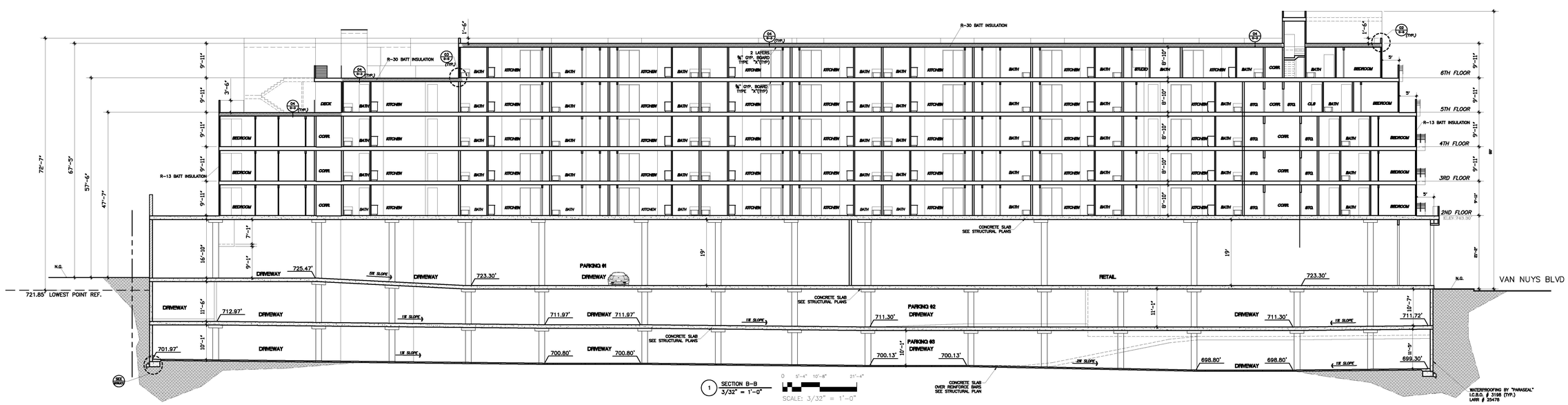
PROJECT NO.
SHEET NO.

A5.0a

U.S. ARCHITECTURAL SHEET SIZE: E 48x36







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3/32"=1'-0"

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174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

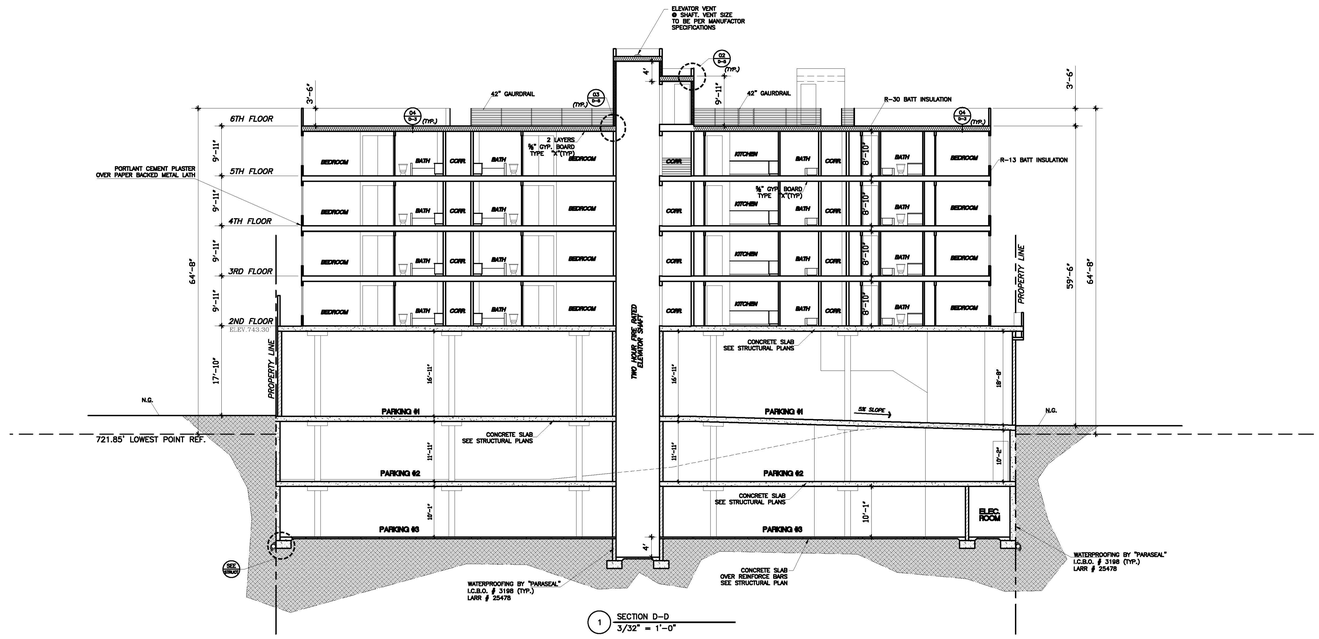
PROJECT | CLIENT

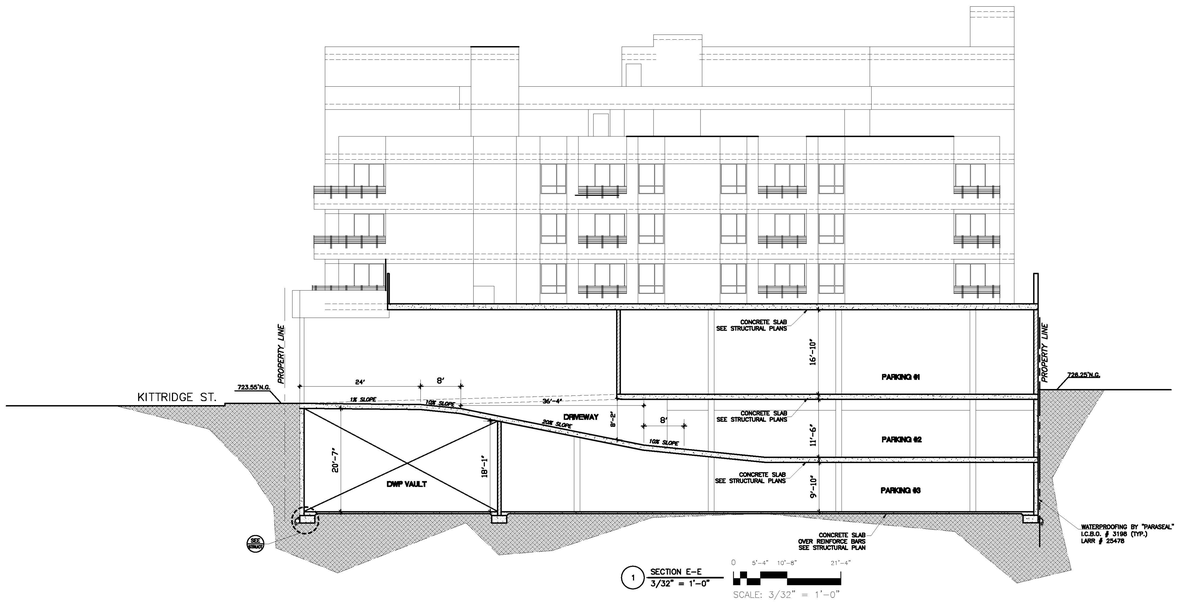
16-019

PROJECT NO.
SHEET NO.

A6.0

U.S. ARCHITECTURAL SHEET SIZE: E 48x36





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VERIFY ALL DIMENSIONS AND
CONDITIONS ON THE JOB AND NOTIFY
THE ARCHITECT OF ANY DISCREPANCIES
BEFORE PROCEEDING WITH THE WORK.
DRAWINGS NOT TO BE SCALED.
CONTRACTOR SHALL VERIFY ALL
DIMENSIONS AND CONDITIONS ON THE
JOB AND NOTIFY THE ARCHITECT OF
ANY DISCREPANCIES BEFORE
PROCEEDING WITH THE WORK.
WRITTEN DIMENSIONS TAKE PRECEDENCE
OVER SCALED DRAWINGS.
CONTRACTOR SHALL CORRELATE ALL
DIMENSIONS WITH SHOP DRAWINGS.

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BUILDING SECTION
3/32"=1'-0"
SHEET TITLE

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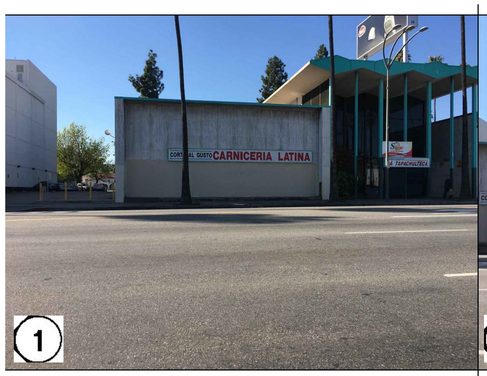
PROJECT CLIENT

16-019
PROJECT NO.
SHEET NO.
A6.1

U.S. ARCHITECTURAL SHEET SIZE: E 48x36



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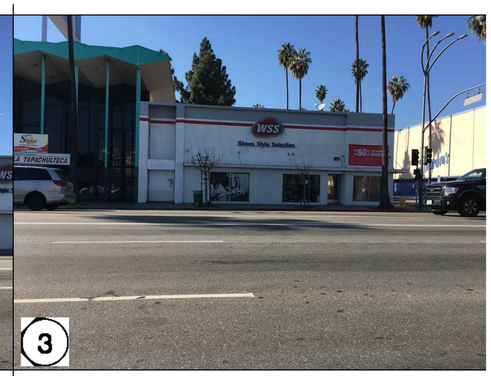

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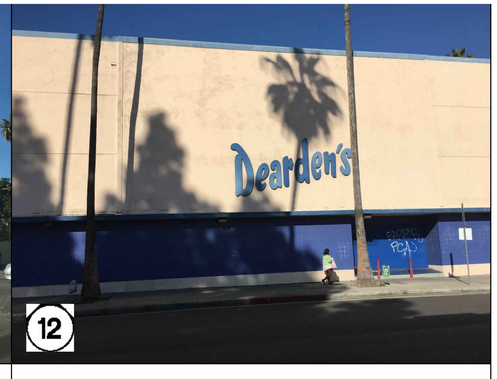

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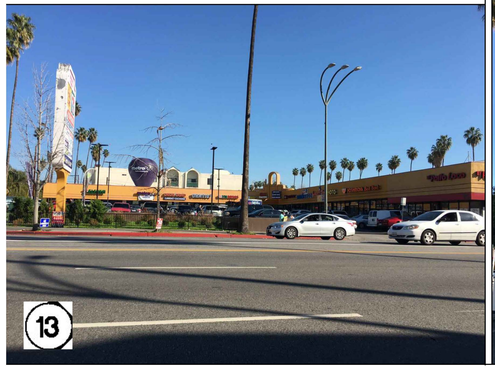
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KEY MAP

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DATE: 4-15

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SHEET TITLE

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174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

PROJECT

CLIENT

16-019

PROJECT NO.

SHEET NO.

A6.2

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

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174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.

▲ PROJECT ▲ CLIENT

16-019

▲ PROJECT NO.
SHEET NO.

A6.3

U.S. ARCHITECTURAL SHEET SIZE: E 48x36

ELEVATION A

ELEVATION B

COURTYARD LANDSCAPE PLAN

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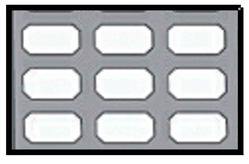
PROJECT NO.
SHEET NO.

A6.4

NORTH ELEVATION

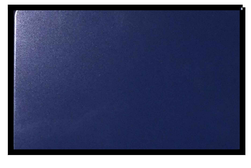
A — AL13 ALUMINUM PANEL SD327 BATTLE SHIP

A1 — PAINT TO MATCH



B — PERFORATED SHEET METAL

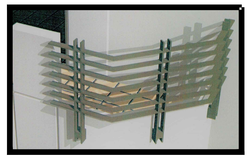
C — REVEAL: SW6259 SERIOUS GRAY



D — AL13 ALUMINUM PANEL SD346
ATLANTIC BLUE (POWDER COAT)

E — MERELEX STUCCO P-100 (SAND)

F — SOLAR BLUE 70 X (2)+CLEAR GLASS



G — HANDRAIL: AZI METALS CUSTOM 218B
COLOR: AL13 ALUMINUM PANEL SD327
BATTLE SHIP

MATERIALS BOARD

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E MAIL-BOAZ@KETTERDESIGNS.COM

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PROJECT — CLIENT

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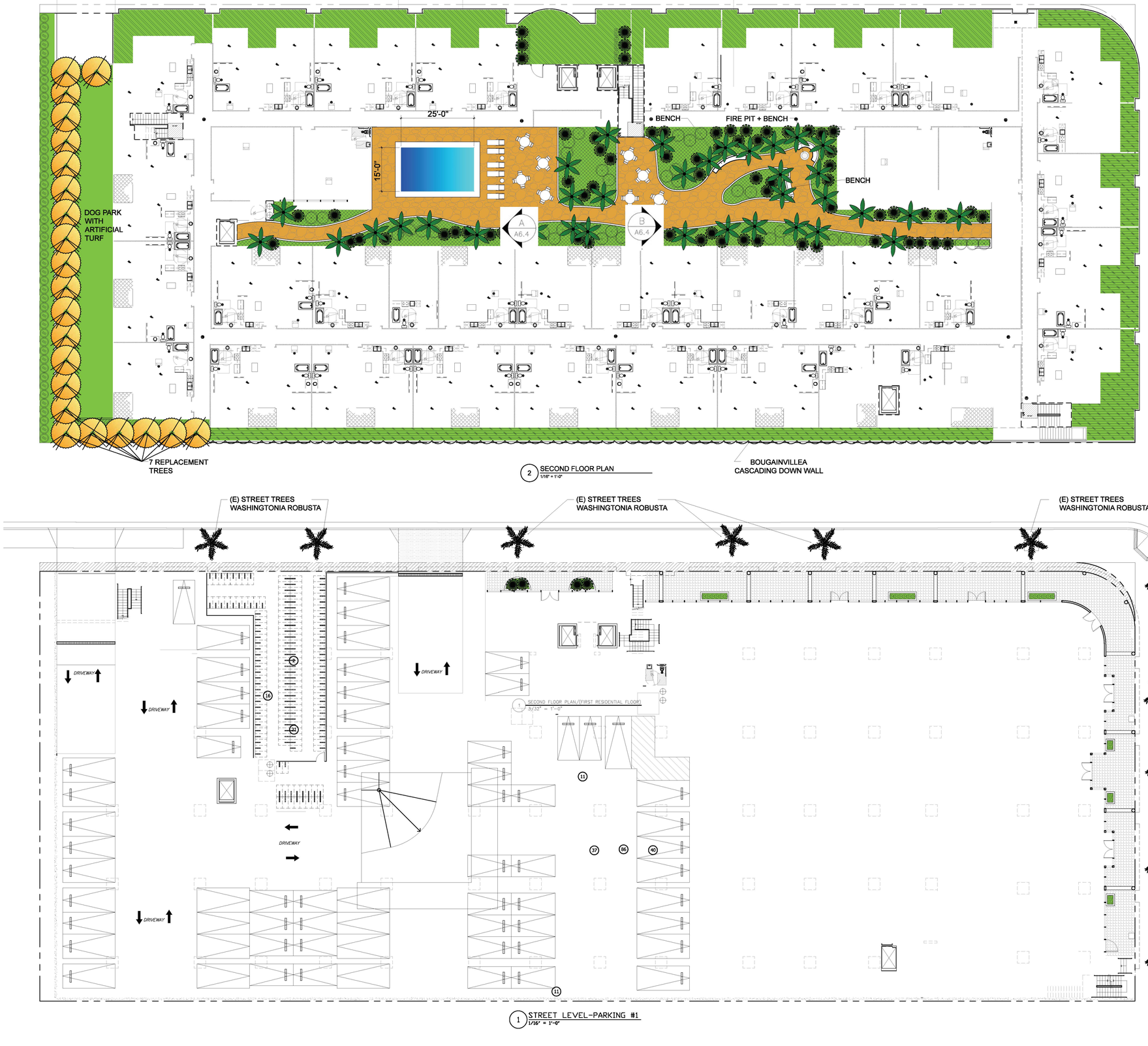
PROJECT NO.
SHEET NO.

A6.5



2 SECOND FLOOR PLAN
1/16" = 1'-0"

1 STREET LEVEL-PARKING #1
1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0' 8' 16' 32'

INTERIOR COURTYARD (PODIUM LEVEL) PLANTING LEGEND

Symbol	Botanical Name/Common Name	Quantity	Size	Remarks
	TREES			
	Bambusa oldhamii / Giant timber bamboo	x	24" Box	
	Howea forsteriana / Kentia palm	x	36" Box	Min. 8' ht
	Rhapis excelsa / Lady palm	x	25 gal	
	SHRUBS			
	Abutilon spp. / Chinese lantern	X	5 gal	
	Aglaonema crispum / Chinese evergreen	X	14" pots	
	Asparagus densiflorus ' Myers' / Myers asparagus	X	5 gal	
	Clivia miniata / Clivia	X	5 gal	
	Helleborus argutifolius / Corsican Hellebore	X	5 gal	
	Liriope muscari 'Big blue' / Big blue lily turf	X	5 gal	
	Nephrolepis cordifolia / Sword Fern	X	5 gal	
	Sansevieria trifasciata / Mother-in-law's Tongue	X	5 gal	
	Schefflera arboricola / Dwarf umbrella tree	X x	5 gal 15 gal	

EXTERIOR PLANTING LEGEND

Symbol	Botanical Name/Common Name	Quantity	Size	Remarks
	TREES - STREET LEVEL			
	Rhapis excelsa / Lady palm	x	25 gal	
	TREES - PODIUM/SECOND LEVEL			
	Hymenosporum flavum / Sweet shade	x	24" Box	
	TREES - 5TH + 6TH LEVEL			
	Olea europa 'Swan Hill' / Fruitless olive	x	36" Box	
	SHRUBS, GRASSES AND SUCCULENTS			
	Agave attenuata / Foxtail agave	x	5 gal	
	Imperata cylindrical 'Rubra' / Japanese blood grass	x	5 gal	
	Juncus patens / California grey rush	x	5 gal	
	Pennisetum 'Fairy Tails' / Fountain grass	x	5 gal	
	Prunus caroliniana / Carolina laurel cherry	x	15g	
	Sansevieria trifasciata / Mother-in-law's Tongue	x	5 gal	
	VINES - SECOND LEVEL			
	Bougainvillea spp. / Bougainvillea	x	15g	
	VINES - 5TH + 6TH LEVEL			
	Distictis buccinatoria / Trumpet Vine	x	15g	
	GROUNDCOVERS			
	Trachelospermum jasminoides / Star jasmine x plants @ 12" o.c.		flat	

LANDSCAPE COURT LAND STUDIO ARCHITECTURE
COURTLAND STUDIO, LLC
505 E Colorado Blvd. Mezzanine C
Pasadena CA 91101
P: 818-788-9382 F:818-788-3217
Licensed Landscape Architect #3620
Renewal Date:2/28/19

Architect:
Ketter Designs
14541 Delano St.
Van Nuys, CA 91411
(818) 387-8832
boaz@ketterdesigns.com

Client:
14541 Delano St.
Van Nuys, CA 91411
(818) 387-8832

Project location:
6575 Van Nuys Blvd.,
Los Angeles, CA 91401

LANDSCAPE PLAN

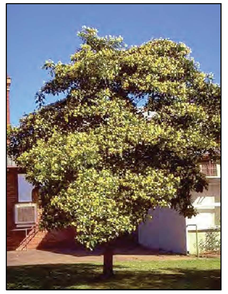
Scale: 1/16" = 1' - 0"
Date: 08-21-17

L-1.0

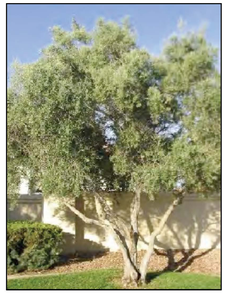
TREES / LARGE TROPICALS

Bambusa oldhamii /
Giant timber bamboo

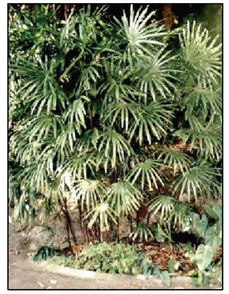
Howea forsteriana /
Kentia palm



Hymenosporum flavum
Sweet shade



Olea europa 'Swan Hill' /
Fruitless olive



Rhapis excelsa /
Lady palm

SHRUBS/GRASSES

Abutilon spp. /
Chinese lantern

Agave attenuata /
Foxtail agave

Aglaonema crispum /
Chinese evergreen

Asparagus densiflorus
'Myers' / asparagus

Clivia miniata / Clivia

Helleborus argutifolius /
Corsican Hellebore

Imperata cylindrical 'Rubra' /
Japanese blood grass

Juncus patens /
California grey rush

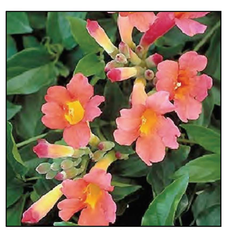
Nephrolepis cordifolia /
Sword Fern

Pennisetum 'Fairy Tails' /
Fountain grass

Sansevieria trifasciata /
Mother-in-law's Tongue

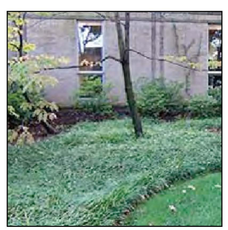
Schefflera arboricola /
Dwarf umbrella tree

VINES



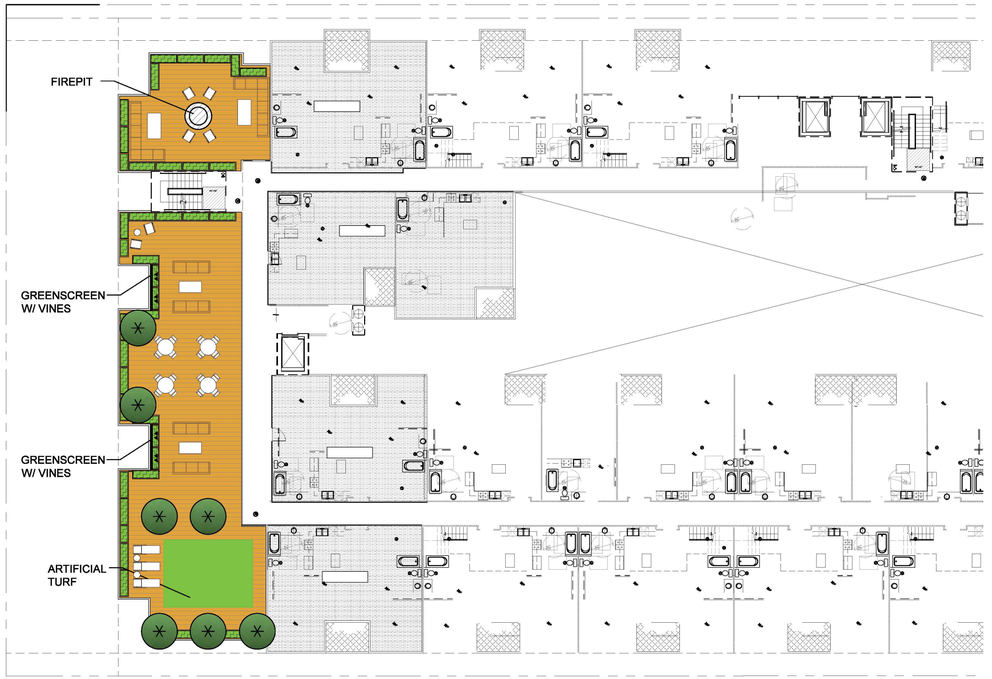
Distictis buccinatoria /
Trumpet Vine

GROUNDCOVERS

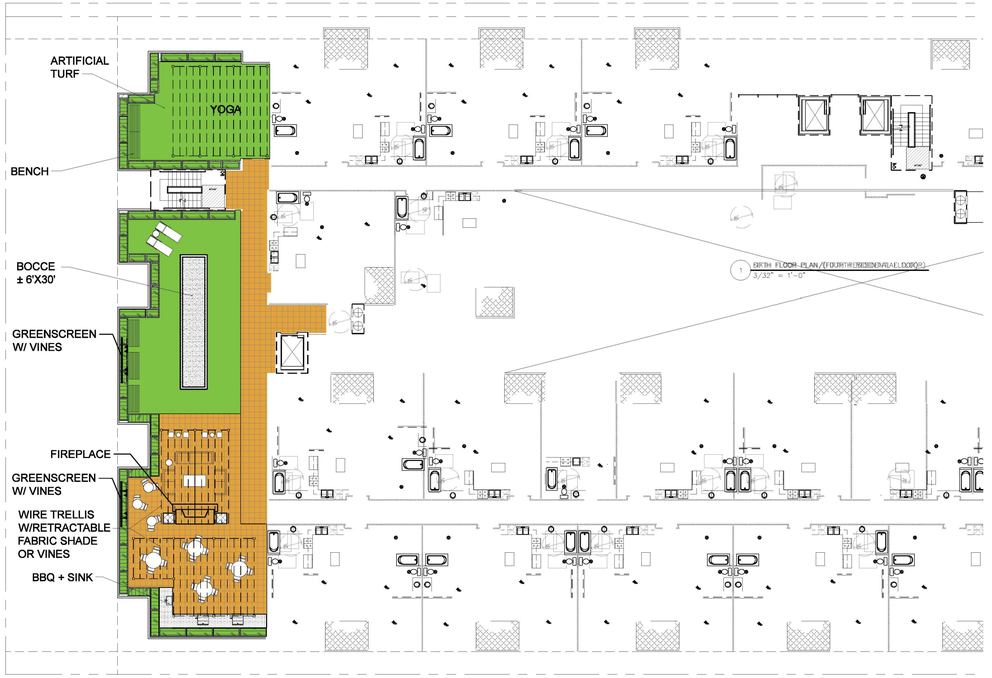


Liriope muscari 'Big blue' /
Big blue lily turf

Trachelospermum jasminoides /
Star jasmine



2 SIXTH FLOOR PLAN
1/16" = 1'-0"



1 FIFTH FLOOR PLAN
1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0' 8' 16' 32'

LANDSCAPE
COURT
LAND
STUDIO
ARCHITECTURE

COURTLAND STUDIO, LLC
505 E Colorado Blvd. Mezzanine C
Pasadena CA 91101
P: 818-788-9382 F:818-788-3217
Licensed Landscape Architect #3620
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Client:
14541 Delano St.
Van Nuys, CA 91411
(818) 387-8832

Project location:
6575 Van Nuys Blvd.,
Los Angeles, CA 91401

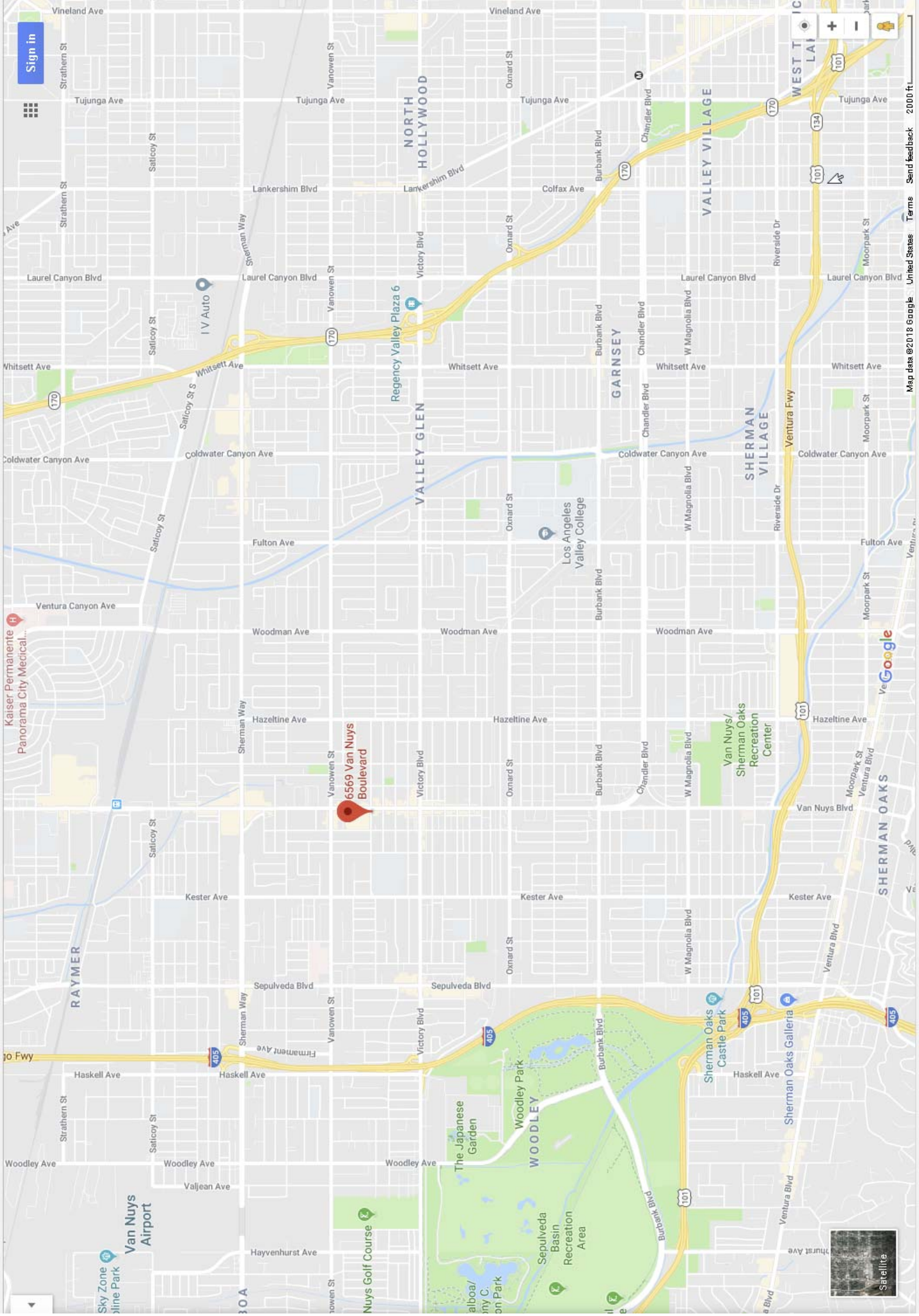
LANDSCAPE PLAN

Scale: 1/16" = 1' - 0"
Date: 08-21-17

L-1.1

EXHIBIT B-1

VICINITY AND ZIMAS MAP

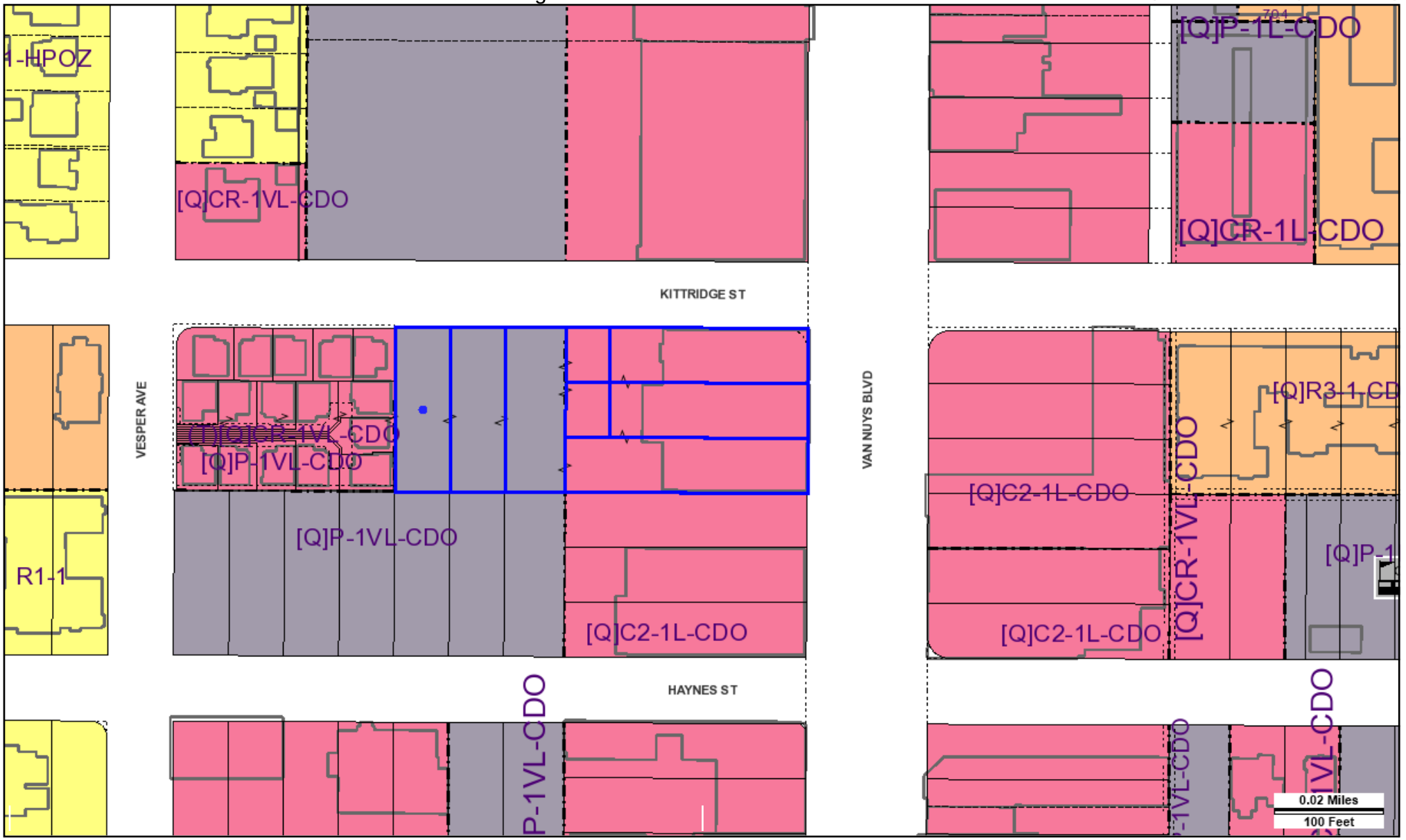

6569 Van Nuys Boulevard
Vineland Ave
Tujunga Ave
Lankershim Blvd
Colfax Ave
Laurel Canyon Blvd
Whitsett Ave
Coldwater Canyon Ave
Fulton Ave
Ventura Canyon Ave
Woodman Ave
Hazeltine Ave
Van Nuys Blvd
Kester Ave
Sepulveda Blvd
Haskell Ave
Woodley Ave
Valjean Ave
Hayvenhurst Ave
NORTH HOLLYWOOD
VALLEY VILLAGE
VALLEY GLEN
GARNSEY
SHERMAN VILLAGE
SHERMAN OAKS
RAYMER
WOODLEY
Van Nuys Airport
Regency Valley Plaza 6
I V Auto
Los Angeles Valley College
Van Nuys/ Sherman Oaks Recreation Center
Sherman Oaks Castle Park
Sherman Oaks Galleria
Woodley Park
The Japanese Garden
Sepulveda Basin Recreation Area
Kaiser Permanente Panorama City Medical...
Nuys Golf Course
Sky Zone
Strathern St
Saticoy St
Vanowen St
Sherman Way
Victory Blvd
Oxnard St
Burbank Blvd
Chandler Blvd
W Magnolia Blvd
Riverside Dr
Moorpark St
Ventura Fwy
Ventura Blvd
Firmament Ave
Thurst Ave
Sign in
Satellite
Send feedback
Terms
United States
Map data ©2018 Google
2000 ft

ZIMAS INTRANET

Generalized Zoning

05/04/2018

City of Los Angeles
Department of City Planning



Address: 14534 W KITTRIDGE ST
APN: 2236011007
PIN #: 180B149 444

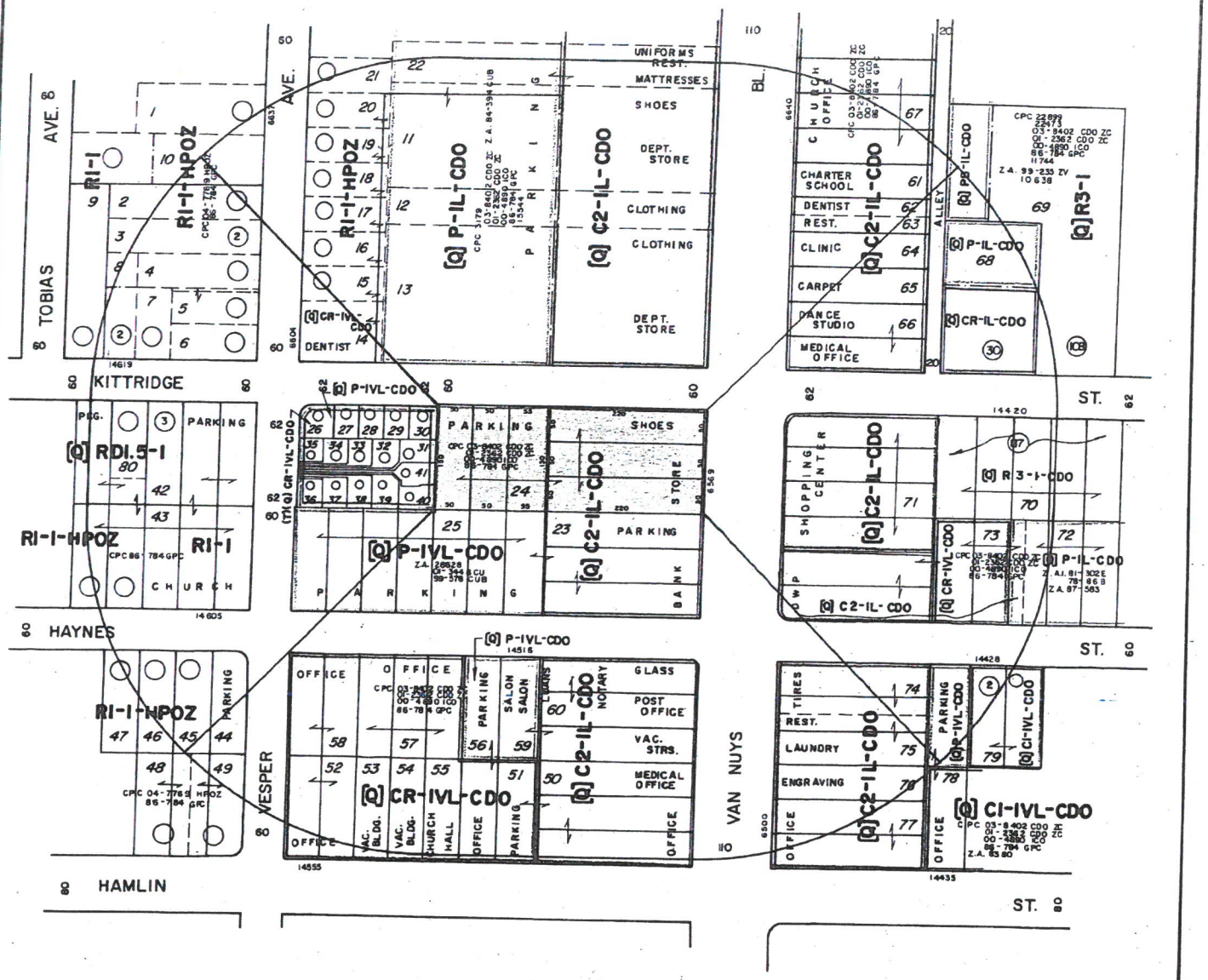
Tract: TR 1200
Block: 45
Lot: 9
Arb: None

Zoning: [Q]P-1VL-CDO
General Plan: General Commercial

N
W
E
S

EXHIBIT B-2

RADIUS MAP



LEGAL: TRACT 1200,
BLOCK 45, LOTS 1-3 & 7-9
SEE APPLICATION

REQUEST: [Q] P-IVL-CDO & [Q] C2-IL-CDO
TO RAS4

CPC 2016 2944

VAN NUYS CENTRAL BUSINESS DISTRICT-
COMMUNITY DESIGN OVERLAY - (CDO)

VESTING ZONE CHANGE - DENSITY BONUS

NET AC. = 1.29

THOMAS BROS.
PAGE: 532 , GRID: 6/A

C.D. 6 C.T. 1278.06 P.A. 150

SITE PLAN REVIEW

CONTINENTAL MAPPING SERVICE
6315 Van Nuys Boulevard, Van Nuys, CA 91401
(818) 787-1663

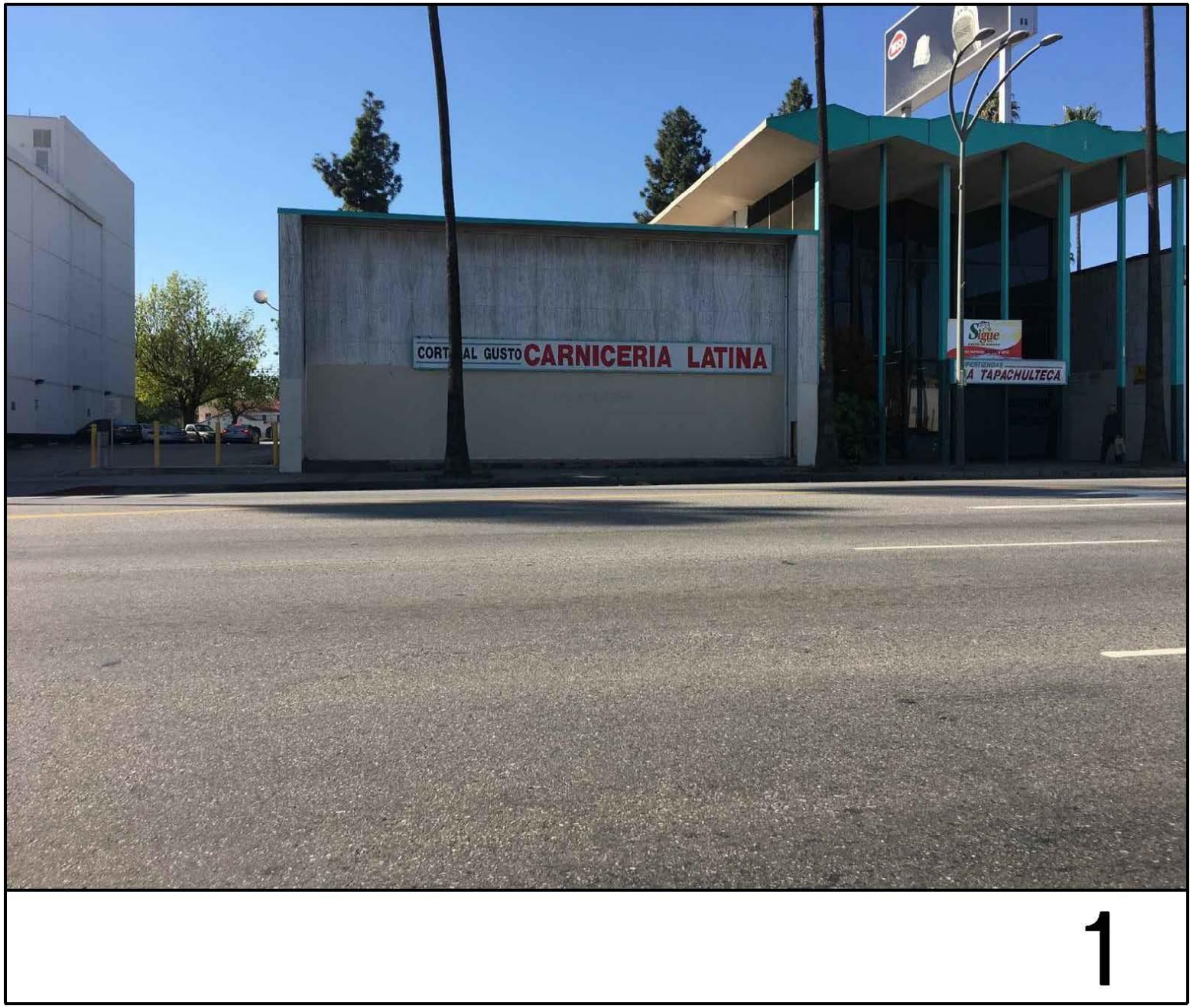
CASE NO.:
DATE: ~~8-8-16~~ 1-24-18
SCALE: 1" = 100'
USES: FIELD
D.M.: 180B149

W.O. CMS 16-6994

EXHIBIT B-3

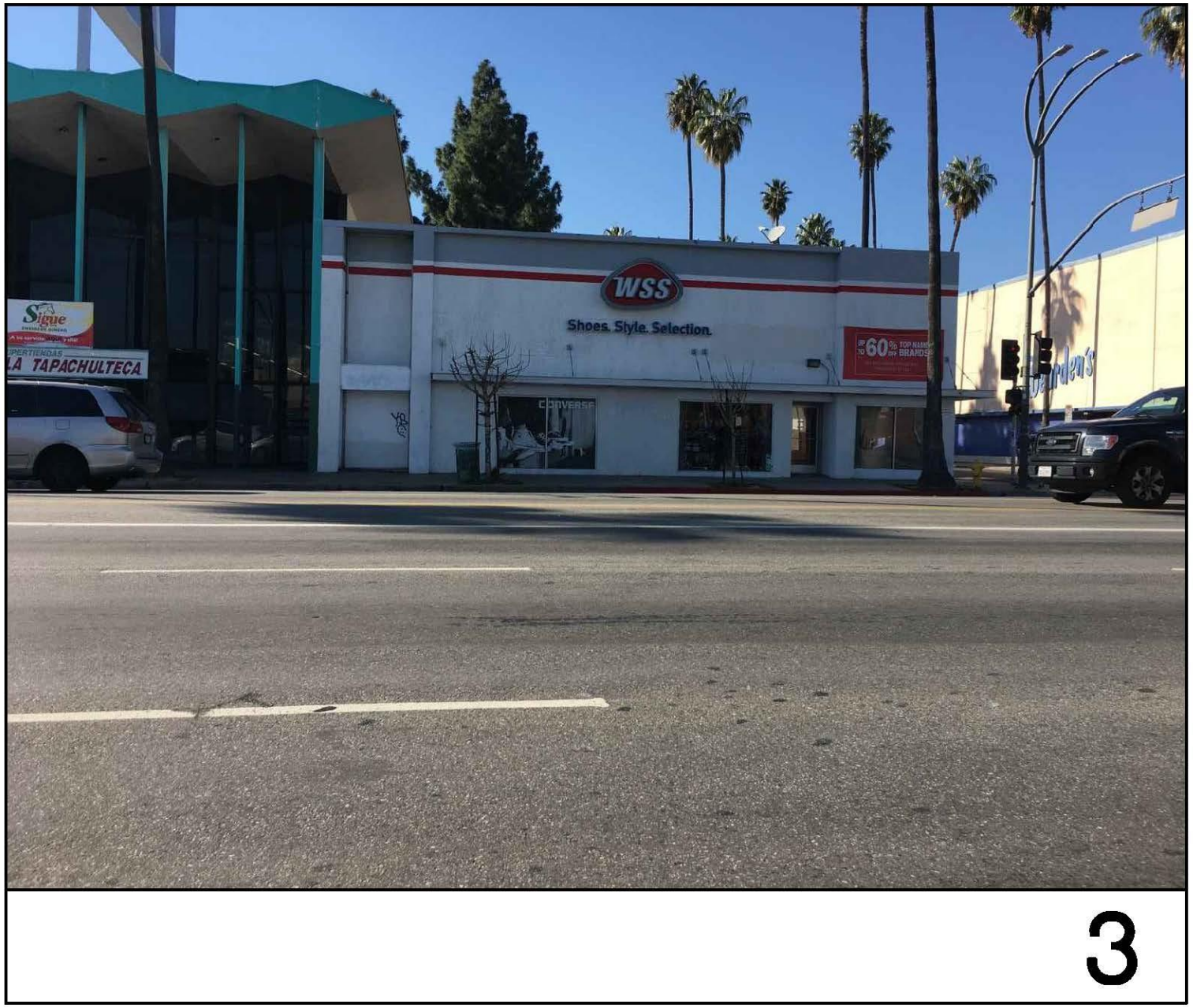
SITE PHOTOS

Photo Location Key Map



1. View looking west across N. Van Nuys Boulevard at the project site and adjacent surface parking lot (to the south).

2. View looking west across N. Van Nuys Boulevard at the project site.



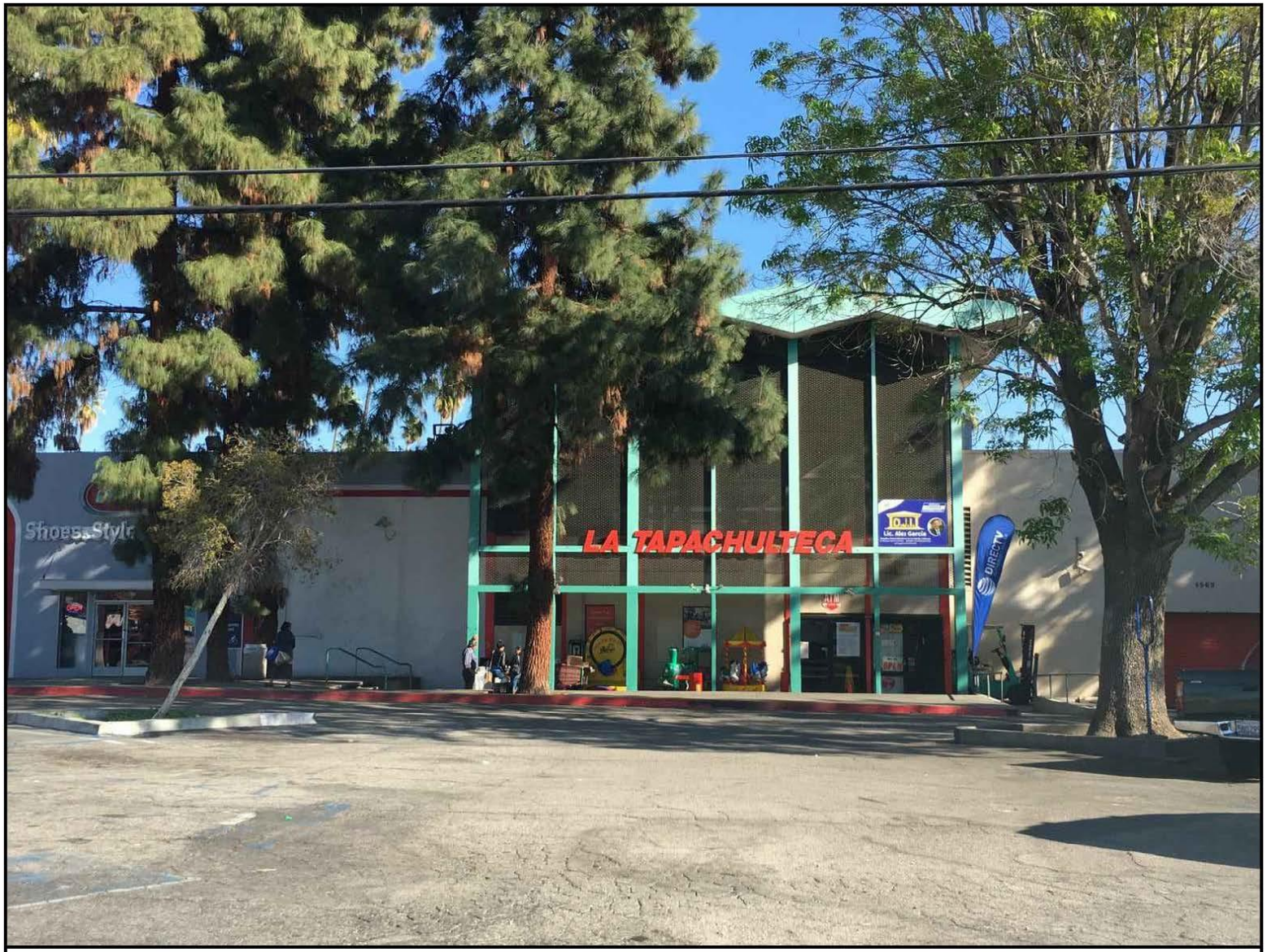
3. View looking west across N. Van Nuys Boulevard at the project site (southwest corner of N. Van Nuys Boulevard and W. Kittridge Street).

4

4. View looking south across W. Kittridge Street at the project site (southwest corner of N. Van Nuys Boulevard and W. Kittridge Street).

5. View looking south across W. Kittridge Street at the project site.

6. View looking east from midpoint on the project site (adjacent to W. Kittridge Street), at the project site.



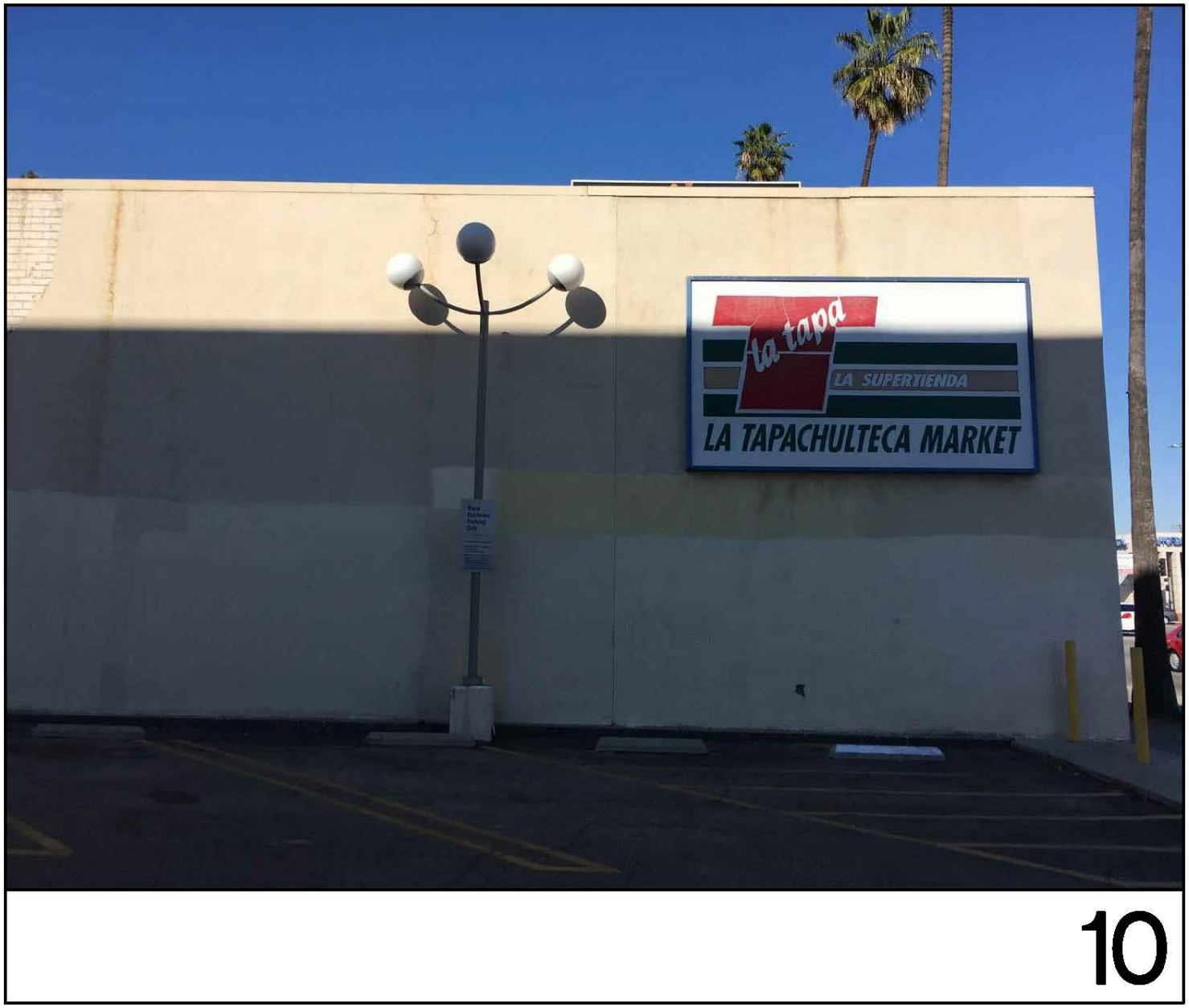
7

7. View looking east from midpoint on the project site, at the project site.

8

8. View looking east along the southerly property line, from midpoint on the project site, at the project site.

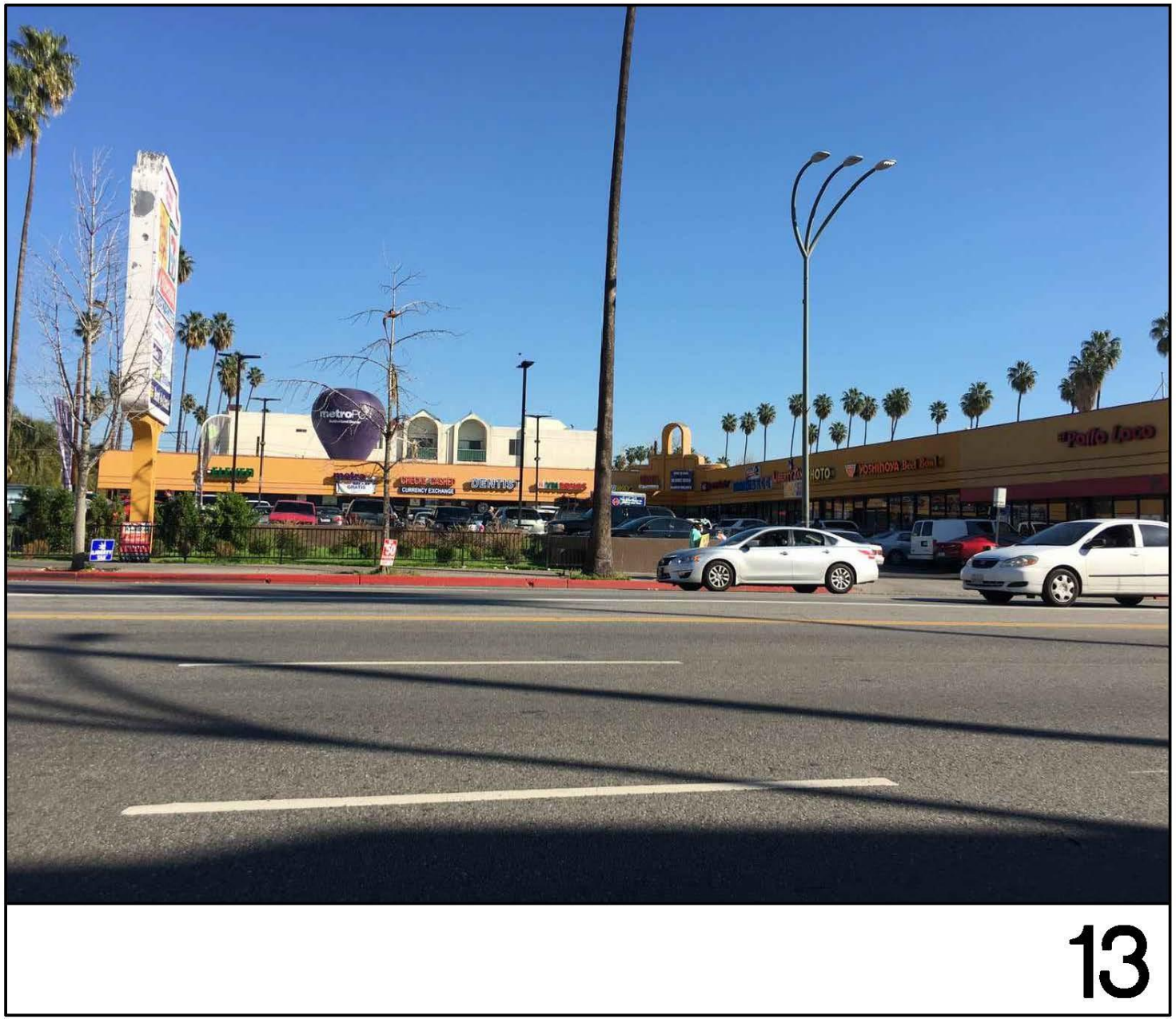
9. View looking north, from the adjacent surface parking lot (to the south) at the project site.



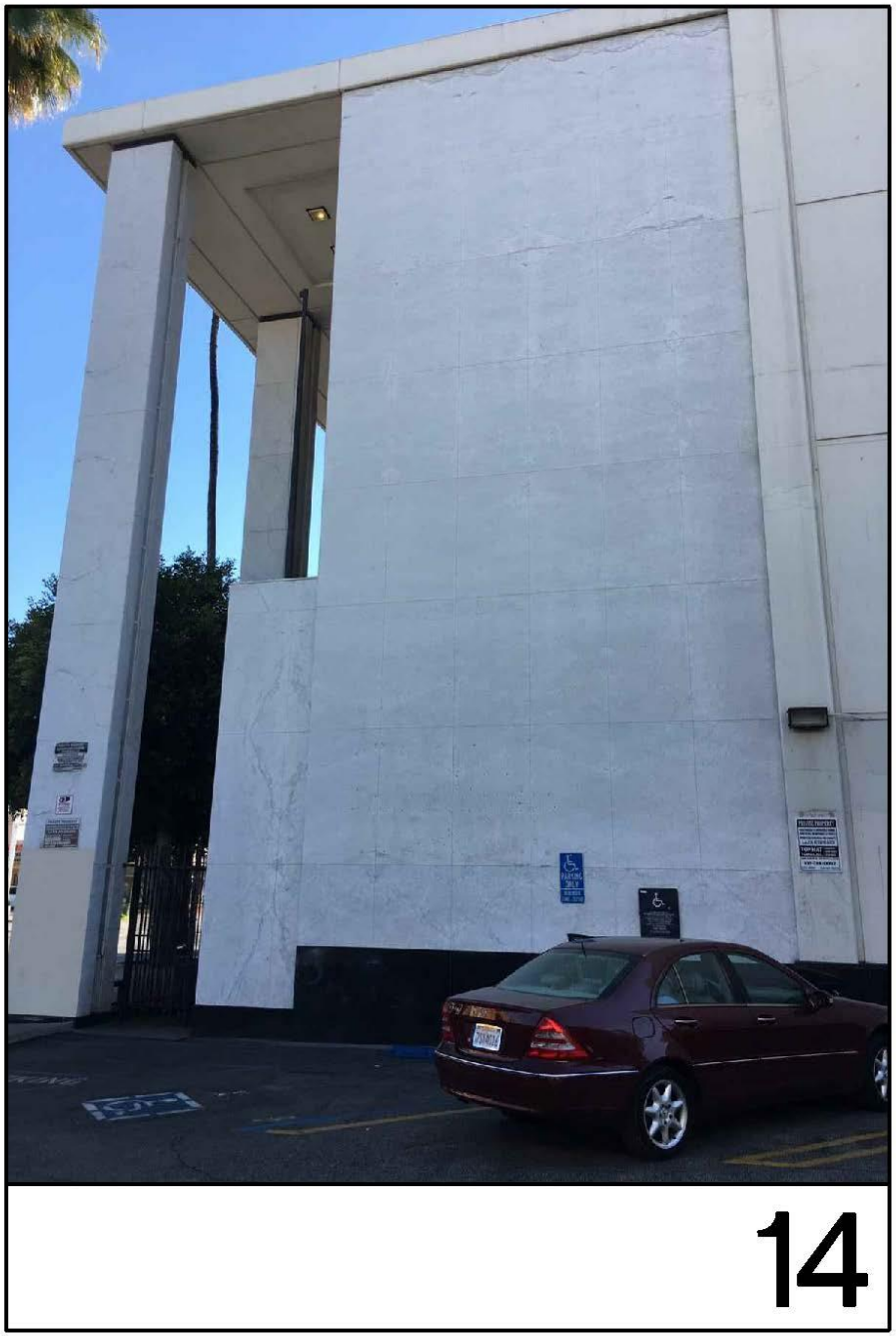
10. View looking north at the project site (adjacent to N. Van Nuys Boulevard), from the adjacent surface parking lot (to the south).

11.View looking west at the adjacent 2- and 3- story small lot homes, from midpoint on the project site.

12. View looking north across W. Kittridge Street at the adjacent commercial building.



13.View looking east across N. Van Nuys Boulevard at commercial development on the southeast corner of N. Van Nuys Boulevard and W. Kittridge Street.



14.View looking south from the project site at the adjacent surface parking lot and bank building.

EXHIBIT C

ENVIRONMENTAL CLEARANCE

Van Nuys Plaza

Initial Study / Mitigated Negative Declaration

Prepared for:

City of Los Angeles
200 North Spring Street, Suite 750
Los Angeles, California 90012

Prepared by:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

March 2018

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Appendices

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY:		**COUNCIL DISTRICT:**
City of Los Angeles		6 – Nury Martinez
PROJECT TITLE:	**ENVIRONMENTAL CASE:**	**CASE NO.**
Van Nuys Plaza	ENV-2016-2945-MND	CPC-2016-2944-VZC-SPR-DB-CDO

PROJECT LOCATION: 6569-6581 N. Van Nuys Boulevard and 14506-14534 W. Kittridge Street, Los Angeles, CA 91401

PROJECT DESCRIPTION:

The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, and 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. A total of 13 non-protected, significant on-site trees will be removed. None of the existing street trees along Van Nuys Boulevard are proposed to be removed or disturbed. Demolition of the existing onsite structure and construction of the proposed project would be conducted over an approximately 15-month period expected to commence in the fall of 2018.

Project Design Features: Because lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment, even though well below screening (significance) levels, a Soil Management Plan will be prepared and submitted to the satisfaction of the Department of Building and Safety, prior to the issuance of any grading permit.

The applicant is requesting the following discretionary approvals to allow the project:

1. A Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;
2. A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;
3. A Density Bonus, pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), and Parking Option No. 1, in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and
4. A Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys Central Business District (CBD) Design Overlay District.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:

6569 Van Nuys LLC; Saviers Van Nuys, LLC
14541 Delano Street, Van Nuys, CA 91411

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker(s) may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM Peggy Malone-Brown	**TITLE** City Planning Associate	**TELEPHONE NUMBER** 818-374-5036
ADDRESS Department of City Planning Valley Project Planning 6262 Van Nuys Boulevard, Room 430 Van Nuys, CA 91401 Mail Stop 366	**SIGNATURE (Official)** Laura Frazin-Stalle	**DATE** 4-18-18

Mitigation Measures

Biological Resources

IV-20 Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas):

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:

  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

  b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

  c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

  d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-70 Tree Removal (Non-Protected Trees):

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-80 Tree Protection – Construction Fencing:

Environmental impacts from project implementation may occur to the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard during heavy equipment operations associated with project construction. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any grading permit, and for the duration of proposed construction activities, the applicant shall install orange staked construction fencing around the drip line of the four palm trees

(Washingtonia robusta) along W. Van Nuys Boulevard which are located immediately adjacent to the subject property. Placement of this required fencing shall be verified a licensed Tree Arborist, and proof of such verification shall be provided (in a letter) to the Department of Building and Safety prior to the issuance of any grading permit.

IV-90 Tree Removal (Public Right-of-Way):

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

Biological Resources (cont.)

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Cultural Resources

V-1 Mural Identification:

Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby shall be physically examined and tested to determine if the canvas murals placed within the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall shall be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work shall be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins. Prior to the issuance of the demolition permits, a summary report of the findings of the physical examination and testing shall be prepared by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources.

V-2 Mural Preservation:

If murals are present, and prior to the issuance of demolition permits for the project, a comprehensive plan shall be developed by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources, which addresses the careful removal, restoration and preservation of the murals. Removal shall be completed by a qualified construction firm approved by the City of Los Angeles Office of Historic Resources (OHR), having experience in historic preservation. The results of any such removal shall be documented to the satisfaction of the OHR. Prior to the issuance of a certificate of occupancy for the project, or as required by the OHR, restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall be relocated either within the new project or to a nearby suitable location.

Geology and Soils

VI-10 Soils Report Approval Letter

- Prior to the issuance of any grading permit, the applicant shall submit a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

VI-20 Erosion/Grading/Short-Term Construction Impacts:

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Land Use and Planning

I-10 Landscape Plan:

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following

measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks 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 decision maker.

I-120 Light:
Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall 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.

Land Use and Planning (cont.)

I-130 Glare:
Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

VIII-50 Human Health Hazard (Vector Control):

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

Noise

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities):

- Construction and demolition shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, caisson drill rigs, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.
- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.
- Air compressors, auger drill rigs, concrete mixers, concrete pumps, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 20 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall

remain in place until all windows have been installed and all activities on the project site are complete.

- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street. Queuing and/or idling shall be limited to Van Nuys Boulevard.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

Noise (cont.)

XII-21 Increased Vibration Levels (Demolition, Grading, and Construction Activities):

- Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

XII-60 Increased Noise Levels (Mixed-Use Development):

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficition (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Public Services

XIV-20 Public Services (Police – Demolition/Construction Sites):

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30 Public Services (Police):

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to 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, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-40 Public Services (Construction Activity Near Schools):

- The developer and contractors shall maintain ongoing contact with administrators of Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth High School, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School. The administrative offices shall be contacted when

demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323-342-1400) and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

Public Services (cont.)

XIV-50 Public Services (Schools Affected by Haul Route):

- The City of Los Angeles Department of Building and Safety shall assign specific haul route hours of operation based upon Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School hours of operation.

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the schools during periods when schools are in session especially when students are arriving or departing from the campuses.

Transportation and Traffic

XVI-30 Transportation:

The following shall be implemented to minimize traffic disruption during construction:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80 Pedestrian Safety:

The following shall be implemented to ensure pedestrian safety duration construction:

- The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- The applicant shall keep sidewalks open during construction unless closure is required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

XVI-90 Construction Work Site Traffic Control Plan:

The following shall be implemented to ensure pedestrian safety duration construction:

- A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan 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. As identified in Mitigation Measure No. XII-20, Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street, and queuing and/or idling shall be limited to Van Nuys Boulevard. Further, DOT recommends that all construction related traffic be restricted to off-peak hours.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** 6 – Nury Martinez	**DATE:** **March 30, 2018**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-2945-MND	**RELATED CASES:** CPC-2016-2944-VZC-SPR-DB-CDO	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☒ Does NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:

The applicant is requesting the following discretionary approvals to allow the project:

1. A Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;
2. A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;
3. A Density Bonus, pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), and Parking Option No. 1, in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and

A Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys Central Business District (CBD) Design Overlay District.

ENV PROJECT DESCRIPTION:

The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, and 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. A total of 13 non-protected, significant on-site trees will be removed. None of the existing street trees along Van Nuys Boulevard are proposed to be removed or disturbed. Demolition of the existing onsite structure and construction of the proposed project would be conducted over an approximately 15-month period expected to commence in the fall of 2018.

Project Design Features: Because lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment, even though well below screening (significance) levels, a Soil Management Plan will be prepared and submitted to the satisfaction of the Department of Building and Safety, prior to the issuance of any grading permit.

ENVIRONMENTAL SETTINGS:

The project site is currently developed with three vacant commercial buildings (previously La Tapachulteca Latino Market and WSS Shoes) along the N. Van Nuys Boulevard and W. Kittridge Street frontages. The remainder of the project site is comprised of surface parking. There are also 13 mature, non-native street trees within the public right-of-way along N. Van Nuys Boulevard and W. Kittridge Street, adjacent to the project site.

The project site is located in the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) in the City of Los Angeles, and is also subject to the Van Nuys CBD CDO Design Guidelines and Standards and the Van Nuys CBD Streetscape Plan. The project site is comprised of five lots within the [Q]C2-1L-CDO zoning (on the eastern / front portion of the site) and three lots within the [Q]P-1VL-CDO zoning (on the western / rear portion of the site). The project site is within a Transit Priority Area, the Los Angeles State Enterprise Zone, and the Van Nuys Boulevard Targeted Neighborhood Initiative Area (City, 2018). The nearest active faults to the project site include the Northridge Fault and the Verdugo Fault, each located approximately 4.8 miles (7.7 kilometers) from the project site (City, 2018). The project site is also located in an area that is designated as a Liquefaction Area on

Exhibit B, Areas Susceptible to Liquefaction, in the Safety Element of the City of Los Angeles General Plan (1996) and in the City of Los Angeles GIS database, ZIMAS (City, 2018). The site has approximately 150 feet of frontage along N. Van Nuys Boulevard, a designated Boulevard II currently dedicated a width of 110 feet and improved with curb, sidewalk, street trees, and gutter. It also has approximately 375 feet of frontage along W. Kittridge Street, a designated collector street improved with curb, sidewalk, street trees, and gutter. On curb cut currently exists along the W. Kittridge frontage.

Properties in the vicinity of the project site are characterized by flat topography and improved roadways, and include residential uses, commercial uses, and schools. Specifically, a surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site in [Q]C2-1L-CDO and [Q]P-1VL-CDO zoning; two- and three-story single-family residential units are located to the immediate west in (T)[Q]CR-1VL-CDO zoning; W. Kittridge Street and commercial retail uses are located to the immediate north in [Q]C2-1L-CDO and [Q]P-1L-CDO zoning, and; N. Van Nuys Boulevard and commercial uses with surface parking are located to the immediate east in [Q]C2-1L-CDO zoning. Further distant to the northwest, west and southwest along Vesper Avenue are single-family residences in the R1-1-HPOZ Zone, a three unit apartment in the [Q]RD1.5-1 Zone, and a church (Church of the Valley) in the R1-1 Zone. Further distant to the east and across Van Nuys Boulevard, along W. Kittridge Street are several apartment buildings in the [Q]CR-1L-CDO Zone and the [Q]R3-1-CDO Zone. Sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Interstate 405 is approximately 1.5 miles west of the project site, SR 170 is approximately 2.3 miles east of the site, and SR 101 is approximately 2.3 miles south of the site.Refer to Section 8, *Description of Project*, of the Initial Study for additional project details.

PROJECT LOCATION: 6569-6581 N. Van Nuys Boulevard and 14506-14534 W. Kittridge Street, Los Angeles, CA 91401

COMMUNITY PLAN AREA: Van Nuys – North Sherman Oaks **STATUS:** ☒ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** South Valley	**CERTIFIED NEIGHBORHOOD COUNCIL:** Van Nuys
EXISTING ZONING: [Q]C2-1L-CDO, [Q]P-1VL-CDO	**MAX DENSITY/INTENSITY ALLOWED BY ZONING:** 400 s.f./du	**LA RIVER ADJACENT:** No
GENERAL PLAN LAND USE: Community Commercial and General Commercial	**MAX DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 400 s.f./du	
	PROPOSED PROJECT DENSITY: 400 s.f./du (174 du)	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Title	Phone
Reg Matthew-Braun	City Planning Associate	(818) 374-5036

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 16063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by the project, involving at least one impact that requires mitigation (i.e., “Less than Significant with Project Mitigation”) as indicated by the checklist on the following pages.

☐ **AESTHETICS**	☐ **HAZARDS AND HAZARDOUS MATERIALS**	☒ **PUBLIC SERVICES**
☐ **AGRICULTURAL AND FORESTRY RESOURCES**	☐ **HYDROLOGY AND WATER QUALITY**	☐ **RECREATION**
☐ **AIR QUALITY**	☒ **LAND USE AND PLANNING**	☒ **TRANSPORTATION/CIRCULATION**
☒ **BIOLOGICAL RESOURCES**	☐ **MINERAL RESOURCES**	☐ **TRIBAL CULTURAL RESOURCES**
☒ **CULTURAL RESOURCES**	☒ **NOISE**	☐ **UTILITIES AND SERVICE SYSTEM**
☒ **GEOLOGY AND SOILS**	☐ **POPULATION AND HOUSING**	☒ **MANDATORY FINDINGS OF SIGNIFICANCE**
☐ **GREENHOUSE GAS EMISSIONS**		

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
6569 Van Nuys LLC; Saviers Van Nuys, LLC

PHONE NUMBER:
818-387-8832

APPLICANT ADDRESS:
14541 Delano Street
Van Nuys, CA 91411

AGENCY REQUIRING CHECKLIST:
Department of City Planning, City of Los Angeles

DATE SUBMITTED:
08/11/2016

PROPOSAL NAME (if Applicable):
Van Nuys Plaza

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN THE ATTACHMENT, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN THE ATTACHMENT FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I. AESTHETICS					
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL AND FORESTRY RESOURCES					
Would the project:					
a.	Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with the existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned timberland production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY					
Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & pm 10) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES					
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES (cont.)					
Would the project:					
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☒	☐	☐
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES					
Would the project:					
a.	Cause a substantial adverse change in significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS					
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	☐	☐	☒	☐
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	☐	☐	☐	☒
e.	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS					
Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS (cont.)					
Would the project:					
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
X. LAND USE AND PLANNING					
Would the project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES					
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE					
Would the project:					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING					
Would the project:					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES					
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	☐	☐	☒	☐
b.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	☐	☒	☐	☐
c.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?	☐	☒	☐	☐
d.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES (cont.)					
Would the project:					
e.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?	☐	☐	☒	☐
XV. RECREATION					
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVI. TRANSPORTATION/TRAFFIC					
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b.	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES					
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐
XVIII. UTILITIES AND SERVICE SYSTEMS					
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	☐	☐	☒	☐
b.	Require or result in the construction or new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS (cont.)					
Would the project:					
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XIX. MANDATORY FINDINGS OF SIGNIFICANCE					
Would the project:					
a.	Have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b.	Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles' Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2016-2945-MND and the associated case CPC-2016-2944-V2C-SPR-DB-CDO, and an Environmental Impact Report is not necessary.

Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in CEQA Guidelines Section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall, 200 N. Spring Street.

For City information, addresses, and phone numbers: Visit EIR Unit, Room 763, City Hall, 200 N. Spring Street, or the following websites:

City of Los Angeles at http://www.lacity.org

City Planning and Zoning Information Mapping Automated System (ZIMAS) at http://www.cityplanning.lacity.org

Seismic Hazard Maps at http://gmw.consrv.ca.gov/shmp

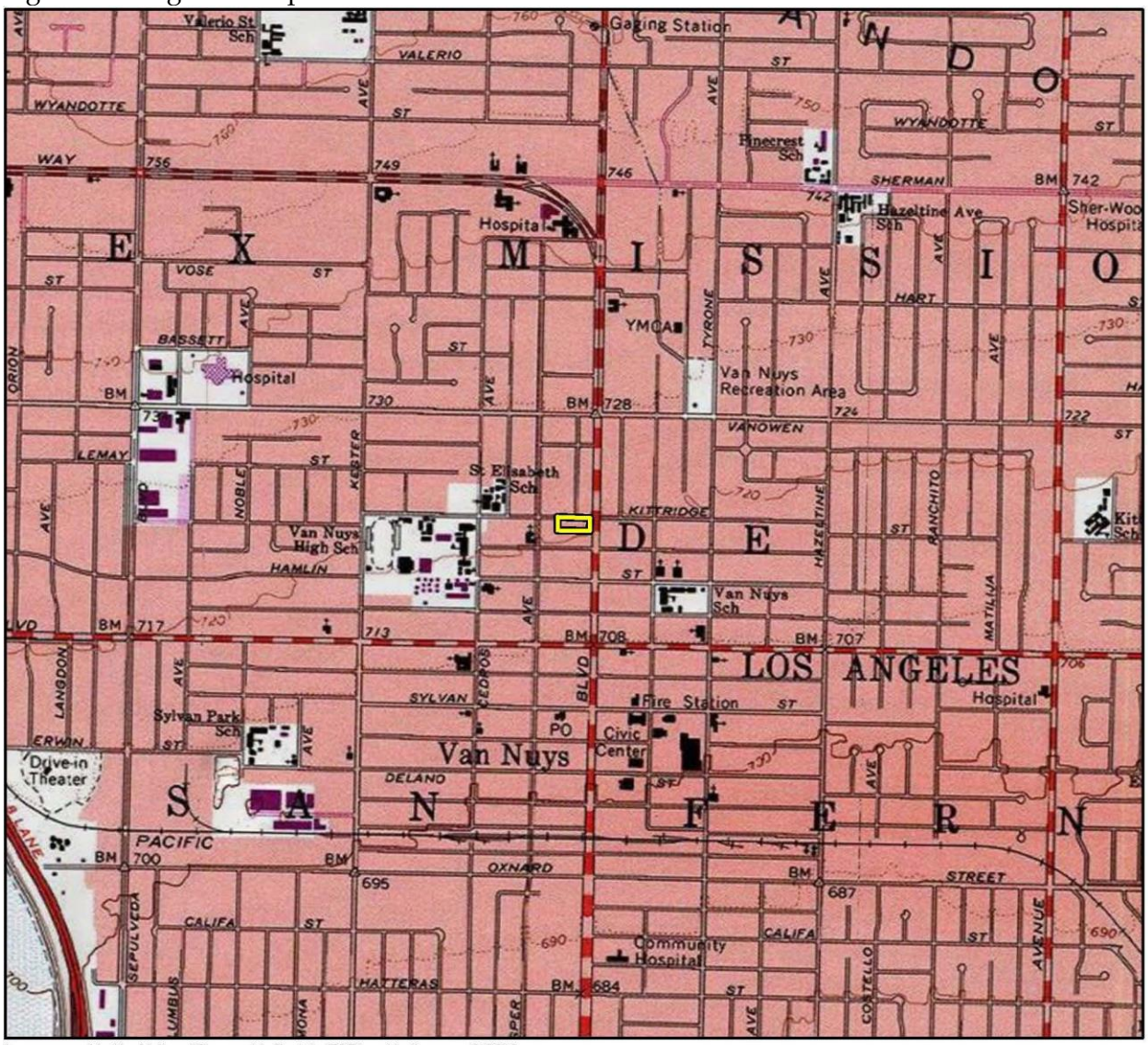
Engineering/Infrastructure/Topographic Maps/Parcel Information at http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Peggy Malone-Brown	City Planning Associate	818-374-5036	3/23/18

INITIAL STUDY

1. Project Title:	Van Nuys Plaza
2. Lead Agency Name and Address:	City of Los Angeles 6262 Van Nuys Boulevard Van Nuys, CA 91401
3. Contact Person and Phone Number:	Peggy Malone-Brown, City Planning Associate Department of City Planning Valley Project Planning 6262 Van Nuys Boulevard, Room 430 Van Nuys, CA 91401 Mail Stop 366 818-374-5036
4. Project Location:	6569-6581 N. Van Nuys Boulevard, and 14506-14534 W. Kittridge Street Los Angeles, CA 91401 APNs: 2236-011-020; 2236-011-005; 2236-011-006; 2236-011-007 Figure 1 shows the location of the project site within the region, Figure 2 shows the project site within its local context, and Figures 3 and 4 show the project site and surrounding land uses.
5. Project Sponsor's Name and Address:	6569 Van Nuys LLC; Saviers Van Nuys, LLC 14541 Delano Street Van Nuys, CA 91411
6. General Plan Designation:	Community Commercial and General Commercial
7. Zoning:	**Existing:** [Q]C2-1L-CDO and [Q]P-1VL-CDO **Proposed:** (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO

Figure 1 Regional Map



Imagery provided by National Geographic Society, ESRI and its licensors © 2016. Van Nuys Quadrangle. T01N R15W S09,10. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

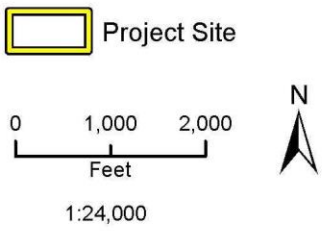


Figure 2 Project Location

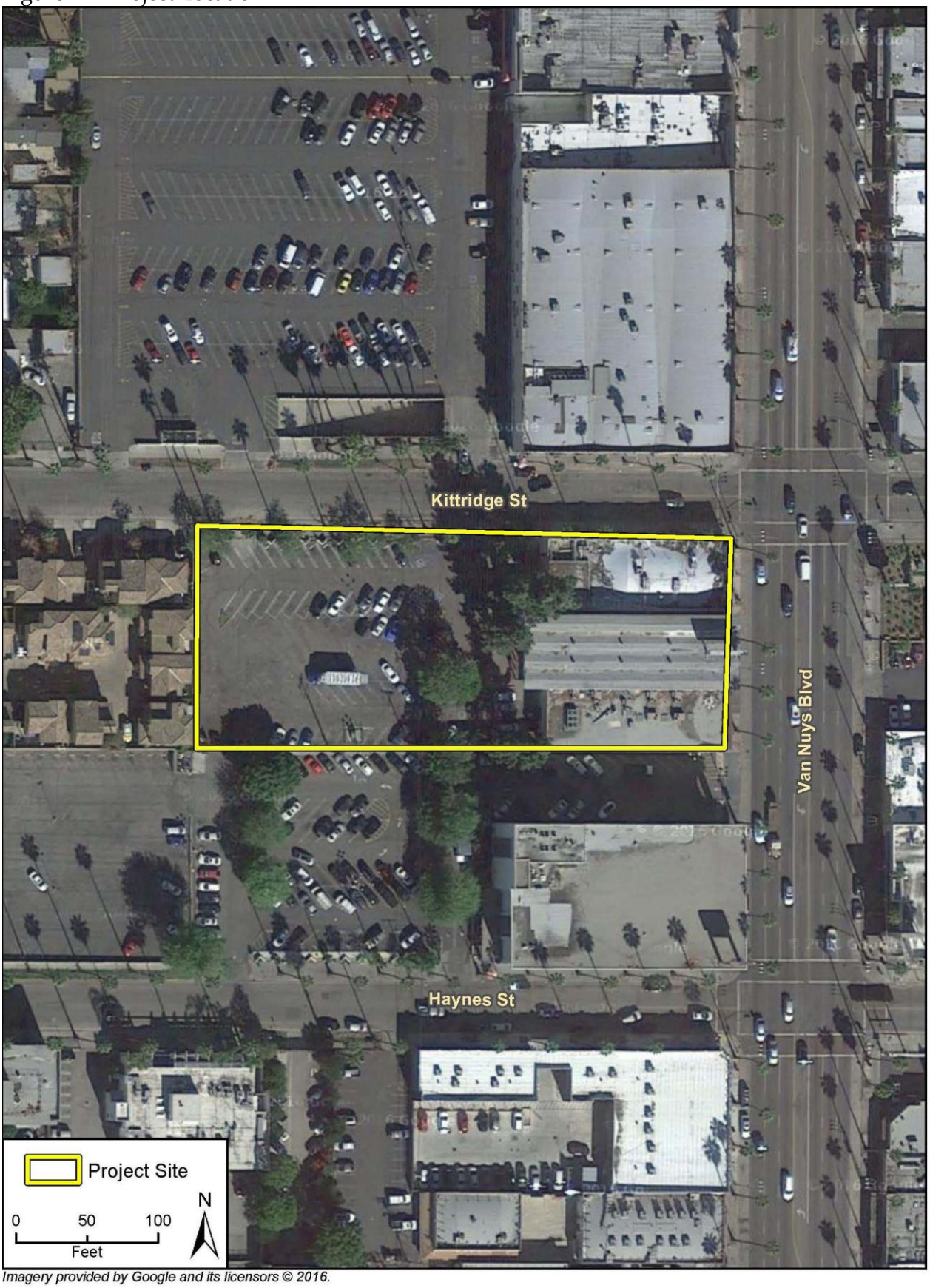


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Figure 3 Existing Building Chronology

Figure 4 Existing Building Alterations and Additions

8. Description of Project:

The project involves the demolition of three existing vacant commercial buildings (previously a shoe store and a grocery store) totaling 24,860 square feet (s.f.) and a surface parking lot originally constructed between 1950 and 1959, and construction, use, and maintenance of a six-story, mixed use building with 174 multi-family residential units (apartments) and 18,400 s.f. of ground floor commercial space on a 56,289-s.f. (1.29-acre) site at the southwestern corner of the N. Van Nuys Boulevard and W. Kittridge Street intersection. Of the 174 apartments, 164 (93%) would be market rate units and 10 (7%) would be Very Low Income units. The building would include two levels of subterranean parking, the lowermost level of which is expected to be approximately 22 feet below the finish grade elevation. The perimeter of the building would cover approximately 98% of the site at the ground floor level and would extend to the existing sidewalks along the Kittridge Street and Van Nuys Boulevard frontages, and the existing parking lot in the corridor between the existing building and the bank to the south. A five-foot rear yard setback would occur at the ground level between the building and the existing wall demarcating the western property line. The fourth through sixth floors of the west side of the building would be set back in a series of tiers. The height of each residential floor would be 9 feet 11 inches. On the western side of the building, the fifth story would be setback approximately 25 feet from the western property line, and the sixth story would be set back approximately 53 feet from the western property line, creating a tiered (transitional height) effect.

The first floor (ground/street level) would be entirely comprised of commercial uses and surface-level parking areas. The remaining five above-ground floors would be dedicated for multi-family residential use. Residential floor areas would total 138,700 s.f. in area (with each residential floor being between 23,250 s.f. and 33,150 s.f.). The majority of the 138,700 s.f. for residential use would be livable (i.e., studios and one- and two-bedroom apartments); however, approximately 6,642 s.f. within the residential use area would be used as corridors, the lobby, storage areas, and recreational areas. The proposed gross floor area would be 157,100 s.f. (for a proposed floor area ratio [FAR] of 2.79) and the maximum building height would be 75 feet to the top of the lofts. The proposed site plan, building elevations, and the east-west transition of the building are shown on Figures 5a through 5c. The podium level (second floor) would contain a central courtyard with a pool, common courtyard area, recreation center, gym, and dog park, in addition to the residential units. The third and fourth stories of the proposed building would be limited to only residential units, while the fifty story would provide residential units as well as an outdoor yoga area, bocce court, and patio area improved with barbeques, fireplace, and seating. In addition to residential units, the sixth floor would provide landscaped outdoor seating areas.

Common open space provided would total 13,239 s.f. while private open space provided would total 7,250 s.f., for an overall total of 20,489 s.f. of useable open space. Specifically, the project would include a 6,389-s.f. courtyard area with pool, a 2,857-s.f. dog park, a 672-s.f. rest area, a 1,410-s.f. recreation center, a 1,394-s.f. gymnasium, and a 787-s.f. yoga practice area, and 7,250 s.f. of private balconies). In addition, 9,189 s.f. of landscaping are provided on the second, fifth, and sixth stories.

Per LAMC Section 12.21.A.25 (Parking Option No. 1), the project is required to provide a minimum of 247 residential parking spaces, and pursuant to LAMC Section 12.21.A.4, 36

commercial parking spaces are required. The project proposes a total of 415 parking spaces, with 348 spaces for residents, and 67 spaces for commercial retail customers and employees. A total of 5% (i.e., 14 spaces) of the required parking spaces would be equipped with electric vehicle charging stations. The ground/street level would provide 67 parking spaces of which 16 are tandem parking stalls. The first level of subterranean parking would provide 163 parking spaces of which 156 are tandem parking stalls, and 188 spaces are mechanical lift. The second level of subterranean parking would provide 166 parking spaces of which 150 are tandem parking stalls. The proposed project would also include 211 bicycle parking spaces (191 spaces for residences and 20 spaces for commercial employees/customers). Vehicular access to the project site would be provided via two separate driveway entrances on W. Kittridge Street; one driveway would be used to access commercial uses and the other driveway would provide access to residents.

The proposed project would include excavation (and removal from the site) of approximately 51,000 cubic yards (c.y.) of onsite soils to accommodate the two-level subterranean parking garage to a depth of approximately 22 feet. Assuming the use of 14-c.y. trucks to remove the soil, it is estimated that approximately 3,642 truckloads (or 7,285 one-way truck trips) would be required to haul away excavated soils. Demolition of the existing onsite buildings would require an additional approximately 125 truckloads from the site (or 250 one-way truck trips) to remove the demolition debris.

The project site contains 13 non-native trees. All on-site trees are considered significant because their trunks are 8 inches or greater in diameter (or cumulative truck diameter, if multi-trunked) at 54 inches above ground. All 13 on-site trees would be removed as a result of project construction. The existing palm trees (Washingtonia Robusta) which are street trees along N. Van Nuys Boulevard are not proposed for removal, and are not proposed to be disturbed during construction activities.

Vehicles hauling demolition and construction debris would travel to the east or west from the site along Victory Boulevard or another major east/west arterial (such as Vanowen Street) to Interstate 405 (west) or State Route (SR) 170 (east) to permitted disposal sites, or south along Van Nuys Boulevard to SR 101 to permitted disposal sites.

Project Design Features

- Because lead and Volatile Organic Compounds (VOCs) were detected in soil samples during preparation of the Phase II Environmental Site Assessment (ESA), although well below screening (significance) levels, the project applicant will prepare a Soil Management Plan to the satisfaction of the Department of Building and Safety prior to the issuance of grading permits.

9. Project Site and Surrounding Land Uses:

The project site is currently developed with three vacant commercial buildings (previously La Tapachulteca Latino Market and WSS Shoes) along the N. Van Nuys Boulevard and W. Kittridge Street frontages. The remainder of the project site is comprised of surface parking. There are also 13 mature, non-native street trees within the public right-of-way along N. Van Nuys Boulevard and W. Kittridge Street, adjacent to the project site.

The project site is located in the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) in the City of Los Angeles, and is also subject to the Van Nuys CBD CDO Design Guidelines and Standards and the Van Nuys CBD Streetscape Plan. The project site is comprised of five lots within the [Q]C2-1L-CDO zoning (on the eastern / front portion of the site) and three lots within the [Q]P-1VL-CDO zoning (on the western / rear portion of the site). The project site is within a Transit Priority Area, the Los Angeles State Enterprise Zone, and the Van Nuys Boulevard Targeted Neighborhood Initiative Area (City, 2018). The nearest active faults to the project site include the Northridge Fault and the Verdugo Fault, each located approximately 4.8 miles (7.7 kilometers) from the project site (City, 2018). The project site is also located in an area that is designated as a Liquefaction Area on Exhibit B, Areas Susceptible to Liquefaction, in the *Safety Element of the City of Los Angeles General Plan* (1996) and in the City of Los Angeles GIS database, ZIMAS (City, 2018). The site has approximately 150 feet of frontage along N. Van Nuys Boulevard, a designated Boulevard II currently dedicated a width of 110 feet and improved with curb, sidewalk, street trees, and gutter. It also has approximately 375 feet of frontage along W. Kittridge Street, a designated collector street improved with curb, sidewalk, street trees, and gutter. On curb cut currently exists along the W. Kittridge frontage.

Properties in the vicinity of the project site are characterized by flat topography and improved roadways, and include residential uses, commercial uses, and schools. Specifically, a surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site in [Q]C2-1L-CDO and [Q]P-1VL-CDO zoning; two- and three-story single-family residential units are located to the immediate west in (T)[Q]CR-1VL-CDO zoning; W. Kittridge Street and commercial retail uses are located to the immediate north in [Q]C2-1L-CDO and [Q]P-1L-CDO zoning, and; N. Van Nuys Boulevard and commercial uses with surface parking are located to the immediate east in [Q]C2-1L-CDO zoning. Further distant to the northwest, west and southwest along Vesper Avenue are single-family residences in the R1-1-HPOZ Zone, a three unit apartment in the [Q]RD1.5-1 Zone, and a church (Church of the Valley) in the R1-1 Zone. Further distant to the east and across Van Nuys Boulevard, along W. Kittridge Street are several apartment buildings in the [Q]CR-1L-CDO Zone and the [Q]R3-1-CDO Zone. Sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Interstate 405 is approximately 1.5 miles west of the project site, SR 170 is approximately 2.3 miles east of the site, and SR 101 is approximately 2.3 miles south of the site.

10. Requested Entitlements:

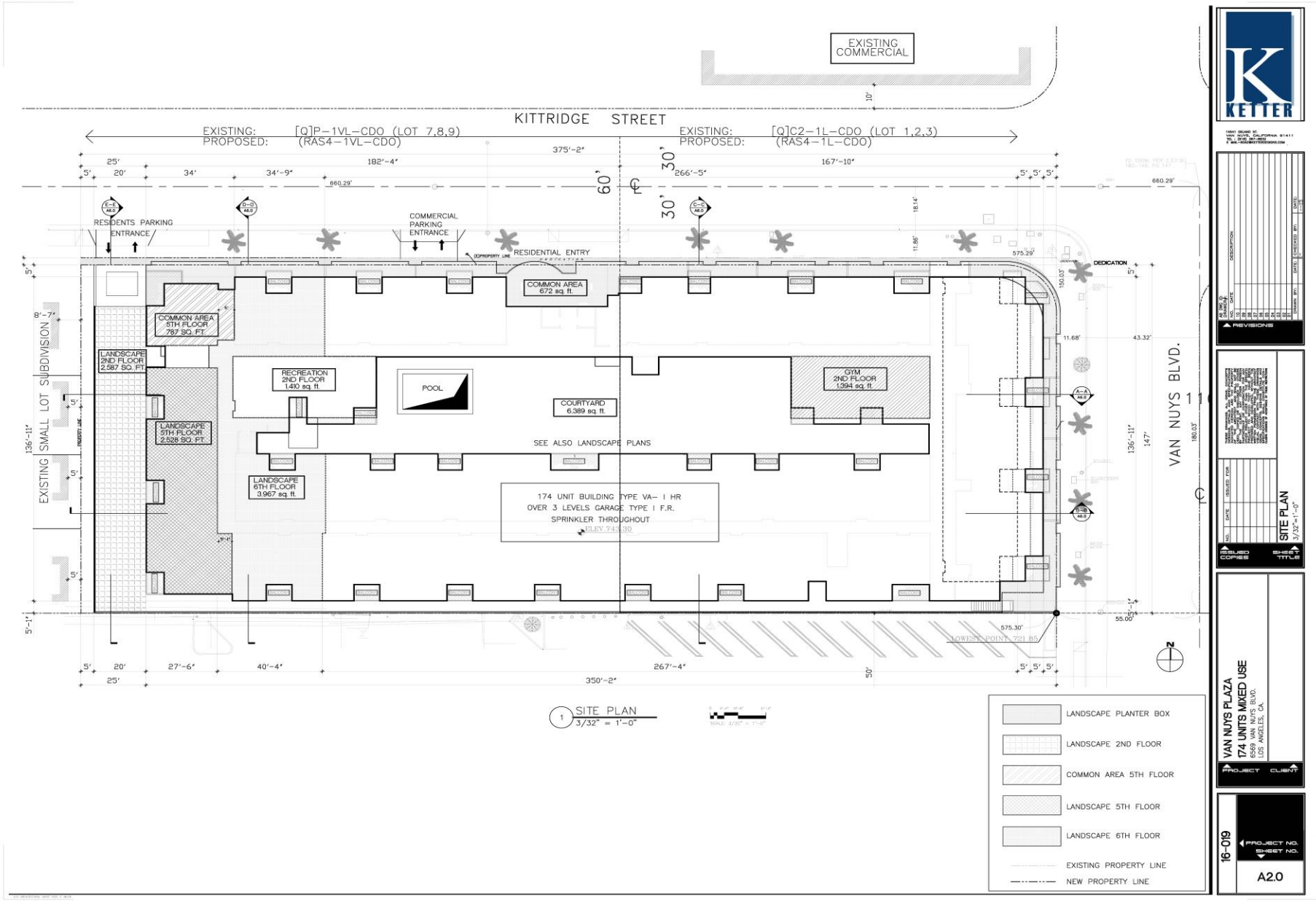
The applicant is requesting the following discretionary approvals to allow the project:

- A Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;

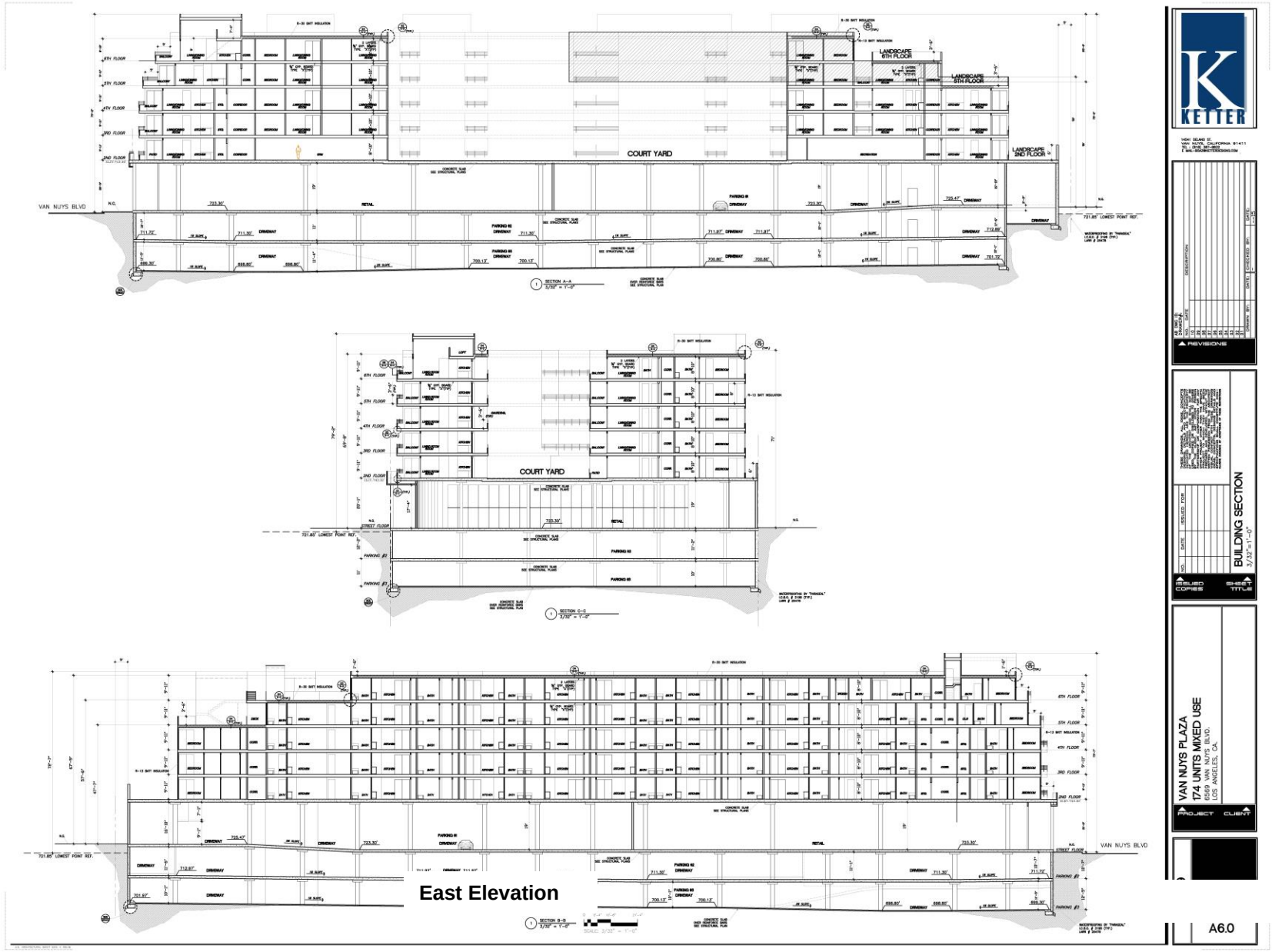
- A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;

- A Density Bonus, pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), and Parking Option No. 1, in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and

- A Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys Central Business District (CBD) Design Overlay District.


EXISTING COMMERCIAL
KITTRIDGE STREET
EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)
EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)
RESIDENTS PARKING ENTRANCE
COMMERCIAL PARKING ENTRANCE
RESIDENTIAL ENTRY
DEDICATION
COMMON AREA 672 sq. ft.
COMMON AREA 5TH FLOOR 787 SQ. FT.
LANDSCAPE 2ND FLOOR 2,587 SQ. FT.
LANDSCAPE 5TH FLOOR 2,528 SQ. FT.
RECREATION 2ND FLOOR 1,410 sq. ft.
POOL
COURTYARD 6,389 sq. ft.
GYM 2ND FLOOR 1,394 sq. ft.
SEE ALSO LANDSCAPE PLANS
LANDSCAPE 6TH FLOOR 3,967 sq. ft.
174 UNIT BUILDING TYPE VA- I HR
OVER 3 LEVELS GARAGE TYPE I F.R.
SPRINKLER THROUGHOUT
EXISTING SMALL LOT SUBDIVISION
VAN NUYS BLVD.
SITE PLAN
3/32" = 1'-0"
LANDSCAPE PLANTER BOX
LANDSCAPE 2ND FLOOR
COMMON AREA 5TH FLOOR
LANDSCAPE 5TH FLOOR
LANDSCAPE 6TH FLOOR
EXISTING PROPERTY LINE
NEW PROPERTY LINE
KETTER
REVISIONS
SITE PLAN
VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.
16-019
A2.0


EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)
EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)
REQUESTED OFF-MENU INCENTIVE FOR 12 FEET AND 3 INCHES OF ADDITIONAL HEIGHT IN THE -1VL ZONED AREA.
721.85' LOWEST POINT REF.
NORTH ELEVATION (KITTRIDGE STREET)
ADDRESS: VAN NUYS BLVD.
LEGAL DESCRIPTION: TRACT: TR 1200
APN: 2236011020
NOTES:
1. NO SIGNAGE PROPOSED
2. NO WIRELESS TELECOM FACILITIES
WEST ELEVATION
EAST ELEVATION (VAN NUYS BLVD.)
REVEAL JOINT (HORIZONTAL)
KEY NOTES LEGEND
STUCCO
3/4" REVEAL SEE SHEET A5.0 DETAIL #1
SIGN BAND
STUCCO COVERED COLUMN
CLEAR ANODIZED ALUMINUM FRAME
1/2"X1 1/2" TUBE GUARDRAIL
TEMPERED GLASS
VINYL FRAME WINDOW TEMPERED GLASS
GLASS DOOR
SIGN BAND
RESIDENTIAL LOBBY ENTRANCE
BALCONY
CLEAR ANODIZED ALUMINUM GRILL
EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)
EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)
721.85' LOWEST POINT REF.
SOUTH ELEVATION
KETTER
REVISIONS
BUILDING ELEVATIONS
ISSUED COPIES
SHEET TITLE
VAN NUYS PLAZA
174 UNITS MIXED USE
6549 VAN NUYS BLVD.
ANGELES, CA.
16-019
A5.0


COURT YARD
LANDSCAPE 6TH FLOOR
LANDSCAPE 5TH FLOOR
LANDSCAPE 2ND FLOOR
VAN NUYS BLVD
RETAIL
COURT YARD
VAN NUYS BLVD
East Elevation
KETTER
REVISIONS
BUILDING SECTION
VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.
A6.0

11. Mitigation Monitoring Program

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Initial Study-Mitigated Negative Declaration (IS-MND) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

This IS-MND has been prepared to address the potential environmental impacts of the project. Where appropriate, this environmental document identifies Project Design Features, regulatory compliance measures (RCMs), and required mitigation measures as contained in the City of Los Angeles Mitigation Monitoring Program for the project to avoid or to reduce potentially significant environmental impacts of the proposed project. Note that City of Los Angeles RCMs and mitigation measures have unique numbering conventions in that they do not follow a sequential order.

12. Project Schedule

Demolition of the existing onsite structure and construction of the proposed project would be conducted over an approximately 15-month period expected to commence in the fall of 2018.

Environmental Impacts Explanations

I. Aesthetics

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

Less than Significant Impact. A significant impact would occur if the project would introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project would result in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made, or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The project site is located in the Van Nuys-North Sherman Oaks Community Planning Area. The area surrounding the project site is characterized by one- and two-story commercial buildings and surface parking lots to the north and south along Van Nuys Boulevard; two-and three-story single-family small lot homes, surface parking lots, and a single story commercial use to the west along Kittridge Street; and single story commercial uses, surface parking lots, and three story multi-family apartment buildings to the east along Kittridge Street on the east side of Van Nuys Boulevard.

Although the proposed project would increase the height and massing of the development on the project site, project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, impacts related to scenic vistas would be **less than significant**. Development of the proposed project would result in an incremental intensification of existing prevailing land uses in an already highly urbanized area of Los Angeles. Furthermore, development of the project and related projects is expected to occur in accordance with adopted plans and regulations. Cumulative aesthetic impacts would also be less than significant.

SB 743 AESTHETICS

Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA process for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetics and parking impacts of a project in some circumstances. Specifically, aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment.

SB 743 defines a transit priority area as an area within 0.5 mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the a.m. and p.m. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75% 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. However, the exemption for aesthetics impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code.

The proposed project would involve the construction of a mixed-use development containing 18,400 s.f. of commercial use and 174 residential units on a 1.29-acre site. The project site is located within a transit priority area (City, 2016a). The proposed project is an infill development on a site that adjoins parcels that are developed with various urban uses. While the project is located within an overlay area (i.e., the Van Nuys CBD CDO), its requirements do not regulate asthetic impacts such as shade/shadow. While the subject property and adjacent public right-of-way contain elements identified in Survey LA, no impacts related to these elements will result from implementation of the proposed project, as further discussed and described in Section V. Cultural Resources. As such, the projects impact on scenic vistas would be **less than significant**.

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

No Impact. A significant impact would occur if the project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no state-designated scenic highways are located near the project site. Therefore, **no impact** related to scenic resources within a state scenic highway would occur.

SB 743 AESTHETICS

Refer to Section I.a. above.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. A significant impact would occur if the project would substantially degrade the existing visual character or quality of the project site and/or its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the project detract from the visual character of an area.

The project site is currently developed with three commercial buildings and a surface parking area. A surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site; two- and three-story single-family residential units are located to the immediate west; W. Kittridge Street and commercial retail uses are located to the immediate

north across W. Kittridge Street, and to the east across N. Van Nuys Boulevard the properties are developed with commercial uses and surface parking.

The proposed project would include design features and landscaping improvements to enhance the visual quality of the area. Accordingly, the project would not degrade the existing visual character or quality of the site and its surroundings. The project would result in a **less than significant** impact on visual quality.

SB 743 AESTHETICS

As identified above in Section I.a., the project's aesthetics impacts would not be considered significant pursuant to SB 743. The following analysis is provided for informational purposes. The proposed project would increase shading of adjacent properties as compared to existing conditions. Shadow effects are dependent upon several factors, including the local topography, the height and bulk of a project's structural elements, sensitivity of adjacent land uses, the time of day, season, and duration of shadow projection. Figures 6a and 6b show the anticipated shadow effects from the proposed project. The proposed project would partially shade businesses to the north and northeast of the project site and would shade the easternmost portion of the residential development to the west of the project site during a.m. hours before 11 a.m. in the winter. As described in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the proposed project introduced light-blocking structures in excess of 60-feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast. The proposed building would be approximately 75 feet tall (top of lofts) and would be located at a distance less than three-times the height (225 feet) of the proposed building from the adjacent single-family residences. However, the proposed building would be located east of the shadow-sensitive residential use, and would therefore not meet the *L.A. CEQA Thresholds Guide* criteria for a significant shadow impact. Further, as described above, per AB 743 aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, on an infill site within a transit priority area, are not considered significant impacts on the environment under CEQA. The proposed project meets all of the above criteria set forth in SB 743. Therefore**,** impacts would be **less than significant**.

The following regulatory compliance measures (RCMs), as referenced in the City's Mitigation Monitoring Plan, would apply to the project and would further reduce impacts to visual character:

RC-AE-3 **Vandalism.** Compliance with provisions of the Los Angeles Building Code. The project shall comply with all applicable building code requirements, including the following:

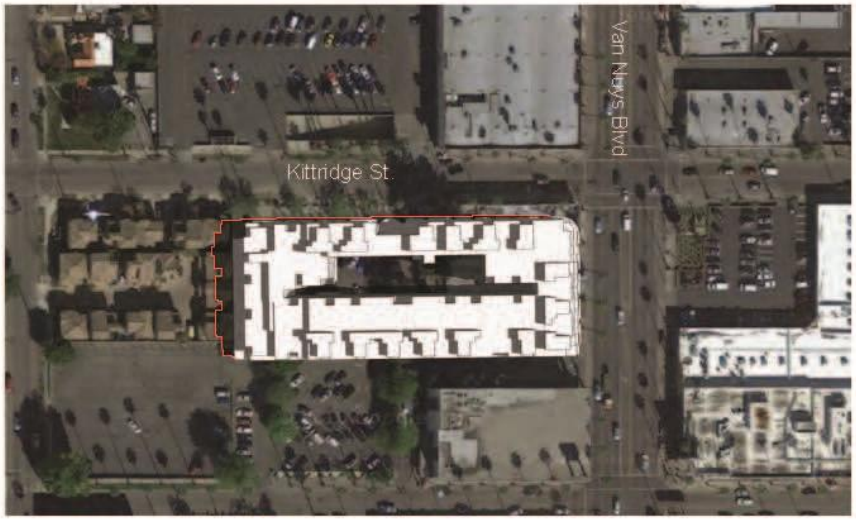
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

RC-AE-4 **Signage.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

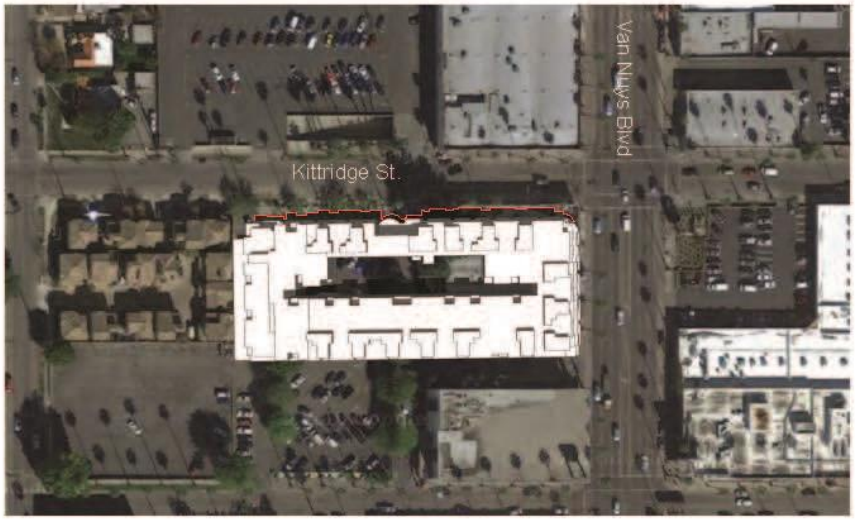
RC-AE-5 **Signage on Construction Barriers.** Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

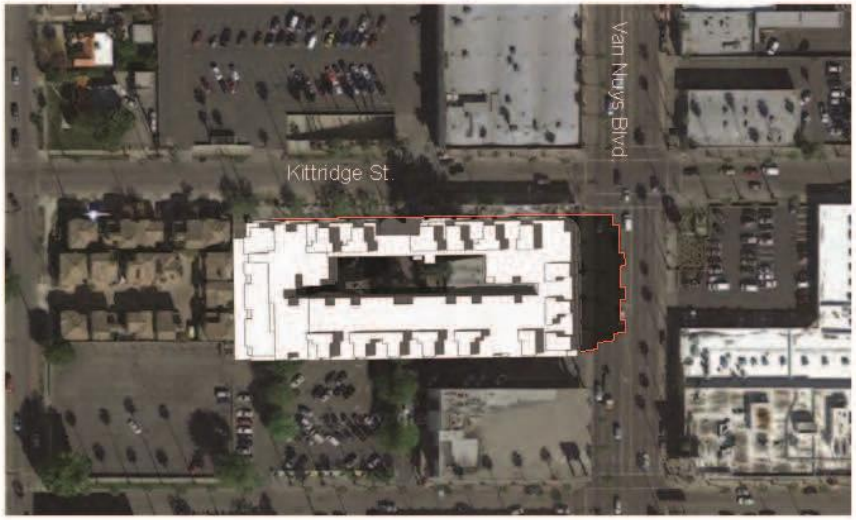
Figure 6a Summer Shadows



June 21 - 9:00am



June 21 - 12:00pm



June 21 - 3:00pm

June 21 - 5:00pm

N

Figure 6a Winter Shadows

December 21 - 9:00am

December 21 - 11:00am

December 21 - 1:00pm

December 21 - 3:00pm

N

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the proposed project would result in a significant nighttime illumination impact was determined considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

The project site is in an urbanized area with high levels of existing lighting. Primary sources of light adjacent to the project site include lighting associated with the existing commercial buildings, residential buildings, parking lots, street lights along W. Kittridge Street and N. Van Nuys Boulevard, and headlights from vehicles on the streets. The primary source of glare adjacent to the project site is the Sun's reflection from metallic and glass surfaces on vehicles parked on the streets bordering the project site.

Exterior windows on the proposed project could incrementally increase the reflected sunlight during certain times of the day and project lighting could incrementally increase light levels on adjacent properties due to a greater number of windows in a six-story building compared to the existing onsite businesses and parking lot.

The project would incorporate exterior lighting, in the form of pedestrian walkway lighting, courtyard lighting, building mounted lighting, and other safety-related lighting. These light sources would not have a significant impact on the night sky, as they would not substantially change existing nighttime lighting conditions and security lighting would be low-level LEDs and directed onsite. Further, the project site is located in an urbanized area with high ambient light levels. Therefore, a **less than significant impact** would result. In addition, the project would be subject to the City's Green Building Code (Chapter IX, Article 9), which includes the following provisions for light and glare reduction (LAMC Section 99.05.106.8):

- Shield all exterior luminaries or provide cutoff luminaires per Section 132(b) of the California Energy Code;
- Contain interior lighting within each source;
- Allow no more than 0.01 horizontal lumen foot-candles to escape 15 feet beyond the site boundary; and
- Automatically control exterior lighting dusk to dawn to turn off or lower light levels during inactive periods.

SB 743 AESTHETICS

Refer to Section I.a. above.

II. Agricultural and Forestry Resources

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the proposed project were to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The project site is developed with a commercial building and parking lot. The project site is designated by the City of Los Angeles's General Plan as Community Commercial and General Commercial (City of Los Angeles, 2018). The California Department of Conservation's 2014 map of Los Angeles County Important Farmland shows that the project site is within an area of "urban and built-up land" and not within an area of "prime farmland" (California Department of Conservation, 2016a). Thus, the project would have **no impact** on farmland.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the proposed project were to conflict with existing zoning for agricultural use or a Williamson Act contract. The project site is not zoned for agricultural use or under any Williamson Act contract (California Department of Conservation, 2016b). The proposed project would not involve any development that could result in the conversion of farmland to non-agricultural uses, and therefore, the proposed project would have **no impact** with respect to agricultural zoning or other conversion of farmland to non-agricultural use.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. A significant impact would occur if the proposed project would conflict with existing zoning for, or cause rezoning of, forest land or timberland. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the project would not conflict with forest land or timberland zoning. Therefore, **no impact** would occur.

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

No Impact. A significant impact would occur if the proposed project would result in the loss of forest land or in conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the proposed project were to involve other changes which could result in conversion of

farmland to other non-agricultural uses. As discussed above, the proposed project would not involve any development that could result in the conversion of farmland to non-agricultural uses. The proposed project would have **no impact** with respect to conversion of farmland to non-agricultural use.

III. Air Quality

The analysis of the project's impacts related to air quality is based on the Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016) prepared for the project, which is included in its entirety in Appendix B.

It is noted that the Air Quality and Greenhouse Gas Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 s.f. of commercial floor area, as well as 61,250 c.y. of excavation and soils export for the project site. Since completion of the Air Quality and Greenhouse Gas Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed), less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed), and reduced soils excavation and export (51,000 c.y.; 10,250 c.y. [16.7%] less than analyzed). The below analysis utilizes the calculations and conclusions from the Air Quality and Greenhouse Gas Study, which were based on the assumption that the project development would be denser than currently proposed. Accordingly, the estimates in the below analysis are considered conservative.

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

Table 1
Health Effects Associated with Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	(1) Aggravation of angina pectoris and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[1]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[1]

Source: EPA 2008.
[1] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may, May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.

According to the California Air Resources Board (ARB), the part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone, PM_{10}, and $PM_{2.5}$ (ARB). This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. Due to this nonattainment status, the Basin is required to implement strategies to reduce pollutant levels to recognized acceptable standards. Accordingly, the SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and project operations. These thresholds are shown in Table 2.

Table 2
SCAQMD Air Quality Significance Thresholds

Pollutant	Mass Daily Thresholds	
	Operation Thresholds	Construction Thresholds
NO_X	55 lbs/day	100 lbs/day
ROG[1]	55 lbs/day	75 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

[1] Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).
Source: SCAQMD, http://www.aqmd.gov/ceqa/handbook/signthres.pdf, March 2011.

The SCAQMD has also developed Localized Significance Thresholds (LSTs), which were devised in response to concerns regarding the exposure of individuals to criteria pollutants in local communities. The use of LSTs is voluntary, to be implemented at the discretion of local agencies. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs do not apply to mobile sources such as cars on a roadway (SCAQMD, 2008a).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres, while the SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the project. Because the project site encompasses approximately 1.29 acres, LSTs for a 1-acre site were used to provide a more conservative analysis. The project site is located in Source Receptor Area 7 (SRA-7, East San Fernando Valley), and the LSTs for construction on a 1-acre site in SRA-7 are shown in Table 3. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, projects with boundaries located closer than 25 feet to the nearest receptor should use the LSTs for receptors located at 25 feet. Because the project's closest receptor is approximately 25 feet, LSTs are provided for receptors at a distance of 25 feet from the project site boundary.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions from a 1.29-acre site in SRA-7 for a receptor 25 feet away (lbs/day)
Gradual conversion of NO_X to NO_2	90
CO	584
PM_{10}	5
$PM_{2.5}$	3

Source: SCAQMD 2009.

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if the proposed project is not consistent with the applicable AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. According to SCAQMD, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population, housing, or employment growth forecast.

The 2012 AQMP was developed using Southern California Association of Governments' (SCAG) population forecasts. According to the Department of Finance, the City of Los Angeles has a current population of 3,980,423 with an average household size of 2.88 persons (California Department of Finance, 2016). SCAG forecasts that the population of Los Angeles will grow to 4,320,600 by 2035, which is an increase of 363,578 (8%).

Development of the project would involve the demolition of an existing structure and construction of 174 new multi-family residential units and 18,400 s.f. of retail space. Based on the average number of residents per household in Los Angeles (2.88 persons), the proposed project would add an estimated 501 residents. Assuming conservatively, that all residents would move from outside the City of Los Angeles, the project would bring the total Los Angeles population to 3,980,924. The level of population growth associated with the proposed project falls within SCAG population forecasts for Los Angeles. Therefore, the project would not conflict with the population forecasts contained in the 2012 AQMP and impacts would be **less than significant.**

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where:

- Project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

- A project would add a considerable cumulative contribution to federal or state non-attainment pollutant.
- A project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

Furthermore, the SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized CO or NO_2 levels to exceed state ambient air quality standards at sensitive receptors or where a project causes an increase in local PM_{10} levels of 10.4 µg/m^3 during construction and 2.5 g/m^3 during operation of the project. A significant impact may also occur where a project would increase concentrations at sensitive receptors located near congested intersections or result in concentrations exceeding national or state ambient air quality standards.

Construction Emissions

Project construction would generate temporary emissions of fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to ROG that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of the following phases: site preparation, grading, building erection, paving, and architectural coating.

The site preparation phase would involve the greatest amount of heavy equipment and the most substantial generation of fugitive dust. This conservative analysis assumed that approximately 61,250 c.y. of soil would be removed from the site in order to create the subterranean parking area. This quantity assumed that the area of the subterranean parking structure would match the footprint of the overlaying building and each level would be 10 feet in depth (30 feet maximum). As previously stated, the proposed project has been reduced from 61,250 to 51,000 c.y. of cut. It was also assumed that the project would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the site preparation and grading phases of construction.

1. **Minimization of Disturbance**. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment**. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization**. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are

inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds**. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping**. Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for grading and site preparation is based on the proposed development and phasing. The emissions modeling also includes the use of low-VOC paint (150 g/L for non-flat coatings) as required by SCAQMD Rule 1113.

The following RCMs would further reduce impacts related to construction emissions.

RC-AQ-1 (Demolition, Grading, and Construction Activities: Compliance with provisions of the SCAQMD District Rule 403):

The Project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50%.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RC-AQ-2 (**Engine Idling):**

In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RC-AQ-3 (Emission Standards):
In accordance with Sections 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RC-AQ-4 (Architectural Coatings):
The project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

RC-AQ-6 (Best Available Control Technology):
New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

Table 4 shows the estimated maximum daily construction emissions. Construction emissions would not exceed SCAQMD thresholds or LSTs. The maximum daily emissions of ROG would occur during the architectural coating phase. The maximum daily emissions of NOx would occur during the grading phase. The maximum daily emissions of CO would occur during the demolition phase. The maximum daily emissions of PM_{10} and $PM_{2.5}$ would occur during the grading phase. With the use of low-VOC paint according to SCAQMD Rule 1113, temporary ROG emissions would not exceed SCAQMD regional thresholds. Maximum daily emissions of NO_X and CO would not exceed SCAQMD or LST thresholds. With adherence to the conditions listed above, as required by SCAQMD Rule 403, maximum daily emissions of fugitive dust (PM_{10} and $PM_{2.5}$) would not exceed SCAQMD or LST thresholds. Therefore, construction-related emissions would be **less than significant**.

Table 4
Estimated Maximum Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)				
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Construction Emissions	**39.3**	**91.6**	**90.2**	**9.47**	**4.9**
SCAQMD Regional Thresholds	75	100	550	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Maximum lbs/day (on-site only)	n/a	**28.2**	**20.9**	**4.4**	**2.9**
Local Significance Threshold [1] (on-site only)	n/a	90	584	5	3
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**

Notes: All calculations were made using the CalEEMod software. See the Appendix B of the AQ/GHG Study (Appendix B) for calculations. Totals include worker trips, construction vehicle emissions and fugitive dust. Winter emissions shown.

Estimated construction emissions were calculated based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative. Grading phase incorporates anticipated emissions reductions include the conditions listed above, which are required by SCAQMD Rule 403 to reduce fugitive dust.

Architectural Coating phase anticipated emissions reductions include the standards in SCAQMD Rule 1113, and the phase is assumed to occur over last 50 days of building construction phase.

[1] LSTs are calculated by a regression analysis between the thresholds for a one-acre project and a two-acre project in SRA-7 within a distance of 82 feet from the site boundary.

Operational Emissions

Table 5 summarizes conservatively estimated emissions associated with operation of the proposed project. The majority of project-related operational emissions would be associated with area emissions and vehicle trips to and from the site. The emissions from the proposed project take into consideration operational emissions from the current existing land uses in operation on the project site. Net emissions from the proposed project are the emissions from the proposed project minus emissions from operation of the existing land uses. Net operational emissions of the proposed project would exceed emissions from the existing land use. However, emissions would be well below SCAQMD thresholds for all pollutants.

Table 5
Estimated Operational Emissions

Operational Phase	Estimated Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	5.4	0.2	15.27	<0.01	0.3	0.3
Energy	0.04	0.3	0.2	<0.01	0.03	0.03
Mobile	7.3	19.4	75.3	0.2	14.9	4.2
Total	**12.6**	**20.0**	**90.8**	**0.2**	**15.2**	**4.5**
Existing Land Use						
Area	0.6	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	3.9	8.0	33.8	0.1	5.6	1.6
Total	**4.5**	**8.1**	**33.8**	**0.1**	**5.6**	**1.6**
Net Emissions From Proposed Project[1]	**8.1**	**11.9**	**57.0**	**0.1**	**9.6**	**2.9**
SCAQMD Thresholds	***55***	***55***	***550***	***150***	***150***	***55***
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix B of Appendix B for CalEEMod computer model output. Winter emissions shown.

Estimated construction emissions were calculated based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative.

[1]Net emissions = Proposed Project – Existing Land Use

Based on the above, the project's short-term and long-term impacts to local and regional air quality would be **less than significant**.

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

Less than Significant Impact. See Section III.b. Impacts would be **less than significant**.

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

Less than Significant Impact. See Section III.b. Impacts would be **less than significant**.

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

Less than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas. Substantial objectionable odors are normally associated with such uses as agriculture,

wastewater treatment, industrial facilities, or landfills, while the proposed project would involve the demolition of three existing structures. Demolition activities could create temporary odors from the burning of fuel in construction equipment. These odors could be considered to be objectionable; however, due to the short-term and temporary nature of construction activity, they would not be significant.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed construction and operation of the proposed mixed use building would not introduce any of those uses on the project site and as such would not result in activities that create objectionable odors. Therefore, the proposed project would result in a **less than significant impact** related to objectionable odors.

IV. Biological Resources

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

Less than Significant with Project Mitigation. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, sensitive species, or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The project site is located in a highly urbanized area of Los Angeles. The project site and surrounding properties have been developed with commercial and residential urban land uses. Therefore, no wetland, riparian, or other sensitive natural communities or federal- or state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna are located on or adjacent to the project site. Nonetheless, all the onsite trees would likely be removed or disturbed during project construction. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA; Title 33 U.S. Code Section 703 et seq.; see also Title 50 Code of Federal Regulations Part 10) and Section 3503 of the California Fish and Game Code. Accordingly, the project applicant would be required to comply with Mitigation Measure IV-20 to ensure that no significant impacts to nesting birds would occur. Therefore, with mitigation, impacts would be reduced to less than significant.

IV-20 Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas):
The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:
    a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
    c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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

No Impact. The site is in an urban area lacking native biological habitat. No riparian habitats or other sensitive natural communities are on or adjacent to the project site. Consequently, there would be **no impact**.

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

No Impact. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with commercial uses. Therefore, the project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and **no impact** would occur.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of tress, the project site does not support habitat for native resident or migratory species or contain nurseries. Therefore, the proposed project would not interfere with wildlife movement or migratory corridors or impede the use of native wildlife nursery sites, and **no impact** would occur.

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

Less than Significant with Project Mitigation. A project-related significant adverse effect could occur if the project would cause an impact that is inconsistent with local regulations pertaining to biological resources (e.g., the City of Los Angeles Protected Tree Ordinance No. 177,404). In addition to the Protected Tree Ordinance, City policy requires replacement of all mature trees at least eight-inches in diameter at breast height that are removed at development sites at a 1:1 ratio. Also, removal of any trees in the public right-of-way must be approved by the Board of Public Works.

As stated in the Landscape Architect's Letters prepared by Paul A. Lewis on July 27, 2016 and March 5, 2018 (refer to Appendix A), all 13 on-site trees and 15 of the street trees within the adjacent parkway are non-native species, and none are protected species (i.e., oak, sycamore, black walnut, or bay laurel trees). Nonetheless, the 13 on-site trees are considered significant because their trunks are 8 inches or greater in diameter (or cumulative truck diameter, if multi-trunked) at 54 inches above ground. All on-site trees would be removed as a result of project construction. As mitigation, the project applicant would be required to replace the significant trees at a 1:1 ratio with a minimum 24-inch box tree. Therefore, impacts to significant on-site trees would be less than significant with incorporation of Mitigation Measure IV-70.

IV-70 Tree Removal (Non-Protected Trees):
Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

As identified in Section V. Cultural Resources, the four palm trees (*Washingtonia robusta*) along W. Van Nuys Boulevard appear to meet local criteria for listing as a City of Los Angeles Historical Monument. However, as identified in the Letter from Paul A. Lewis Landscape Architect, no impact to these palm trees is anticipated as based on the location of these trees being within the 10-foot wide sidewalk, the approximately 6-foot diameter of their root ball, the use of shoring techniques, and the location of proposed soils excavation and shoring activities which will be outside of the public right-of-way. However, heavy construction equipment operations and staging activities close to these trees has the potential to damage them. As such, the project applicant will be required to provide construction fencing around the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which will remain in place for the duration of construction. Therefore, with implementation of this required mitigation, impacts would be **less than significant.**

IV-80 Tree Protection – Construction Fencing:
Environmental impacts from project implementation may occur to the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard during heavy equipment operations associated with project construction. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any grading permit, and for the duration of proposed construction activities, the applicant shall install orange staked construction fencing around the drip line of the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which are located immediately adjacent to the subject property. Placement of this required fencing shall be verified a licensed Tree Arborist, and proof of such verification shall be provided (in a letter) to the Department of Building and Safety prior to the issuance of any grading permit.

It is possible that the remaining street trees (along W. Kittridge Street) may be damaged during construction activities; however, the project applicant would be required to replace the damaged tree(s) at a 1:1 ratio with a minimum 24-inch box tree. Therefore, impacts to these trees would be less than significant with implementation of Mitigation Measure IV-90:

IV-90 Tree Removal (Public Right-of-Way):

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The project site is not located within an area that is subject to an adopted conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (City, 2001). Therefore, **no impact** would occur.

V. Cultural Resources

CEQA (Section 21084.1) requires that a lead agency determine whether a project could have a significant effect on historical resources. A historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

The City of Los Angeles has an active city-wide survey program to identify and evaluate historic resources for long term planning purposes. The project site is located in the Van Nuys-North Sherman Oaks Community Planning Area and was previously surveyed for SurveyLA and found eligible for listing in the CRHR and as a City of Los Angeles Historic Cultural Monument (HCM) under the historic context Architecture and Engineering, 1850-1980, as an example of Mid-Century Modern commercial architecture with Googie influences in Van Nuys,

designed by notable local architect Culver Heaton with a mural by master artist Millard Sheets (Criteria 3/3). The survey concluded that due to storefront modifications, the property did not retain sufficient integrity to be eligible for listing in the National Register of Historic Places (NRHP).

As previously discussed in Section IV, *Biological Resources*, four palm trees are located within public right-of-way, directly adjacent to the project site, along the south-facing public sidewalk on N. Van Nuys Boulevard. These trees were identified as potentially eligible for local historic designation as part of a cultural landscape and significant as "representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys" (SurveyLA 2015). (Sherman Way has since been renamed N. Van Nuys Boulevard.) The potential cultural landscape extends approximately 0.85 mile between Sherman Way along Sherman Circle and Hamlin Street on N. Van Nuys Boulevard. Although the project site is located directly adjacent to these four palm trees that have been identified as part of this potential cultural landscape, the proposed project would not entail the removal of these trees. Further, the project would not include ground disturbing activities that could adversely affect the tree root systems (see Appendix A Letter from Paul A. Lewis dated March 5, 2018), and mitigation requiring placement of construction fencing around them will provided for their protection during grading and construction activities. The proposed project would incrementally change the setting along this segment of Van Nuys Boulevard; however, the proposed structure would not alter the general character of the area and the trees would remain in place, retain their historic integrity, and continue to convey their visible setting along N. Van Nuys Boulevard.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant with Project Mitigation. Based upon the criteria established in *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources that presently exist on the project site. Pursuant to Section 15064.5 of the CEQA *Guidelines*, a historical resource is presumed significant if it is listed on the California Register of Historic Resources (California Register) or has been determined to be eligible for listing by the State Historical Resources Commission (SHRC). A historical resource may also be considered significant if the lead agency determines, based on substantial evidence, that the resource meets the criteria for inclusion in the California Register.

The Historic Resources Assessment (Rincon Consultants, Inc. 2016) in Appendix C evaluates the presence or absence of significant cultural resources at the project site. PRC Section 5024.1, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1 were used as the basic guidelines for the cultural resources study. PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below.

According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it: 1) retains substantial integrity, and 2) meets at least one of the following California Register criteria.

- It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- It is associated with the lives of persons important in our past.
- It embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values.
- It has yielded or may be likely to yield information important in prehistory or history.

Changes to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant impact on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines, Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register (CEQA Guidelines, Section 15064.5[b][2][A]).

The *L.A. CEQA Thresholds Guide* further states that a project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of an historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource that does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for
- Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

The Cultural Resources study contained in Appendix C was based on an intensive-level built environment survey of the project site conducted on September 24, 2016. The purpose of this survey was to identify and photograph any built environment resources that may be impacted by the proposed project. The field survey consisted of a visual inspection of the project site and its associated features to assess the overall condition and integrity, and to identify and document any potential character-defining features. Field documentation included notes and digital photographs of the project site and vicinity to support field observations. Ground visibility within the project area was zero; therefore, an archaeological survey was not conducted. The field survey was supplemented by archival research conducted in September and October 2016. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the property. Sources

included, but were not limited to, historic maps, aerial photographs, and written histories of the area.

As noted previously, the subject property comprises three separate buildings that were remodeled to appear as a single structure. The first two buildings that make up the lower end wings of the structure were constructed in 1950 and 1954. These were later joined and remodeled when the taller, central third segment was constructed in 1959. The first building, a commercial structure was constructed in 1950 was constructed by Manfred De Ahna and the contractor was A.L. Stricker and Son. Four years later on February 26, 1954, a building permit was filed to construct a new bank building two parcels to the south of the 1950 structure, at 6569 Van Nuys Boulevard. The architect for the project was Culver Heaton. In the late fall of 1959 a series of building permits were filed to substantially expand the bank building footprint and combine it with the 1950 commercial structure. According to the building permits, architect Culver Heaton returned to design a 50-foot by 151-foot addition, two stories and 35 feet high with brick walls. Various alterations in the interior have taken place over several decades and the Millard Sheets murals have either been obscured or removed.

The onsite buildings were evaluated for listing in the NRHP and CRHR, and as a City of Los Angeles Historic Cultural Monument (HCM). The former bank building is not eligible for listing in the NRHP or the CRHR and does not satisfy the criteria for designation as a City of Los Angeles HCM due to extensive alterations that have reduced its integrity of design, materials, feeling, association and setting. The property retains only two of the seven aspects of integrity and retains none of the most important aspects of integrity. Therefore, the former Van Nuys Savings and Loan building is not considered a historical resource under CEQA.

Although the building is not considered a historical resource under CEQA due to a loss of architectural integrity, the presence or absence of the original painted canvas murals which were showcased within the main lobby could not be verified during the built-environment survey. The area where the murals hung has been substantially altered and it could not be determined if the murals were removed prior to alterations or if they were painted and dry walled over. The murals could separately be considered historical resources under CEQA if they are found to exist and be intact. If present, a potentially significant impact to historic resources could result if the murals become inadvertently damaged during demolition of the existing commercial buildings. However, this potential impact would be reduced to less than significant levels with implementation of the following mitigation measures, as recommended in the Historical Resource Assessment (Rincon Consultants, Inc., 2016) contained in Appendix C:

V-1 Mural Identification:
Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby shall be physically examined and tested to determine if the canvas murals placed within the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall shall be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work shall be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins. Prior to

the issuance of the demolition permits, a summary report of the findings of the physical examination and testing shall be prepared by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources.

V-2 Mural Preservation:
If murals are present, and prior to the issuance of demolition permits for the project, a comprehensive plan shall be developed by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources, which addresses the careful removal, restoration and preservation of the murals. Removal shall be completed by a qualified construction firm approved by the City of Los Angeles Office of Historic Resources (OHR), having experience in historic preservation. The results of any such removal shall be documented to the satisfaction of the OHR. Prior to the issuance of a certificate of occupancy for the project, or as required by the OHR, restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall be relocated either within the new project or to a nearby suitable location.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

Less than Significant Impact. Section 15064.5 of the *CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The project site is in an urbanized area and has been previously disturbed in conjunction with the construction of the existing onsite structures and surface parking lot, as well as for residential use in the early 1920s, and a gasoline service station on the site from 1937 to the early 1950s, when the current building was constructed. There is no evidence that archaeological or paleontological resources or human remains are present onsite. Due to the previous development and use of the project site, the likelihood of disturbing as yet undiscovered archaeological or paleontological resource remains is low. Nevertheless, construction of the underground parking and structural foundations would require excavation to previously undisturbed depths of approximately 22 feet below ground level.

Should resources be discovered, compliance with the below RCMs as contained in the City Mitigation Monitoring Plan would reduce impacts to a **less than significant** level.

RC-CR-2 (Archaeological):
If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State,

and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

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

Less than Significant Impact. A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. Should such resources be discovered during project construction, compliance with the below RCM as contained in the City Mitigation Monitoring Plan would reduce impacts to a **less than significant** level:

RC-CR-3 (Paleontological):

If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

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

Less than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains could be encountered during construction. Should human remains be discovered during project construction, compliance with the below RCM as contained in the City Mitigation Monitoring Plan would reduce impacts to a **less than significant** level:

RC-CR-4 Cultural Resources (Human Remains):

If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Mondays through Fridays) or
  323-343-0714 (after hours, Saturdays, Sundays, and holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the project applicant, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the project applicant does not accept the descendant's recommendations, the project applicant or the descendent may request mediation by the NAHC.

VI. Geology and Soils

A project-specific Geotechnical Investigation was prepared by A.G.I. Geotechnical, Inc. (AGI) on July 1, 2016 (Appendix D). It is noted that the Geotechnical Investigation was based on a previous version of the project, which was limited to a five-story building, which is one story less than the currently proposed project. As mitigation, and prior to the issuance of any grading permits, the project applicant will be required to complete a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving ***rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?***

No Impact. Based upon criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of these specific issues, a significant impact may occur if:

- A project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed; or
- A proposed project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region.

Similar to all of Southern California, the project site is subject to strong ground shaking associated with active and/or potentially active faults in the region. The nearest active faults to the project site include the Northridge and the Verdugo Faults, each located approximately 7.7 kilometers (4.8 miles) from the project site (City, 2018). According to the City of Los Angeles General Plan Safety Element, there have been 60 damaging seismic events in the Los Angeles region since 1800 (City, 1996). The U.S. Geological Survey has estimated a 10-30% potential for a 7.5 or more magnitude quake along the southern portion of the San Andreas fault within the next 5 to 30 years.

The Alquist-Priolo Act requires the State Geologist to map active earthquake fault zones. The project site lies outside the Alquist-Priolo Special Study Zone Areas and Fault Rupture Study Areas defined by Exhibit A of the *City of Los Angeles General Plan Safety Element*. Therefore, the proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Furthermore, the proposed project would replace existing development on the project site with new development built to current seismic standards. Therefore, **no impact** would occur.

b) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. The entire southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The project would be required to comply with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current

engineering practices. Therefore, impacts related to strong seismic ground shaking would be **less than significant**.

c) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact With Project Mitigation. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project site is located in an area identified as having a high risk of liquefaction.

The project site is relatively flat and located in an area that is designated as a Liquefaction Area on Exhibit B, Areas Susceptible to Liquefaction, in the *Safety Element of the City of Los Angeles General Plan* (1996) and in the City of Los Angeles GIS database, ZIMAS (City, 2018). Consequently, development of the proposed project could expose people and structures to liquefaction. A geotechnical report, based on a site-specific geotechnical investigation conducted on the project site by AGI (2016) was prepared for a 5-story project and is included as Appendix D. Liquefaction calculations performed in the geotechnical report indicated total and differential settlements associated with liquefaction present no severe damage to or collapse of the structure (AGI, 2016), and a Soils Report Approval Letter based on that investigation was also issued on August 15, 2016 (refer to Appendix D). However, the current proposed project t is a 6-story structure. Therefore, to ensure that potential impacts from strong seismic ground shaking are reduced to the maximum extent practible, the applicant will be required to comply with mitigation measure VI-10 which requires the preparation of a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and to obtain a new Soils Report Approval Letter from the LADBS. The project would be required to comply with the required Soils Report Approval Letter prepared by the Department of Building and Safety. Through compliance with the Approval Letter, as well as with current engineering practices as reflected in the City of Los Angeles Building Code (Chapter IX of the LAMC), the UBC, the RCM below, as referenced in the City's Mitigation Monitoring Plan, and the California Building Code (CBC) which regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements (to mitigate the effects of adverse soil conditions), seismic ground shaking impacts would be reduced to the maximum extent practicable, with current engineering practices. Therefore, impacts would be less than significant:

VI-10 Soils Report Approval Letter

- Prior to the issuance of any grading permit, the applicant shall submit a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

The project would be required to comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-GEO-4 (Liquefaction Area):

The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- Ground stabilization
- Selection of appropriate foundation type and depths
- Selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project and as it may be subsequently amended or modified.

d) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. A significant impact would occur if the proposed project would be implemented on a site located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Geological Survey Earthquake Fault Zones and Seismic Hazard Zones Map for the project area, the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the project would not expose people or structures to potential effects resulting from landslides, and **no impact** would occur.

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

Less than Significant with Project Mitigation. A significant impact would occur if construction activities or proposed uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion. Short-term erosion impacts may result from construction of the proposed project. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking and the export of approximately 51,000 c.y. of soils. However, these impacts would be reduced to less-than-significant levels with implementation of project mitigation. In addition, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. The project would also be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. All onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC,

and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Accordingly, implementation of Mitigation Measure VI-20 would ensure the reduction of project construction impacts to less than significant levels**:**

VI-20 Erosion/Grading/Short-Term Construction Impacts:
Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

f) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if:

- It would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding;
- A project is built in an unstable area without proper site preparation or design features that provide adequate foundations for proposed buildings, thus posing a hazard to life and property; or
- The project is built on expansive soils without proper site preparation or design features that provide adequate foundations for project buildings, thus, posing a hazard to life and property.

The project site is flat and is not located in the vicinity of any hillside areas. According to Exhibit C (Landslide Inventory & Hillside Area) of the *Safety Element of the City of Los Angeles General Plan* (1996) and City of Los Angeles GIS database ZIMAS, the project site is not located in a landslide area (City, 2018). Subsurface borings were advanced to a depth of 70.5-feet onsite. Site soils, as depicted in the boring logs contained in the geotechnical report (Appendix D), consist of sandy silts, silty sands, poorly graded sands, and sandy clays in a moist and medium dense to very dense to very stiff condition (AGI, 2016). No groundwater was encountered in any of the borings to the maximum depth explored.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not located within an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and proposed structures are maintained. Construction would be required by the Department of Building and Safety to comply with the

City of Los Angeles Uniform Building Code (UBC), which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With respect to soil settlement, if proposed project foundations are supported on the medium dense to dense natural soils and area sized for the recommended bearing pressures, static differential settlements are not expected to exceed 0.25 inch in a 30-foot span. Total static settlements are anticipated to be less than 0.5 inch. When combined with the seismic settlements (0.18 inch total, 0.12 inch differential) the overall total and differential settlements should be no greater than 0.68 inch and 0.37 inch, respectively. The overall anticipated settlements are considered acceptable and no mitigation is necessary (AGI, 2016). Thus, with implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter, the potential for landslide lateral spreading, subsidence, liquefaction or collapse is low and associated impacts would be **less than significant**.

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

Less than Significant Impact. A significant impact would occur if the proposed project would include development on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. An expansion test was conducted on representative site soils (0-5 feet) as part of the geotechnical investigation, in accordance with ASTM: D-4849 to evaluate its volume change with increasing moisture conditions. Site soils were determined to have "very low" expansion potential (AGI, 2016). In addition, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Specifically, the project would be required to comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be **less than significant**.

RC-GEO-6 (Expansive Soils Area):

Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, this question would apply to the proposed project only if it was located in an area not served by an existing sewer system. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, **no impact** related to the use of septic tanks or alternative wastewater disposal systems would occur.

VII. Greenhouse Gas Emissions

The analysis of the project's impacts related to greenhouse gases (GHGs) is based on an Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016) prepared for the project, which is included in its entirety in Appendix B.

It is noted that the Air Quality and Greenhouse Gas Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 s.f. of commercial floor area. Since completion of the Air Quality and Greenhouse Gas Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed), less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed), and reduced soils excavation and export (51,000 c.y.; 10,250 c.y. [16.7%] less than analyzed). The below analysis utilizes the calculations and conclusions from the Air Quality and Greenhouse Gas Study, which were based on the assumption that the project development would be denser than currently proposed. Accordingly, the estimates in the below analysis are considered conservative.

The accumulation of GHGs in the atmosphere naturally regulates Earth's temperature. However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Carbon dioxide (CO_2) and methane (CH_4) are the GHGs that are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. (California Environmental Protection Agency, 2010) While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 requires achievement by 2020 of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the governor signed Senate Bill 32, which requires the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40%

below the 1990 level by 2030. Based upon the ARB's *California Greenhouse Gas Inventory for 2000-2012* (http://www.arb.ca.gov/cc/inventory/data/data.htm), California produced about 459 metric tons of CO_2e in 2012.

The City of Los Angeles adopted its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. Green LA set the goal of reducing the City's GHG emissions to 35% below 1990 levels by 2030. The emphasis of Green LA is on municipal facilities and operations followed by programs to reduce emissions in the community. Green LA is being implemented through Climate LA, which provides detailed information about each action item discussed in the Green LA framework.

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO_2e) per year from industrial development projects to be significant (SCAQMD, 2009). However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2008b). Under Tier 2, project impacts would be less than significant if a project is consistent with an approved local or regional plan. Therefore, GHG emissions associated with the proposed project would be less than significant if the project is consistent with Climate LA and Green LA.

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA, 2008). The analysis focuses on CO_2, N_2O, and CH_4 as these are the GHG emissions that onsite development would generate in the largest quantities.

For informational purposes, emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix B.

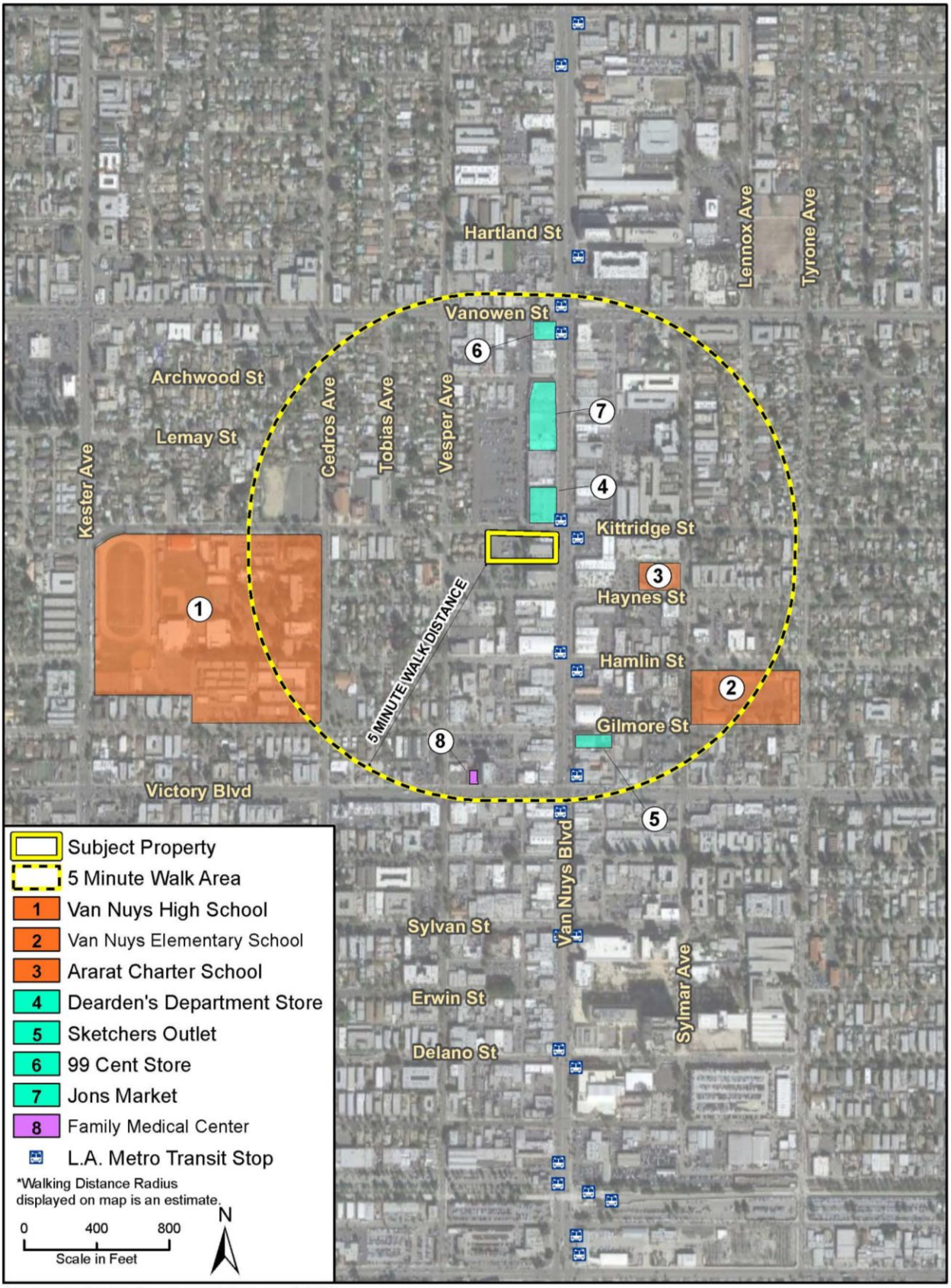
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. As discussed above, the City of Los Angeles released its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. The goal of Green LA is to reduce the City's GHG emissions to 35% below 1990 levels by 2030, encouraging municipal facilities and operations to reduce emissions in the community. Green LA is being implemented through Climate LA, which provides detailed information about each action item discussed in the Green LA framework. The proposed project would not conflict with Green LA or Climate LA, which is focused on municipal facilities. Table 6 shows the project's consistency with applicable Green LA and Climate LA measures.

Table 6
Consistency with Applicable Green LA and Climate LA Climate Action Plan Reduction Measures

Measure	Project Consistency
Transportation and Mobility	
Promote walking and biking to work, within neighborhoods, and to large events and venues.	**Consistent** The project site is located within a five-minute walking distance of retail facilities, restaurants, medical facilities, schools, and public transportation. Nearby facilities include Jons Market, Dearden's Department Store, Skecher's Retail outlet, 99 Cents Store, and more (Figure 7).
Promote high-density housing close to major transportation arteries.	**Consistent** The project is a multi-family residential development that is near public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901).
Water	
Meet all additional demand for water resulting from growth through water conservation and recycling.	**Consistent** According to the Los Angeles Department of Water and Power's (LADWP) 2009 Sustainability Plan, LADWP is in partnership with the Bureau of Sanitation (BOS) to expand the use of recycled water and develop a Recycled Water Master Plan that would expand the recycled water pipeline system and use recycled water for groundwater replenishment. The project would participate in City water conservation programs.
Reduce per capita water consumption by 20%.	**Consistent** In accordance with the 2010 California Green Building Standards Code, the proposed project would include a schedule of plumbing fixtures and fixture fittings that would reduce the overall use of potable water within the building by at least 20%. The reduction would be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code.
Waste	
Recycle 75% of trash by 2020.	**Consistent** Using the calculation methodology adopted by the State of California, the City of Los Angeles has achieved a landfill diversion rate of 76%. The project would be subject to the requirements of the statewide mandatory commercial recycling program, which establishes a statewide goal of diverting at least 75% of solid waste from landfills by 2020. Compliance with existing City and state programs would achieve consistency with this measure.

Figure 7 Features Within Walking Distance Map



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Senate Bill 375, signed in August 2008, requires the inclusion of sustainable community strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. The Southern California Association of Government (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure."

The proposed project would be infill development that would also be located within walking distance of residential, commercial, and recreational activities, as well as public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901). Figure 7 shows facilities within walking distance of the project site. The project's proximity to nearby facilities and transit opportunities would reduce the number and length of project-generated vehicle trips. Therefore, the proposed project would be consistent with this goal. Another goal of the RTP/SCS is to "create more compact neighborhoods and place everyday destinations closer to homes and closer to one another." The proposed project would place residential development within a five-minute walk of everyday destinations, such as retail and medical facilities, restaurants, schools, and grocery stores (Figure 7).

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. However, the project site is approximately 12 miles north of the coastline and is not at risk for inundation from sea level rise (California Energy Commission, 2014).

As demonstrated above and in the Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016), the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with Green LA, Climate LA, and objectives of the RTP/SCS, AB 32, SB 32, and SB 375. Therefore, impacts would be **less than significant**.

Demolition and Construction Emissions

Construction activity is assumed to occur over a period of approximately 12 months. The Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016) quantifies project-generated air quality and GHG impacts and is provided as Appendix B. Based on CalEEMod modeling results, provided as Appendix A of the Air Quality and Greenhouse Gas Study, construction activity for the project would generate an estimated 667.5 metric tons of carbon dioxide equivalent (CO_2e) units between 2017 and 2018 (as shown in Table 7). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate about 22.3 metric tons of CO_2e per year.

Table 7
Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent [CO_2e])
2017	594.3 metric tons
2018	105.3 metric tons
Total	**699.6 metric tons**
Amortized over 30 years	**23.3 metric tons per year**

See Appendix B of Appendix B for CalEEMod Results.

Estimated GHG emissions generated during construction were calculated based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative.

In addition, the project would be required to comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-GHG-1 (Green Building Code):
In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

Operational Indirect and Stationary Direct Emissions

Area Source Emissions

CalEEMod was used to calculate direct sources of air emissions located at the project site. This includes hearths/fireplaces, consumer product use, and landscape maintenance equipment. Net emissions associated with hearths, consumer products and landscaping equipment from the project site are considered to be the difference between the emissions from the proposed project site and the existing land uses. As shown in Table 8, net emissions were estimated at 3.2 metric tons of CO_2e per year.

For the purposes of operations emissions modeling, it was assumed that the proposed project would comply with SCAQMD Rule 1113, which limits the VOC content of architectural coatings used in the District. Therefore, emissions reductions associated with SCAQMD Rule 1113 was included in CalEEMod for the operational phase. CalEEMod does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the proposed project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009).

Table 8
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	23.3 metric tons CO_2e
Operational Area Energy Solid Waste Water	 3.2 metric tons CO_2e 193.9 metric tons CO_2e 23.4 metric tons CO_2e 81.6 metric tons CO_2e
Mobile	1,498.3 metric tons CO_2e
Total	1,823.7 metric tons CO_2e

See Appendix B of Appendix B for calculations and for GHG emission factor assumptions.

Estimated GHG emissions were generated annually based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative.

The combined net annual emissions would total approximately 1,824 metric tons of CO_2e per year. The majority of the project's GHG emissions are associated with vehicular travel (82%). As noted above, mobile emissions are in part a redirection of existing travel to other locations, and so are partially California GHG emissions inventory.

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

Less than Significant Impact. See Section VII.a. Impacts would be **less than significant**.

VIII. Hazards and Hazardous Materials

According to the *L.A. CEQA Thresholds Guide*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

Small amounts of potentially hazardous materials such as fuels, lubricants, and solvents would be used during project construction. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, cleaning supplies, pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are permitted by the proposed zone that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. The transport, use, and storage of hazardous materials during the construction and operation of the project would be conducted in accordance with applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. The onsite building to be demolished could potentially contain asbestos, lead-based paint, and/or polychlorinated biphenyl (PCB). Fugitive particles of asbestos, lead, or PCB could potentially create hazards to nearby residents, workers, and the general public.

Compliance with applicable laws and regulations identified in the RCM below, as referenced in the City's Mitigation Monitoring Plan, during construction of the proposed project would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a **less than significant** level.

RC-HAZ-1 Explosion/Release (Existing Toxic/Hazardous Construction Materials):

- **Asbestos.** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **Lead Paint.** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint material be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **Polychlorinated Biphenyl – Commercial and Industrial Buildings.** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement

contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

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

Less than Significant Impact. See Section VIII.a and VIII.d. Impacts would be **less than significant**.

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

Less than Significant Impact. Based upon criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The school closest to the project site is Options for Youth High School located approximately 330 feet north of the project site. Ararat Charter School Kindergarten is located one block east (0.2 mile) of the project site. Van Nuys High School and Van Nuys Elementary School are both located approximately 0.25 mile from the project site to the west and southeast, respectively. While the proposed project is within 0.25 mile of existing schools and could involve the use of small quantities of potentially hazardous materials such as fuels, lubricants, solvents, and chlorine during construction and operation, such materials would not be used in quantities sufficient to cause a potential hazard. The proposed project would provide for a mixed-use infill development consisting of residential and commercial uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. during construction and operation. All hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, state, and local requirements. With compliance to applicable requirements, the project would result in a **less than significant impact**.

d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste and to submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database

(EnviroStor) that provides access to detailed information on permitted hazardous waste sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight.

The following databases were checked in November 2015 for known hazardous materials contamination at the project site, as part of a database report contained in a Phase I Environmental Site Assessment for the project site, in compliance with California Government Code Section 65962.5:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Environmental Protection Agency EnviroMapper database;
- California State Water Quality Control Board GeoTracker database; and
- California Department of Toxic Substances Control EnviroStor database

The database search did not indicate the presence of any known hazardous materials at the project site. A subsequent review of EnviroStor (January 2018) did not identify any records of hazardous waste facilities on the project site. However, a historic records search conducted during a Phase I Environmental Site Assessment prepared by AAI Environmental Corporation and included as Appendix E, determined that the northern portion of the project site was a gas station between 1937 and 1950. A Phase II subsurface investigation prepared by Citadel Environmental Services (Appendix E) was conducted as a result of concerns identified in the Phase I ESA regarding subsurface contamination associated with the historic gas station operations. The Phase II investigation collected both soil and soil vapor samples within the footprint of the former gas station. The results of the investigation concluded that concentrations of total petroleum hydrocarbons (TPH) and Volatile Organic Compounds (VOCs) in soil and soil vapor are below established screening levels and that a vapor intrusion concern does not exist at the project site. Furthermore, concentrations of lead in soil below the project site are below screening levels and the soil is non-hazardous. Since the project site is not listed on applicable hazardous materials databases and subsurface investigations have indicated onsite soil contamination levels are below human health screening levels, the project site would not create a significant hazard to public health and the environment. Impacts would be **less than significant**.

It is noted the Phase II ESA for the project recommended preparation of a Soil Management Plan, stating that lead and VOCs were detected in soil samples, albeit well below screening (significance) levels. Accordingly, a Project Design Feature has been incorporated into the proposed project to ensure the preparation of a Soil Management Plan prior to the issuance of grading permits.

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

No Impact. A significant impact may occur if a project:

- Is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.
- Is located in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

The closest public airport is Van Nuys Airport, which is located approximately 2.2 miles to the west. The project site is located outside the Van Nuys Airport land use plan area (City, 2006b). Therefore, **no impact** related to airport safety would occur.

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

No Impact. There are no nearby private airstrips within the vicinity of the project site. Therefore, **no impact** related to airport safety would occur.

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

No Impact. The nearest emergency route is Van Nuys Boulevard, located immediately adjacent to the east of the project site (City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit H, November 1996). The proposed project would not require the closure of any public or private streets or impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the Project Site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and **no impact** would occur.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

The project site is within a developed part of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. Additionally, the project site is not located within a Very High Fire Hazard Severity Zone (City, 2018). Therefore, **no impact** would occur.

IX. Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Based upon criteria in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in

the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if a project would discharge water that does not meet the quality standards of agencies responsible for regulating surface water quality and water discharge into stormwater drainage systems. A significant impact may also occur if a project would substantially alter drainage patterns, resulting in a substantial increase in erosion or siltation during construction or operation.

The approximately 1.29-acre project site is flat and currently developed with three commercial buildings and associated surface parking lot. The proposed project would replace the existing structures and parking lot with a mixed-use commercial and residential development. The project site is not adjacent to any surface water bodies; therefore, project construction and operation would have no direct impact to surface drainages or surface water quality. During project operation, stormwater or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding onsite or offsite. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. In addition, site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 s.f. of impervious surface must comply with the Low Impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution.

Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (i.e., pesticides and fertilizers) and paved surfaces (i.e., ordinary household cleaners).

The proposed project would comply with regulatory requirements that would control off-site stormwater flows. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the NPDES program to control both construction and operation (occupancy) stormwater discharges. In California, the State Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements.

The proposed project would be required to comply with the NPDES permitting system and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. These ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process for individual construction projects. The Los Angeles Regional Water Quality Control Board (LARWQCB) adopted the latest Municipal Separate Storm Sewer System (MS4) NPDES Permit in December 2012. The MS4 permit requires new development and redevelopment projects to incorporate stormwater mitigation measures. Under the conditions of the permit, the project applicant would be

required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a Stormwater Pollution Prevention Plan (SWPPP) for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than stormwater, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. The state permit also specifies that construction activities must meet applicable provisions of Sections 30 and 402 of the Clean Water Act (CWA). Conformance with Section 402 of the CWA would ensure that the proposed project does not violate any water quality standards or waste discharge requirements. Similarly, compliance with construction-related BMPs and/or the Stormwater Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation.

Compliance with City RCM s below, as referenced in the City's Mitigation Monitoring Plan, and applicable state, regional, and City policies and regulations (General Construction Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the project's impact related to surface runoff and water quality to a **less than significant** level.

RC-WQ-1 (National Pollutant Discharge Elimination System General Permit):
Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

RC-WQ-2 (Dewatering):
If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

RC-WQ-3 (Low Impact Development Plan):
Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and

approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RC-WQ-4 (Development Best Management Practices):
Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

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

Less than Significant Impact. Based upon criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
  - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
  - Reduce yields of adjacent wells or well fields (public or private); or
  - Adversely change the rate or direction of flow of groundwater
- Result in demonstrable and sustained reduction in groundwater recharge capacity

The project site is connected to the City of Los Angeles' water supply system; therefore, the project would not involve the direct extraction of groundwater. Development of the project would not involve the installation of new wells. Water for the project would be provided by the City of Los Angeles water supply. The Department of Water and Power (DWP) would ensure supply reliability for the project prior to any project approval. Water demand associated with the proposed project would not substantially deplete groundwater supplies, as discussed in Section XVII, *Utilities*. Therefore, the proposed project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies. Groundwater is not anticipated to be encountered during construction as borings performed for geotechnical investigation were advanced to 70.5 feet below ground surface. However, if groundwater is encountered during excavation, dewatering would need to be performed in accordance with NPDES permit requirements. Therefore, the project's impact would be **less than significant**.

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

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

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

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

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

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

f) Would the project otherwise substantially degrade water quality?

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Although not specified in the L.A. CEQA Thresholds Guide, a significant impact may occur if:

- The project places housing in a 100-year flood zone; or
- The project is located within a 100-year flood zone, which would impede or redirect flood flows.

The project site is not located within a FEMA 100 or 500 Year Flood Zone (FEMA, 2008). As such, the proposed project would not have the potential to impede flood flows or expose people to significant flood-related safety impacts. There would be **no impact** related to flooding.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. See Section IX.g. There would be **no impact** related to structures impeding or redirecting flood flows.

i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

According to *City of Los Angeles General Plan Safety Element* Exhibit C, Landslide Inventory and Hillside Area, the project site is not located within a potential seiche or landslide/mudslide hazard zone (City, 1996). Moreover, the site and surrounding areas are flat, and the project site is approximately 12 miles northeast of the Pacific Ocean.

However, according to *City of Los Angeles General Plan Safety Element* Exhibit G, Inundation and Tsunami Hazard Areas, the project site is located within a potential dam inundation area (City, 1996). However, pursuant to the 1972 State Dam Safety Act, numerous dams throughout California have been retrofitted so as to minimize damage to the dams, as well as minimize the potential for dam failures and inundation of surrounding areas. With current dam safety measures, the likelihood of dam failure resulting in flooding of the project area is relatively low. Therefore, impacts would be less than significant.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

According to the California Department of Conservation, the project site is not located within a tsunami hazard zone (DOC 2009). The site is not in proximity to a large body of water, and seiches are not a significant concern. Additionally, the project is not located near a hillside area and at risk from mudslides or mudflow. Therefore, **no impact** related to these hazards would occur.

X. Land Use and Planning

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The project site is located on a developed parcel within a highly urbanized area of Los Angeles. The proposed mixed-use project would be consistent with the existing built environment, and would not include new roads or other features that could create a physical barrier that would divide the established community. Therefore, **no impact** would occur.

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

Less than Significant with Project Mitigation. A significant impact may occur if the project is inconsistent with applicable General Plan or zoning designations and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The project site is located in the Van Nuys-North Sherman Oaks Community Plan Area. The project site is zoned [Q]C2-1L-CDO in the front portion and [Q]P-1VL-CDO in the rear portion with a General Plan land use designation of Community Commercial in the front portion and General Commercial in the rear portion. The front portion of the project site is located in Height District No. 1, which allows for multi-family and commercial uses, six stories, 75 feet in height, and a floor area 1.5 times the buildable area of the lot in the existing C2 zone; the rear portion of the site is located in Height District 1VL and is also restricted by Community Plan footnote No. 2, which allows for three stories, 45 feet in height. The existing P zone in the rear portion of the site does not permit uses other than parking and parking structures (City, 2018).

The proposed project involves the demolition of three commercial buildings and construction of a six-story, mixed-use building containing 174 multi-family residential units and approximately 18,400 square feet of retail floor area. Ancillary uses for the residential component would include a landscaped courtyard, swimming pool and other recreational amenities. A total of 348 residential parking spaces and 67 commercial parking spaces would be provided onsite. Residential parking would be located in the subterranean parking garage and commercial parking would be located on the ground level. Both commercial and residential uses would be permitted in the requested RAS4 zone with a development density of 400 s.f. per dwelling unit and the Floor Area Ratio (FAR) would be restricted to 3:1. In accordance with California State Law (including SB 1818 and ABs 2280, 2222, 744, and 2501, as part of California Government Code Sections 65915-65918), the project applicant is proposing to utilize the Density Bonus Ordinance (LAMC Section 12.22.A.25) which permits a Density Bonus of 35 percent, and has requested an off-menu incentive to permit an additional 25 feet in building height and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the maximum permitted building height of 50 feet and three stories. This would allow for a maximum of 191 total dwelling units in lieu of the otherwise maximum permitted density limit of 141 dwelling units on the subject property. Although the proposed project does not utilize this maximum permitted density, as it proposes 174 total dwelling units. A Density Bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units (in this case 7.09% of the base density, or 10 dwelling units) for habitation by Very Low Income households for a period of 55 years. As stated above, the applicant is also requesting changes in the zoning. Specifically, the applicant has requested a Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and has also requested modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground

floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches. As discussed below under *Applicable Land Use Policies and Regulations*, the requested zone change would be in conformance with the applicable goals, objectives, and policies of the Van Nuys-North Sherman Oaks Community Plan, as well as the General Plan, including the Housing Element, and the Framework Element, including the Design Guidelines for Commercial and Mixed-Use Projects. In addition, the applicant has requested Design Overlay Approval pursuant to LAMC Section 13.08.E.3(a) for consistency with the Van Nuys Central Business District (CBD) Design Overlay District, and has also requested deviation from the building orientation requirement [Q] condition of the Van Nuys CBD CDO in order to permit building entrances to be located up to 14 feet 9 inches from the front property line, in lieu of the otherwise maximum permitted recess of 3 feet. As discussed below under *Applicable Land Use Policies and Regulations*, the requested deviation would be consistent with the purposes, intent, and provisions of the Van Nuys CBD CDO and the CBD CDO Design Guidelines and Standards. Lastly, the applicant requested Site Plan Review for a project that proposes more than 50 units. With approval of the requested entitlements, the proposed project would conform to the allowable land uses pursuant to the LAMC. The decision makers would determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

Applicable Land Use Policies and Regulations

The General Plan sets forth goals, objectives, and policies for the orderly development of land within the city, including the location, density, intensity of land use, provides a plan for circulation, and public facilities, and also addresses other elements including the Framework Element, the Housing Element, and the Mobility Element. The LAMC implements the General Plan and sets forth development standards applicable to development within the city. At the local level, the Van Nuys-North Sherman Oaks Community Plan implements land use policies for the project site and vicinity.

At the regional level, the Southern California Association of Government (SCAG) has prepared a Regional Comprehensive Plan and Guide (RCPG) that is a framework for decision-making with respect to regional growth and through its Growth Management policies addresses land use within a broader context. An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to an environmental impact analysis.

Southern California Association of Government – Regional Comprehensive Plan and Guide

The RCPG of the SCAG is a framework for decision-making with respect to regional growth to year 2015 and beyond, including growth management and regional mobility. Adopted policies related to land use are contained primarily in Chapter 2, Growth Management, of the RCPG. The purpose of the Growth Management chapter is to present forecasts that establish expectations related to growth and land use. These forecasts encourage local land use actions that could ultimately lead to the development of an urban form that would help minimize

development costs, protect natural resources, and enhance the quality of life in the region. The project would be consistent with Growth Management policies of infill development by adding housing to a currently underutilized lot in an existing multi-residential neighborhood with existing access to transportation, utilities, and resources, in a location that would result in fewer environmental consequences. Additionally, the project would locate denser multi-family residential uses along the well-developed N. Van Nuys Boulevard, which would be consistent as an infill use. Therefore, project impacts would be less than significant with respect to the policies of the RCPG.

General Plan

The City of Los Angeles General Plan is divided into several elements, including Framework Element, Air Quality Element, Service Systems Element, Public Recreation, Mobility, Noise, Safety, Housing, and Open Space/Conservation, and 35 Community Plans. As stated above and further described below, the project site is located within the Van Nuys-North Sherman Oaks Community Plan area.

The Framework Element of the General Plan, adopted in December 1996 and readopted in August 2001, sets forth a citywide comprehensive long-range growth strategy by providing policies to guide long-term development and physical form and character of the City. The General Plan Framework includes housing goals related to multi-family residential preservation, including "multifamily neighborhoods that enhance the quality of life for the City's existing and future residents" (Goal 3C). The proposed multi-family residences would be compatible with the existing surrounding multi- and single-family neighborhood and the project would be consistent with the General Plan goals by guiding long-term development and physical form and character of the City by developing multi-family residences on an underutilized lot. Therefore, the Project would meet the General Plan Framework Element goals for development and physical form. Impacts would be less than significant.

The Housing Element 2013-2021 of the General Plan, adopted on December 3, 2013, 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 goals related to housing in the City, including "a City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs" (Goal 1), "a City in which housing helps to create safe, livable and sustainable neighborhoods" (Goal 2), and "a City committed to ending and preventing homelessness" (Goal 4). The project would include 174 residences in the City, including 10 units specifically set aside for Very Low Income families. Accordingly, the proposed project would be consistent with the applicable goals in the Housing Element.

The Mobility Element of the General Plan, as referred to as Mobility Plan 2035, was adopted on September 7, 2016. The Mobility Element provides the policy foundation for achieving a transportation system that balances varied mobility needs. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of City residents

interact with their streets. The Mobility Element includes policies related to reducing emissions from vehicles, including, "support ways to reduce vehicle miles traveled (VMT) per capita" (Policy 5.2) and "continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure" (Policy 5.4). Because the proposed project includes mixed use development comprised of multi-family residences and commercial uses, residents could utilize the goods and services provided in the commercial area of the project without using their vehicles. In addition, the project would include several electric vehicle charging stations, which would provide customers and residents of the project an incentive to utilize low- or zero-emission vehicles. Accordingly, the proposed project would be consistent with the applicable goals in the Mobility Element.

Van Nuys-North Sherman Oaks Community Plan

The proposed project would conform to the applicable goals, objectives, and policies of the Van Nuys-North Sherman Oaks Community Plan:

GOAL 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

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 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

Policy 1-1.4: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter, which is supplemented by Design Guidelines and Standards for residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Policy 1-2.1: Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Objective 1-3: Preserve and enhance the character and integrity of existing single and multi-family neighborhoods.

Policy 1-3.1: Require a high degree of architectural compatibility with articulated landscaping for new in-fill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposes.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

The proposed project would meet the above objectives and policies by providing 174 units of multiple-family housing to help meet the Community Plan area's housing needs. In keeping with the Community Plan map, as well as its policies and programs, the proposed development includes building and site design elements and features that afford compatibility with the existing uses in the vicinity. The perimeter of the building would cover approximately 98% of the site at the ground floor level and would extend to the existing sidewalks along the Kittridge Street and Van Nuys Boulevard frontages, and the existing parking lot in the corridor between the existing building and the bank to the south. A five-foot rear yard setback would occur at the ground level between the building and the existing wall demarcating the western property line. The fourth through sixth floors of the west side of the building would be set back in a series of tiers to provide setbacks of those floors from the rear portion of the property, adjacent to single-family residences. This tiered effect would provide a transition between the two properties. The site frontage on N. Van Nuys Boulevard and proximity to commercial services, public transportation, and schools are consistent with the Community Plan's objective of locating multi-family housing near these elements. Landscaping has been incorporated into the project, providing compatibility with the existing neighborhood. In addition, and through compliance with required mitigation measures, the proposed project would ensure the preservation of the street trees along N. Van Nuys Boulevard. The mixture of units provided would include one-bedroom units, two-bedroom units, and studios, in addition to including 10 units for Very Low Income families, in support of the Community Plan's policy of meeting the diverse economic and housing needs of people within the City. Therefore, the proposed project would be compatible with Goal 1 and its applicable objectives and policies.

GOAL 9: A community with adequate police facilities and services to provide for the public safety needs of the community.

Objective 9-1: To provide adequate police facilities and personnel to correspond with population and service demands.

Policy 9-1.2: Promote the implementation of Crime Prevention Through Environmental Design (CPTED) strategies including natural access control, natural surveillance and territorial reinforcement.

Program: The decision-maker shall require implementation of CPTED strategies in the discretionary plan approval process.

Consistent with Goal 9 and its applicable objectives and policies, the proposed project would be required to comply with the requirements of the CPTED (see Mitigation Measure XIV-30 in Section XIV, *Public Services*).

GOAL 14: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plan's policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at intersections.

Objective 14-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policy 14-1.4: New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate adequate driveway access to prevent vehicular queuing that extends onto arterial streets.

Objective 14-2: To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

Policy 14-2.1: No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: The decision-maker shall adopt a finding which addresses this factor as part of any decision.

Objective 14-2.2: Driveway access points onto arterials, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles.

Program: Require that new development projects incorporate such considerations.

The analysis of the project's impacts related to transportation and traffic is based on a Traffic Impact Study (LLG, 2016) prepared for the project, which is included in its entirety in Appendix

G. On September 27, 2017, LLG prepared a supplemental email (see Appendix G) that included revised project trip generation information for the currently proposed project. The email confirmed that the analysis in the 2016 Traffic Impact Study was conservative, and that the current project would generate fewer trips, including a.m. and p.m. peak hour trips, and would not significantly impact the five analyzed intersections. The LADOT reviewed both the 2016 Traffic Impact Study and the 2017 supplemental email and approved both documents. Refer to Appendix G for the LADOT's approval letters. As mentioned above, significant traffic impacts are not expected from the project and the site is in close proximity to public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901). Therefore, the proposed project would be compatible with Goal 14 and its applicable objectives and policies.

Additionally, Chapter V (Urban Design) of the Community Plan sets site planning standards for multiple-family residential development, which requires projects of five or more units to be designed around a landscaped focal point or courtyard, to serve as an amenity for residents. Projects also need to provide a pedestrian entrance at the front of each project, as well as useable open space for outdoor activities, especially for children. The proposed project has implemented these design standards.

Chapter V of Community Plan also identifies design standards that require all buildings to be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through various means including:

1. Requiring the use or articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades;
2. Utilizing complementary building materials on building facades;
3. Incorporating varying design to provide definition for each floor;
4. Integrating building fixtures, awnings, or security gates, into the design of building(s);
5. Screening of all roof top equipment and building appurtenances from adjacent properties; and
6. Requiring decorative masonry walls to enclose trash.

The proposed project has implemented these design standards.

In summary, the proposed project meets the applicable goals, objectives, and policies of the Community Plan.

If the proposed project is not adequately landscaped, land use compatibility impacts with the surrounding are may result. Similarly, excessive illumination and/or glare from the project may impact adjacent residential land uses. In addition, trash collection areas could pose vector control issues to the adjacent land uses if not properly maintained and managed. Therefore, the project applicant would be required to comply with Mitigation Measures I-10, I-120, I-130, and VIII-50 to ensure that no significant impacts to land use would occur:

I-10 Landscape Plan:

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks 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 decision maker.

I-120 Light:

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall 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.

I-130 Glare:

Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

VIII-50 Human Health Hazard (Vector Control):

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

In addition, the project would be required to comply with the RCMs listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-AE-3 (Vandalism): **Compliance with provisions of the Los Angeles Building Code.**

The project shall comply with all applicable building code requirements, including the following:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.
The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.
The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section IV.f, the project site is not located within an area that is subject to an adopted habitat conservation plan or natural community plan. Therefore, **no impact** would occur.

XI. Mineral Resources

a, b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important or locally-important mineral resource, or if the project development would convert

an existing or future regionally-important or locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important or locally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance or is noted in the Conservation Element as being of local importance.

The project site is not currently or historically been used for extraction of mineral resources, as shown in the *City of Los Angeles General Plan Conservation Element* Exhibit A, Mineral Resources (City, 2001). Moreover, the proposed project does not involve the use or mining of mineral resources. Therefore, the proposed project would have **no impact** related to the loss of availability of a known mineral resource.

XII. Noise

The analysis of the project's noise impacts is based on the Noise Study (Rincon Consultants, Inc., 2018) prepared for the project, which is included in its entirety in Appendix F.

It is noted that the Traffic Impact Study for the project (Linscott, Law & Greenspan, Engineers [LLG] 2016), from which the off-site traffic noise analysis is based upon, analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates of project-related traffic noise in the Noise Study are considered conservative; projected traffic noise would likely be less than what is included in this analysis.

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's noise energy is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, only a small change in noise levels occurs. For example, if 70 dBA ambient noise levels are combined with a 60 dBA noise source, the resulting noise level equals 70.4 dBA. Noise level increases of less than 3 dBA typically are not noticeable.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) from point sources at a rate of about 6 dBA for each doubling of distance. Noise from roads (line sources) typically drops off at about 3 to 4.5 dBA per doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an additional ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver would typically result in at least 5 dBA of noise reduction.

Regulatory Setting

The Los Angeles Municipal Code (LAMC) regulates the generation and control of noise that could adversely impact citizens and noise-sensitive land uses. Regarding construction, Section 41.40 of the LAMC restricts construction activity to the hours below:

- Monday through Friday between 7:00 a.m. to 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
- Sundays, no construction except for residents

LAMC Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, phonograph, television receive, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area. Any noise level caused by such use or operation which exceeds the ambient noise level on another property by more than 5 dBA is prohibited.

LAMC Section 112.02 of the LAMC prohibits any heating, ventilation, and air conditioning (HVAC) system within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 PM and 7:00 AM.

LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible. Technical infeasibility means that noise

limitations cannot be met despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of construction equipment.

A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations in the LAMC. The 5-dBA increase above ambient noise is applicable to City-regulated noise sources (e.g., mechanical equipment), and is applicable any time of the day. The baseline ambient noise is the actual measured noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes. To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than five minutes but less than 15 minutes in a one-hour period (for a total of 10 dBA above the ambient), and an additional 5 dBA allowance for noise sources occurring five minutes or less in any one-hour period (for a total of 15 dBA above the ambient). These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours).

Project Site Noise Setting

Noise Measurements

The project site is located at the corner of N. Van Nuys Boulevard and W. Kittridge Street. Proposed residential units would be located as close as approximately 50 feet west of N. Van Nuys Boulevard and 30 feet south of W. Kittridge Street. The primary off-site noise sources in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) along N. Van Nuys Boulevard. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels are generally highest during the daytime and rush hour unless congestion slows traffic speeds substantially. Other sources of noise in the project vicinity include general conversations from passersby activities associated with adjacent residential and commercial development. Existing noise sources on the project site include noise associated with operation of the existing commercial building, consisting of motor vehicles entering/exiting the project site.

To determine ambient noise levels at the project site, three 15-minute noise measurements (Leq[15] dBA) were taken between 7:00 a.m. and 9:00 a.m. (morning peak hours) on September 8, 2016, using an ANSI Type II integrating sound level meter (see Appendix F for noise measurement data). See Figure 2 in Appendix F for the locations of noise measurements. Noise Measurements 1 and 2 were taken along W. Kittridge Street and N. Van Nuys Boulevard, respectively, to determine existing ambient noise levels in the project vicinity, where proposed residences would be closest to adjacent roadways. Noise Measurement 3 represents noise levels at an existing residence along Victory Boulevard, an arterial roadway in the project site vicinity. Table 9 shows the ambient noise levels measured at these locations. As shown in Table 9, measured noise levels were 79.9 dBA Leq at Location 1, 64.1 dBA Leq at Location 2, and 73.0 dBA Leq at Location 3. Noise Measurement 1 captured siren noise from passing emergency vehicles, which contributed to an overall higher noise level at this location when compared to Noise Measurements 2 and 3. However, emergency sirens are assumed to be a common occurrence along N. Van Nuys Boulevard. Therefore, for the purpose of this analysis, measured noise at Location 1 is considered representative of ambient noise along N. Van Nuys Boulevard.

Table 9
Noise Monitoring Results

Measurement Number	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA)[1]
1	East side of project site at N. Van Nuys Boulevard	8:20-8:35 a.m.	50 feet from centerline of N. Van Nuys Boulevard	79.9[2]
2	North side of project site at W. Kittridge Street	7:55-8:10 a.m.	30 feet from centerline of W. Kittridge Street	64.1
3	Existing residence at Victory Boulevard between Willis Avenue and Cedros Avenue	8:50-9:05 a.m.	50 feet from centerline of Victory Boulevard	73.0

Source: Rincon Consultants, Inc. field visit on September 8, 2016, using ANSI Type 2 Integrating sound level meter. See Appendix A of Appendix F for noise monitoring data sheets
[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For these measurements the Leq was over a 15-minute period (Leq[15]).
[2] Emergency vehicle sirens passed by during noise measurement, which substantially contributes to a high Leq. Sirens are assumed to be a common occurrence along N. Van Nuys Boulevard, which makes this measurement representative.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise-sensitive land uses in the area of the project site are residences to the west and northwest of the project site. The closest residential noise-sensitive receptors to the project site are existing single-family residences approximately 5 feet from the western boundary of the project site, single-family residences 150 feet northwest of the project site along Vesper Avenue, and multi-family residences approximately 300 feet east of the project along W. Kittridge Street. Additional sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Commercial buildings, which are not typically considered noise-sensitive, are located directly adjacent to the southern site boundary, as well as approximately 60 feet north and 120 feet east of the project site.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Project Mitigation. Based on Section 112.05 of the LAMC, noise from construction equipment located within 500 feet of a residential zone would be significant if construction noise would exceed 75 dBA Lmax between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source. Additionally, the project would have a significant impact on noise levels from project operations if it would increase ambient noise levels by 3 dBA CNEL at the property line of nearby sensitive receptors in the long term. In addition, any long-term increase of 5 dBA CNEL or more would cause a significant impact based on City criteria (City 2006a).

Construction Noise

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis and, as such, would expose surrounding off-site sensitive receptors to increased noise levels. Any increase in noise levels at off-site receptors during construction of the proposed project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier periods of initial construction (i.e., grading work) would typically be reducing in the later construction phases (i.e., interior building construction at the proposed building), as the physical structure of the proposed project would break the line-of-site noise transmission from the construction area to the nearby sensitive receptors. Furthermore, noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment.

Construction of the proposed project would commence in the fall of 2018 and include the following phases and durations:

- Demolition: 20 days
- Site Preparation: 3 days
- Grading: 60 days
- Building Construction: 220 days
- Paving: 10 days
- Architectural Coating: 50 days

Construction noise levels shown in Table 10 account for the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction (United States Environmental Protection Agency [USEPA] 1971).

Table 10
Typical Maximum Outdoor Construction Noise Levels

Construction Phase	Noise Level at 50 feet (dBA, Lmax)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

Source: USEPA, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances 1971.

When considered as an entire process with multiple pieces of equipment, grading/excavation and finishing activity construction phases would generate a maximum noise level of approximately 89 dBA at 50 feet. Table 11 shows typical peak noise levels associated with

common types of heavy construction equipment. Maximum noise levels associated with the use of individual pieces of heavy equipment can range from about 74 to 96 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006).

Table 11
Maximum Noise Levels Generated by Common Construction Equipment – Unmitigated

Equipment	Type	Maximum Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	Stationary	81
Augur Drill Rig	Stationary	84
Backhoe	Mobile	80
Compactor (ground)	Mobile	83
Concrete Mixer	Stationary	85
Concrete Pump	Stationary	82
Crane	Mobile	83
Dozer	Mobile	82
Dump Truck	Mobile	76
Excavator	Mobile	81
Flat Bed Truck	Mobile	74
Front End Loader	Mobile	79
Generator	Stationary	81
Grader	Mobile	83
Jack Hammer	Stationary	88
Paver	Mobile	89
Pile Driver (Sonic)	Stationary	96
Pickup Truck	Mobile	75
Pneumatic Tools	Stationary	85
Roller	Mobile	80
Saw	Stationary	76
Scraper	Mobile	89
Truck	Mobile	88
Welder/Torch	Stationary	74

Source: FHWA, Highway Construction Noise Handbook 2006

While Table 11 shows the maximum noise levels for individual pieces of equipment, Table 10 provides a more typical representation of maximum noise levels per phase. Typical construction activity using multiple pieces of equipment would increase the ambient noise levels at sensitive receptors. The most noise-intensive construction activities would occur during the early phases of construction activity (e.g., demolition, excavation, and structural framing). The majority of later construction activity would occur within the newly constructed building. The phased noise levels in Table 10 were used to obtain the noise levels at adjacent noise-sensitive receptors shown in Table 12. Table 12 presents estimated noise levels, without mitigation, at noise-sensitive receptors within 500 feet of the project site that were identified to be most impacted. As discussed under Sensitive Receptors, noise-sensitive uses within 500 feet of the project site

include residences located to the west, northwest, and east. In addition, the Church of the Valley is located approximately 275 feet west of the site. Although noise-sensitive receptors were identified up to 500 feet, this analysis considers receptors to be most impacted that are not screened by intervening buildings or that have a direct line-of-sight to the project site. The unmitigated noise level during the construction period at each noise-sensitive receptor location, shown in Table 12, was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source to the ambient noise level. See Appendix B for construction noise calculations.

Table 12
Estimated Construction Noise Levels at Noise-Sensitive Receptors – Unmitigated

Sensitive Receptor	Distance	Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[2] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	89	64.1	89	24.9
Single-Family residences northwest of the project	150 feet	79.5	64.1	79.6	15.5
Church of the Valley west of the project site	275 feet	74.2	64.1	74.6	10.5
Multi-Family residences east of the project site	300 feet	73.4	79.9	80.8	0.9

Source: See Appendix B of Appendix F for construction noise calculation sheets.
[1] The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.
[2] Noise Measurements 1 and 2 shown in Table 1 were used to determine the ambient noise environment at each noise-sensitive receptor.

Per LAMC standards, construction noise would be significant if it generates maximum noise levels in exceedance of 75 dBA Lmax between 7:00 AM and 10:00 PM when measured at a distance of 50 feet from the source within 500 feet of a residential zone. As shown in Table 11, a pile driver is the loudest piece of equipment and would generate a typical unmitigated noise level of 96 dBA Lmax at 50 feet. A mobile piece of equipment like a paver would generate a typical unmitigated noise level of 89 dBA Lmax at 50 feet. These typical unmitigated noise levels would exceed the 75 dBA Lmax threshold at 50 feet from the noise source.

Table 13 shows the necessary noise level reduction and the type of mitigation needed to achieve a noise level of 75 dBA Lmax at 50 feet. 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 20 dBA at 50 feet (see Appendix C of Appendix F). Therefore, operational noise from a paver would be reduced to 74 dBA Lmax with industrial grade mufflers and 69 dBA Lmax with residential grade mufflers. However, engine noise is not the primary noise source for certain types of equipment, such as saws, pneumatic tools, jackhammers, and pile drivers. Sound enclosures would reduce noise from stationary equipment by 20 dBA (Echo Barrier 2018). In addition, a temporary noise control barrier/sound

curtain on the north and west boundaries of the site would further reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-site to construction activity (see Appendix C of Appendix F).

Table 13
Maximum Noise Levels Generated by Common Construction Equipment – Mitigated

Equipment	Type	Unmitigated Maximum Noise Level at 50 Feet (dBA, Lmax)	Required Reduction to Achieve 75 dBA Lmax at 50 Feet	Mitigation Type	Mitigated Maximum Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	Stationary	81	6	Enclosure	61
Augur Drill Rig	Stationary	84	9	Enclosure	64
Backhoe	Mobile	80	5	Industrial Muffler	65
Caisson Drill Rig[1]	Mobile	84	9	Industrial Muffler	69
Compactor (ground)	Mobile	83	8	Industrial Muffler	68
Concrete Mixer	Stationary	85	10	Enclosure	65
Concrete Pump	Stationary	83	8	Enclosure	63
Crane	Mobile	83	8	Industrial Muffler	68
Dozer	Mobile	82	7	Industrial Muffler	67
Dump Truck	Mobile	76	1	Industrial Muffler	61
Excavator	Mobile	81	6	Industrial Muffler	66
Flat Bed Truck	Mobile	74	0	-	-
Front End Loader	Mobile	79	4	Industrial Muffler	64
Generator	Stationary	81	6	Enclosure	61
Grader	Mobile	83	8	Industrial Muffler	68
Jack Hammer	Stationary	88	13	Enclosure	68
Paver	Mobile	89	14	Residential Muffler[2]	69
Pile Driver (Sonic)	Stationary	96	21	Enclosure	76
Pickup Truck	Mobile	75	0	-	-
Pneumatic Tools	Stationary	85	10	Enclosure	65
Roller	Mobile	80	5	Industrial Muffler	65
Saw	Stationary	76	1	Enclosure	56
Scraper	Mobile	89	14	Residential Muffler[2]	69
Truck	Mobile	88	13	Industrial Muffler	73
Welder/Torch	Stationary	74	0	-	-

Source: FHWA, Highway Construction Noise Handbook 2006
[1] A caisson drill noise level is assumed to be the same as an auger drill since they are both similar pieces of equipment.
[2] Although an industrial grade muffler would provide a 15 dBA reduction and reduce noise levels to 74 dBA Lmax, a residential grade muffler would provide a 20 dBA reduction and further ensure that construction noise levels from a paver and scraper are reduced below 75 dBA Lmax.

Although construction noise would occur only temporarily during project construction and would be subject to RCM 1 and RCM 2 (see Regulatory Setting), maximum construction-related

noise levels would exceed 75 dBA Lmax without mitigation. As demonstrated in Table 13, implementation of mitigation measures would reduce equipment noise levels to less than 75 dBA Lmax at 50 feet except for pile driver noise. Although the mitigated maximum noise levels from Table 13 are being used for the impact analysis, the information in **Table 14** has been included for disclosure purposes and provides estimated mitigated noise levels at adjacent noise-sensitive receptors. The noise levels in Table 14 are based on three pieces of equipment operating simultaneously and each generating a noise level of 75 dBA at 50 feet. The combined reference noise level is 79.8 dBA at 50 feet. See Appendix B for mitigated construction noise calculations.

Table 14
Estimated Construction Noise Levels at Noise-Sensitive Receptors – Mitigated

Sensitive Receptor	Distance	Maximum Construction Noise Level[2] (dBA, Lmax)	Attenuation Factors[3]	Mitigated Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[4] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	79.8	10	69.8	64.1	70.8	6.7
Single-Family residences northwest of the project	150 feet	70.3	10	60.3	64.1	65.6	1.5
Church of the Valley west of the project site	275 feet	65	5	60	64.1	65.5	1.4
Multi-Family residences east of the project site	300 feet	64.2	5	59.2	79.9	79.9	0

Source: See Appendix B of Appendix F for construction noise calculation sheets.
[1] The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.
[2] The combined reference noise level for three pieces of equipment operating at 75 dBA at 50 feet is 79.8 dBA at 50 feet.
[3] A 5 dBA reduction is applied for one row of intervening buildings west and east of the site, while a 10 dBA reduction is applied for the use of a noise control barrier at the western and northwestern residences.
[4] Noise Measurements 1 and 2 shown in Table 9 were used to determine the ambient noise environment at each noise-sensitive receptor.

Noise-sensitive receptors near the project site would experience an increase in ambient noise levels during construction activity. However, as stated above, the following mitigation measures would need to be implemented during project construction. With implementation of all listed measures, potential construction noise impacts would be reduced to less than significant levels.

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities):

- Construction and demolition shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturday.

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, caisson drill rigs, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.
- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.
- Air compressors, auger drill rigs, concrete mixers, concrete pumps, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 20 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall remain in place until all windows have been installed and all activities on the project site are complete.
- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street. Queuing and/or idling shall be limited to Van Nuys Boulevard.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

As noted above, LAMC Section 41.40 restricts construction to between the hours of 7:00 AM and 9:00 PM on weekdays, to between 8:00 AM and 6:00 PM on Saturdays and national holidays, and prohibits construction on Sundays. This includes construction or repair work of any kind, any excavating for any building or structure that includes the use of any power-driven drill or riveting machine excavator, and any other equipment that makes loud noises that disturb persons occupying sleeping quarters in any dwelling, hotel, apartment, or other place of residence. In addition, the project would be subject to the RCMs:

RC-NO-1:

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, City Noise Ordinance Nos. 161,574 and 144,331, and any subsequent

ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses.

RC-NO-2:
The proposed project shall comply with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and own or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

In addition to on-site construction activities, off-site construction noise sources attributable to construction trucks (i.e., delivery, concrete mix, and haul trucks) could also affect nearby noise-sensitive land uses. Typically, the majority of construction truck movements would occur during excavation/grading activities. The subterranean parking would require approximately 51,000 cubic yards of excavated soil removed from the site, which would require approximately 3,642 total truckloads (or 7,285 one-way truck trips) assuming 14 cubic yard trucks. Demolition of the existing onsite buildings would require an additional approximately 125 truck trips to and from the site (or 250 one-way truck trips) to remove the demolition debris. The excavation/grading period would be approximately 60 days, which would result in approximately 114 truck trips per day, or 11.4 truck trips per hour assuming an average 10-hour workday. Adjacent roadways providing direct access to the project site would include N. Van Nuys Boulevard and W. Kittridge Street. According to traffic counts shown in Table 15, N. Van Nuys Boulevard has an average daily traffic volume of 25,760, and W. Kittridge Street has an average daily traffic volume of 5,080. The addition of 114 truck trips per day would not increase noise levels by more than 3 dBA, which is the threshold of audible increase. See Appendix D of Appendix F for a comparison of existing roadway noise levels to roadway noise levels with the addition of estimated daily haul trucks. While individual trucks would generate audible noise, the chance in daily or hourly noise levels would not be audible at noise-sensitive land uses along local roadways.

Operational Noise

The project would have a significant impact on existing noise-sensitive land uses if it results in a permanent 3 dBA CNEL increase in ambient noise levels above existing levels at sensitive receptor property lines.

The project would involve construction of a mixed-use building with 18,400 square feet of commercial and 174 residential units. Operational noise sources associated with the proposed project consists of HVAC equipment, outdoor recreational uses, delivery and trash hauling trucks, project-related traffic, and the on-site parking structure. Unlike construction noise, which is temporary, operational noise is long-term and persistent over the life of the project.

Impacts to Existing Noise-Sensitive Land Uses

Rooftop-Mounted Equipment. Noise levels from HVAC equipment can reach 100 dBA Leq at a distance of three feet (USEPA 1971). These units usually have noise shielding cabinets placed on the roof or are in mechanical equipment rooms. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA Leq at 50 feet from the source. With respect to a significant impact, LAMC Section 112.02 requires that any HVAC system not cause an exceedance of the ambient noise level at any other occupied property by more than 5 dBA.

HVAC rooftop equipment at the project site would be located approximately 25 feet from single-family residences to the west. Accounting for the height of the sixth floor rooftop area above the nearest receptors (approximately 45 feet), the distance to the nearest receptor from the sixth floor rooftop area (90 feet), HVAC equipment would be approximately 100 feet from the nearest receptor. At a distance of 100 feet, noise from HVAC equipment would be approximately 49 dBA Leq. As shown in Table 9, ambient noise levels in the project site vicinity were measured at 79.9 dBA Leq along N. Van Nuys Boulevard and 64.1 dBA Leq along W. Kittridge Street. Therefore, noise levels generated by HVAC equipment associated with the proposed project would not increase existing ambient noise levels by more than 5 dBA. The proposed project's HVAC system would not present a new source of noise nor create an audible increase in the ambient noise environment. Therefore, potential impacts would be less than significant.

Outdoor Recreational Uses. Outdoor recreational uses associated with the proposed project would consist of a courtyard with a pool on the second floor, a courtyard on the second floor along the western boundary of the project site, and leisure patio areas on the fifth and sixth floors along the western boundary of the project site. The courtyard and pool area would be located at the center of the project site surrounded by five stories of residential uses. Therefore, the building surrounding the courtyard would function as an enclosure to reduce potential courtyard and pool noise on off-site noise-sensitive receptors. Noise levels associated with the center courtyard would be negligible. The primary sources of noise associated with the western courtyard on the second floor, and patio areas on the fifth and sixth floors would be voices of people.

In social situations, people often talk at distances of approximately 3 to 13 feet. A typical voice level at this distance is approximately 60 dBA (The Engineering Toolbox, Voice Level and Distance). As shown in Table 9, ambient noise levels in the project site vicinity were measured at 79.9 dBA Leq along N. Van Nuys Boulevard and 64.1 dBA Leq along W. Kittridge Street. Therefore, on-site human voices would not generate an audible noise level increase in excess of the existing noise environment. In addition, human voices would be a temporary and intermittent source of noise. Amenities on the fifth and sixth floor patio areas would include patio furniture, a barbecue area, and fire pit, which would potentially result in social gatherings with music. However, Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area from exceeding the ambient noise level on another property by more than 5 dBA. In addition, as shown in the Landscape Plan for the proposed project, the project would include trees that would separate the properties, and reduce noise levels from outdoor recreational uses on noise-sensitive receptors. Noise levels would be consistent with existing ambient noise levels, and

proposed outdoor recreational uses would not generate an audible increase in the ambient noise environment. Therefore, impacts would be less than significant.

Delivery and Trash Hauling Trucks. The proposed mixed-use project would require periodic delivery and trash hauling services. The project site is located in a highly urbanized area and is surrounded by existing commercial and residential uses. Therefore, delivery and trash trucks are already a common occurrence in the project vicinity. While individual truck trips would generate an audible noise, such occurrences would not occur daily and would not result in an audible change in the daily ambient noise level at adjacent noise-sensitive receptors. In addition, California State law prohibits trucks from idling for longer than 5 minutes. Delivery and trash truck trips to the site would be a periodic source of operational noise and would not result in a notable audible increase in the ambient noise level of the project vicinity. Therefore, potential impacts would be less than significant.

Parking Noise. Parking noise is typically associated with screeching tires, slamming doors, and people's voices. Project-related parking noise would create a significant impact if it causes an audible increase in the ambient noise level. However, parking for the proposed project would be located in a three-level mostly subterranean structure. Therefore, the enclosed structure would serve to reduce noise from parking activity at the project site. Parking activity would not generate noise at the street level and would not audibly increase the noise level at nearby noise-sensitive receptors. Therefore, potential impacts would be less than significant.

Off-Site Traffic Noise. As previously stated, the Traffic Impact Study for the project (LLG 2016) analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates of project-related traffic noise in this report are considered conservative; projected traffic noise would likely be less than what is included in this analysis.

Other vehicle-related noise would include the addition of project-generated passenger vehicle trips. To assess project-related traffic noise, the Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator (HUD 2018) was used to estimate existing noise levels in the project area. The HUD DNL Calculator estimates traffic noise levels in Ldn. Typically, noise levels described by Ldn and CNEL do not differ by more than 1 dBA and are therefore often used interchangeably.

Existing and plus-project traffic noise was calculated based on traffic volumes provided by the Traffic Impact Study prepared for the project (LLG 2016), as shown in Table 15. It is assumed that traffic along N. Van Nuys Boulevard and Victory Boulevard would be composed of 95% passenger vehicles, 3% medium-duty trucks, and 2% heavy-duty trucks. In addition, it is assumed that traffic along W. Kittridge Street would be composed of 95% passenger vehicles and 5% medium-duty trucks, since this roadway is located in a predominantly residential area with exposure to less heavy-duty vehicles. For this analysis, all project-generated traffic is assumed to be 100% passenger vehicles. This analysis also assumes an average speed of 35 miles per hour for all vehicles on N. Van Nuys Boulevard and Victory Boulevard, and 25 miles per hour for all vehicles on W. Kittridge Street.

Table 15
Daily Trips

Road Segment	Existing Daily Trips	Plus-Project Daily Trips
N. Van Nuys Boulevard between W. Kittridge Street and Haynes Street	25,760	26,000
W. Kittridge Street between N. Van Nuys Boulevard and Kester Avenue	5,080	5,230
Victory Boulevard west of N. Van Nuys Boulevard	27,210	27,360

Source: LLG, 2016

Using the traffic volumes shown in Table 15 above, existing ambient noise levels are estimated at 75.9 dBA CNEL along N. Van Nuys Boulevard, 63.4 dBA CNEL along W. Kittridge Street, and 73.2 dBA CNEL along Victory Boulevard, as shown in Table 16(refer to Appendix D for HUD DNL Calculator results). These modeled noise levels represent CNEL noise levels at the ground level of the project at the location of Noise Measurement 1, Noise Measurement 2, and Noise Measurement 3 shown in Figure 2 of the Noise Study (Appendix F). As shown in Table 16, the addition of passenger vehicles generated by the proposed project would not create an audible increase in off-site traffic noise when compared to existing ambient noise levels. Therefore, impacts would be less than significant.

Table 16
Modeled Traffic Noise Levels

Model Number	Modeled Location	Distance From Primary Noise Source	Existing Noise Level (dBA CNEL)	Plus-Project Noise Level (dBA CNEL)
1	East side of project site at N. Van Nuys Boulevard	50 feet from centerline of N. Van Nuys Boulevard	72.9	73.0
2	North side of project site at W. Kittridge Street	30 feet from centerline of W. Kittridge Street	63.4	63.5
3	Existing residence along Victory Boulevard between Willis Avenue and Cedros Avenue	50 feet from centerline of Victory Boulevard	73.2	73.2

Source: LLG, 2016

Exposure of Proposed Noise-Sensitive Residences to Noise

Regarding noise generated by existing sources, in the California Supreme Court California Building Industry Association vs. Bay Area Air Quality Management District (December 17, 2015), the Court, relying upon CEQA (Public Resources Code) Section 21083 and other relevant provisions, held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already existing, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions". The proposed project would not directly exacerbate an existing condition. Assessing noise from existing land uses equates to assessing

the environment's impact on the project. Therefore, based on the California Supreme Court ruling, this analysis would not be consistent with and is not required by CEQA.

Buildout of the proposed project would result in a mixed-use development with commercial and residential uses. Proposed residential units would create new noise-sensitive receptors on the project site, subject to noise levels from the proposed commercial uses. However, the proposed project would comply with Mitigation Measure XII-60 to reduce potential noise impacts between the on-site residential and commercial uses. Therefore, with implementation of mitigation, potential impacts would be less than significant.

XII-60 Increased Noise Levels (Mixed-Use Development):

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficition (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

b) Would the project result in exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact with Project Mitigation. Vibration refers to groundborne noise and perceptible motion. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. (Federal Transit Administration, 2006). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 17.

Table 17
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Transit Administration, 2006.

Operation of the proposed project would not include significant stationary sources of vibration, such as vibration from heavy equipment typically associated with industrial uses. Operational vibration in the project vicinity would be generated by additional project-generated passenger trips on local roadways and delivery and trash-hauling trucks. However, any increase in traffic-

related vibrations would not be perceptible by sensitive receptors, since passenger trips, delivery trucks, and trash-hauling truck would not be any different than existing traffic in the project area. Therefore, temporary construction vibration would be the main source of vibration associated with the proposed project.

Buildings in the vicinity of a construction site respond to vibration to varying degrees ranging from imperceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, and up to minor damage at the highest vibrations levels. As discussed under *Sensitive Receptors*, the closest residential noise-sensitive receptors to the project site are existing single-family residences approximately five feet from the western boundary of the project site, single-family residences 150 feet northwest of the project site along Vesper Avenue, and multi-family residences 300 feet east of the project along W. Kittridge Street. Additional sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Options for Youth High School 330 feet north of the project site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Table 18 lists ground-borne vibration levels from various types of construction equipment for sensitive receptors within 500 feet of the project site. Per Mitigation Measure XII-20, the use of pile drivers would be prohibited on the project site and is therefore excluded from this analysis. See Appendix B in the Noise Study (Appendix F) for construction-related groundborne vibration calculations. Vibration impacts would be significant if vibration levels exceed 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006).

Table 18
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	5 Feet	10 Feet	150 Feet	275 Feet	300 Feet
Caisson Drilling	108	99	64	56	55
Large Bulldozer	108	99	64	56	55
Loaded Trucks	107	98	62	54	53
Jackhammer	100	91	55	48	46
Small Bulldozer	78	69	34	26	25

Source: Federal Transit Administration, 2006
See Appendix B of the Noise Study for groundborne vibration calculations.
Vibration levels assume a noise attenuation rate of 6 dBA per doubling of distance.

As shown in Table 18, ground-borne vibration levels at the nearest noise-sensitive receptors, which consist of the single-family residences adjacent to the western boundary of the project site, could exceed 100 VdB and cause building damage. Therefore, with implementation of Mitigation Measure XII-21, the proposed project would not generate significant vibration impacts and adjacent single-family residences would not be irreparably damaged by construction-related vibration. In addition, per compliance with LAMC Section 41.40 and Mitigation Measure XII-20, construction would only occur during daytime hours and would not disturb residences during sensitive hours of sleep.

XII-21 Increased Vibration Levels (Demolition, Grading, and Construction Activities):

- Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The project would have a significant impact on existing noise-sensitive land uses if it results in a permanent 3 dBA CNEL increase in ambient noise levels above existing levels at sensitive receptor property lines. As discussed in Section XII.a, above, operational noise associated with the project such as off-site traffic noise, rooftop mounted equipment, delivery and trash hauling trucks, and parking lot noise, would not result in substantial permanent increases in the project vicinity above levels existing without the project. Therefore, impacts would be **less than significant**.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Project Mitigation. See Section XII.a. Impacts would be **less than significant with project mitigation**.

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

No Impact. A significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

The closest public airport to the project site is the Van Nuys Airport, which is located approximately 2.2 miles to the west of the project site. Therefore, **no impact** would occur.

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

No Impact. The project site is not in close proximity to a private airport. Therefore, **no impact** would occur.

XIII. Population and Housing

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. Additionally, a significant impact may occur if a project would result in the displacement of existing housing and/or residents, necessitating construction of replacement housing elsewhere.

According to the California Department of Finance, Los Angeles has a current population of 4,030,904 with an average household size of 2.88 persons (California Department of Finance, 2016). SCAG forecasts that the population of Los Angeles will grow to 4,320,600 by 2035, which is an increase of 289,696 (7%).

The proposed project involves the construction of 174 new multi-family residential units. Based on the average number of residents per household in Los Angeles of 2.88 persons, the project would add an estimated 501 residents. Assuming, conservatively, that all new residents would relocate to the proposed project from outside the City of Los Angeles, the project generated increase would bring the total Los Angeles population to 4,031,405. The increase in residential population resulting from the proposed project would not be considering substantial in consideration of the anticipated growth for the Van Nuys-North Sherman Oaks Community Plan, and is within the SCAG 2020 population projections for the City in their 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. The project would meet a growing demand for housing near job and transportation centers, consistent with state, regional, and local regulations designed to reduce trips and GHG emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately addressed in other portions of this document. Therefore, the impact would be **less than significant**.

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

No Impact. The proposed project would involve the demolition of a commercial building, but would not displace housing. Rather, it would increase the local housing stock by 174 units. **No impact** would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. See the answer in Section XIII.b. **No impact** would occur.

XIV. Public Services

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact related to 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. The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services for the City of Los Angeles. The fire station closest to the project site is Fire Station #39, located at 14415 Sylvan Street, approximately 0.5 mile from the site (City, 2016b). The proposed project would incrementally increase the area population by approximately 501 new residents, could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that the project is within an existing service area and there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve potential future development on the Project Site and to maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, the project would result in a **less than significant impact.**

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

Less than Significant with Project Mitigation. 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. Based on the *L.A. CEQA Thresholds Guide* the determination of whether the project results in a significant impact on police protection must be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;

- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The police station closest to the project site is Van Nuys Community Police Station, located at 6240 Sylmar Avenue approximately 0.5 miles from the site. The proposed project would generate approximately 501 new residents and could increase demand for police service. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection (personal communication, Ruby Malakai, LAPD, September 12, 2016). Regarding operations, in the event a situation should arise requiring increased staffing of patrol units, additional resources can be called in. The police station would be able to continue to serve the area with the additional residents, and new or expanded facilities would not be required protection (personal communication, Ruby Malakai, LAPD, September 12, 2016). A potentially significant impact related to police protection services could occur during construction of the proposed project. Therefore, operation of the proposed project would result in a less than significant impact related to police protection with implementation of the following mitigation:

XIV-20 Public Services (Police – Demolition/Construction Sites):
Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30 Public Services (Police):
Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to 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, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles,

CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

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

Less than Significant with Project Mitigation. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. In addition, schools proximate to the project site may be impacted during construction activities, including haul truck operations required for the export of 51,000 c.y. of soils.

The project site is located within the Los Angeles Unified School District (LAUSD) and would be served by Ararat Charter School Kindergarten, Van Nuys Elementary School, Van Nuys Middle School, and Van Nuys High School (Resident School Identifier, LAUSD). The proposed 174 residences would increase the City population by approximately 501 and incrementally increase students within the LAUSD. Using a per household estimate of 0.12 students from Kindergarten through 5th grade, 0.07 for students from 6th through 8th grade, and 0.07 for students from 9th through 12th grade, the proposed project would generate 130 additional students at LAUSD schools (City of Los Angeles 2012).

To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by LAUSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project applicant would be required to pay the state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "… is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

A potentially significant impact related to schools could occur during construction of the proposed project, including truck haul route operations. Therefore, the project would incorporate Mitigation Measures XIV-40 and XIV-50 to reduce impacts to below a level of significance:

XIV-40 Public Services (Construction Activity Near Schools):

- The developer and contractors shall maintain ongoing contact with administrators of Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School. The administrative offices shall be contacted when demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the

LAUSD's Transportation Branch (323-342-1400) and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

XIV-50 Public Services (Schools Affected by Haul Route):

- The City of Los Angeles Department of Building and Safety shall assign specific haul route hours of operation based upon Ararat Charter School Kindergarten, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the schools during periods when schools are in session especially when students are arriving or departing from the campuses.

In addition to implementation of Mitigation Measures XIV-40 and XIV-50, the project would also comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan.

RC-PS-1 (Payment of School Development Fee):

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 Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

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

A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The project would result in a net increase of 174 residential units, which could result in a small increased demand for parks and recreation facilities. Pursuant to Section 12.33 of the LAMC, the project applicant shall pay the Dwelling Unit Construction Tax for construction of new dwelling units.

In addition, the project would be required to comply with the RCMs listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-PS-2 (Increased Demand for Parks or Recreational Facilities):

Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

RC-PS-3 (Increase Demand for Parks or Recreational Facilities – Zone Change):
Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

Therefore, the Project would not create capacity or service level problems, substantially increase use of existing parks, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the project would result in a **less than significant impact** on park facilities.

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

Less than Significant Impact. A significant impact may occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which would exceed the capacity available to serve the project site, necessitating a new or physically altered public facilities, the construction of which would have significant environmental impacts. The proposed project would result in a net increase of 174 residential units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the Project would result in a **less than significant impact** on other public facilities.

XV. Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. A significant impact may occur if a project:

- Would include substantial employment or population growth, which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and cause premature deterioration of the park facilities; or
- Includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment.

As identified by the City of Los Angeles Department of Recreation and Parks, the City's parks system consists of approximately 16,000 acres of parklands (City, 2016c). The parks closest to the project site are the Van Nuys Recreation Center (0.5 mile away), Kittridge Mini Park (1.3 miles away), Fulton Avenue Park (1.6 miles away), the Van Nuys/Sherman Oaks Recreation Center (3.0 miles away), the Woodley Lakes and Balboa Golf Courses (2.8 miles away). The City's current population is estimated at 4,030,904 people (California Department of Finance,

2016). Consequently, there are about 4.0 acres of parkland for every 1,000 residents and the City currently meets the standard ratio for parkland in the Quimby Act (California Department of Parks and Recreation 2002).

The proposed project does not involve construction of new parks, but would accommodate a population increase estimated at 501 persons, or 0.01% of total City of Los Angeles population. The ratio of 4.0 acres of parkland for every 1,000 residents would not be reduced by the negligible population contribution of the proposed project. The project applicant would be required to pay applicable Quimby Act fees to offset park demand created by the project's proposed 174 units. Thus, while there would be an incremental increase in use of the existing parks, the existing parkland ratio would stay essentially the same and no significant impacts would occur to existing parks. Refer to Section XIV.d. above for applicable RCMs. Impacts to recreational facilities would be **less than significant**.

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

Less than Significant Impact. The project includes a private swimming pool and approximately 20,489 square feet of useable open space including recreational facilities for building tenants. Refer to Section XV.a. above for impacts to recreational facilities and Section XIV.a.iv. above for applicable RCMs. Impacts would be **less than significant**.

XVI. Transportation and Traffic

The analysis of the project's impacts related to transportation and traffic is based on a Traffic Impact Study (LLG, 2016) prepared for the project, which is included in its entirety in Appendix G.

It is noted that the Traffic Impact Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 s.f. of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed), less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed), and reduced soils excavation and export (51,000 c.y.; 10,250 c.y. [16.7%] less than analyzed). The below analysis utilizes the calculations and conclusions from the Traffic Impact Study, which were based on the assumption that the project development would be denser than currently proposed. Accordingly, the estimates in the below analysis are considered conservative.

On September 27, 2017, LLG prepared a supplemental email (see Appendix G) that included revised project trip generation information for the currently proposed project. The email confirmed that the analysis in the 2016 Traffic Impact Study was conservative, and that the current project would generate fewer trips, including a.m. and p.m. peak hour trips, and would not significantly impact the five analyzed intersections.

The City of Los Angeles Department of Transportation (LADOT) reviewed both the 2016 Traffic Impact Study and the 2017 supplemental email and approved both documents. Refer to Appendix G for the LADOT's approval letters.

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

Less than Significant Impact with Project Mitigation. A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Construction Traffic

Project demolition and construction would occur over an approximately 15-month period, assuming a five-day work week and 20 work days per month schedule. Demolition and construction would involve the use of on- and off- road heavy equipment, including dump trucks for offsite transport of the demolished existing building, and soil excavated to accommodate the three-level underground parking structure. The existing building demolition would account for approximately 138 truck and worker trips. This phase would generate approximately seven truck and onsite worker trips per day over an approximately one-month period, as presented in Table 19. Approximately 51,000 c.y. of soil would be transported offsite during the approximately three-month grading and excavation phase. This phase would generate approximately 3,660 truck and worker trips, or approximately 61 trips per day over a three-month period. Building construction would be performed over an approximately 12-month period and would generate approximately 3,153 truck and worker trips, or 13 trips per day. Total truck and onsite worker trips combined would be approximately 6,951 over the total 15-month demolition and construction period.

Table 19
Construction Phase Vehicle Trips

Phase	Truck Trips	Worker Trips	Total Trips	Phase Duration (Days)	Trips/Day
Demolition	125	13	138	20	7
Grading and Excavation	3,642	18	3,660	60	61
Construction[1]	2,947	206	3,153	240	13
Total	**6,714**	**237**	**6,951**	**320**	**22**

Source: CalEEMod (Appendix B)

[1] Estimated vehicle trips generated during construction were calculated based on a previous version of the project that included 184 residences and 21,800 s.f. of commercial floor. The current project involves the construction of fewer apartments (174 units) and less retail space (18,400 s.f.); therefore, these estimates are conservative.

The number of combined truck and onsite worker trips generated by the overall construction phase (demolition, grading/excavation, and construction) of the proposed project would be substantially less than the 2,147 vehicle trips generated by the existing onsite commercial uses, as presented in the Traffic Impact Study (LLG, 2016), and proposed project operational traffic levels as presented in Operational Impacts, below. However, large trucks entering and exiting the project site have the potential to disrupt local traffic patterns and increase safety risks to

vehicles and pedestrians. Impacts would be potentially significant unless mitigation is incorporated**.** In order to ensure construction phase transportation nuisance and safety impacts remain less than significant, Mitigation Measures XVI-30 and XVI-80, as contained in the City's Mitigation Monitoring Plan, shall be implemented. Residual impacts would be less than significant.

XVI-30 Transportation:

The following shall be implemented to minimize traffic disruption during construction:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80 Pedestrian Safety:

The following shall be implemented to ensure pedestrian safety duration construction:

- The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- The applicant shall keep sidewalks open during construction unless closure is required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

XVI-90 Construction Work Site Traffic Control Plan:

The following shall be implemented to ensure pedestrian safety duration construction:

A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan 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. As identified in Mitigation Measure No. XII-20, Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street, and queuing and/or idling shall be limited to Van Nuys Boulevard. Further, DOT recommends that all construction related traffic be restricted to off-peak hours.

Operational Traffic

As shown in the September 21, 2016 Interdepartmental Correspondence received from the LADOT, and most recently confirmed by LADOT in a subsequent Interdepartmental Correspondence dated November 1`7, 2017, which addressed the current proposed project (i.e., 174 units, 18,400 s.f. of commercial retail, and 51,000 c.y. of soils export), which is reduced in scope from the previous version that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils export. The most recent Correspondence from LADOT confirms that the Traffic Impact Study for the project (LLG, 2016) has been reviewed, and that the current proposed project will generate a net increase above existing site-generated trips (after demolishing the existing structure and excavating the subterranean parking), of about 232 daily vehicle trips, including 50 a.m. peak hour trips and 21 p.m. peak hour trips. These trips include a transit reduction factor of 15% based on the proximity of the project to Van Nuys Boulevard / Victory Boulevard Rapid Bus stops, Metro Orange Line Van Nuys station, and other public transit routes in the area. The Traffic Impact Study examined five intersections. These include:

- Kester Avenue / Kittridge Street
- Van Nuys Boulevard / Vanowen Street
- Van Nuys Boulevard / Kittridge Street
- Van Nuys Boulevard / Haynes Street
- Van Nuys Boulevard / Victory Boulevard

To evaluate the effects of the project's traffic on the available transportation infrastructure, the LADOT measured the significance of the impacts in terms of change to the volume-to-capacity ratio for the scenario that includes the proposed project (v/c; refer to Table 20 for intersections

impact threshold criteria). The analysis found that the project would not result in any significant operational impacts to any of the five study intersections. In the Traffic Impact Study, the significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in the LADOT's *Traffic Study Policies and Procedures*, August 2014 (last revised in 2017 and now titled *Transportation Impact Study Guidelines*).

Based on the LADOT's traffic impact criteria, the proposed project is not expected to generate significant traffic impacts at any of the five intersections identified for detailed analysis. As shown in Tables 21 and 22, four of the five study intersections operate at a level of service (LOS) C or better for existing conditions (year 2016). One intersection, Van Nuys Boulevard and Vanowen Street currently operates at LOS D during PM peak hour. All five study intersections would operate at a LOS D or better for future year conditions with and without the proposed project.

Table 20
City of Los Angeles Intersection Impact Threshold Criteria

Final v/c	Level of Service	Project Related Increase in v/c
>0.701 – 0.800	C	Equal or greater than 0.040
>0.801 – 0.900	D	Equal or greater than 0.020
>0.901	E or F	Equal or greater than 0.010

Source: LLG, 2016.

The change in v/c ratios shown in Tables 21 and 22 are below the City's significance thresholds presented in Table 19 at all study intersections. Therefore, the project's impact would be **less than significant**.

Table 21
Summary of Existing Volume Capacity Ratios and Level of Service

Location	Peak Hour	Year 2016 (V/C:LOS)	Year 2016 Existing with Project (V/C:LOS)	Change in V/C	Significant Impact
Kester Ave / Kittridge St.	AM PM	0.414:A 0.431:A	0.419:A 0.435:A	0.005 0.004	No No
Van Nuys Blvd / Vanowen St.	AM PM	0.713:C 0.804:D	0.717:C 0.804:D	0.004 0.000	No No
Van Nuys Blvd / Kittridge St.	AM PM	0.489:A 0.521:A	0.523:A 0.512:A	0.034 -0.009	No No
Van Nuys Blvd / Haynes St.	AM PM	0.418:A 0.381:A	0.427:A 0.385:A	0.009 0.004	No No
Van Nuys Blvd / Victory Blvd.	AM PM	0.725:C 0.725:C	0.731:C 0.733:C	0.006 0.008	No No

Source: LLG, 2016.

Estimated vehicle trips were calculated based on a previous version of the project that included 184 residences and 21,800 s.f. of commercial floor. The current project involves the construction of fewer apartments (174 units) and less retail space (18,400 s.f.); therefore, these estimates are conservative.

Table 22
Summary of Future Year Volume Capacity Ratios and Level of Service

Location	Peak Hour	Year 2018 Future Pre-Project (V/C:LOS)	Year 2018 Future with Project (V/C:LOS)	Change in V/C	Significant Impact
Kester Ave / Kittridge St.	AM PM	0.438:A 0.455:A	0.443:A 0.459:A	0.005 0.004	No No
Van Nuys Blvd / Vanowen St.	AM PM	0.783:A 0.889:A	0.786:C 0.889:D	0.003 0.000	No No
Van Nuys Blvd / Kittridge St.	AM PM	0.527:A 0.567:A	0.562:A 0.558:A	0.035 -0.009	No No
Van Nuys Blvd / Haynes St.	AM PM	0.454:A 0.420:A	0.463:A 0.423:A	0.009 0.003	No No
Van Nuys Blvd / Victory Blvd.	AM PM	0.799:A 0.828:A	0.805:D 0.836:D	0.006 0.008	No No

Source: LLG, 2016.

Estimated vehicle trips were calculated based on a previous version of the project that included 184 residences and 21,800 s.f. of commercial floor. The current project involves the construction of fewer apartments (174 units) and less retail space (18,400 s.f.); therefore, these estimates are conservative.

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

No Impact. See Section XVI.a. The proposed project would not generate trips that would exceed Congestion Management Program (CMP) thresholds. **No impact** would occur.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. As discussed in Section VIII, *Hazards and Hazardous Materials*, the project site is located about 2.2 miles from the nearest airport (Van Nuys Airport) and is not located within a designated fly zone or airport influence area. **No impact** with respect to air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

No Impact. A significant impact may occur if the proposed project:

- Includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area;
- Includes site access or other features designed in such a way as to create hazardous conditions; or
- Would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

The project site is directly accessible from Van Nuys Boulevard, which is accessible from the east and west from Victory Boulevard and Vanowen Boulevard and multiple collector streets.

The project would not involve any new roadways, would not alter site access, or result in levels of traffic congestion that would impede emergency access. There would be **no impact**.

e) Would the project result in inadequate emergency access?

No Impact. See Section XVI.d. There would be **no impact**.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

No Impact. A significant impact may occur if the project would conflict with adopted polices or involve modifications of existing alternative transportation facilities located on- or off-site. No changes to public transportation systems are proposed and project residents, employees, and patrons would have access to various transit lines that operate along Van Nuys and Victory Boulevards, the Metro Orange Line Van Nuys station, and other public transit routes in the area. The project site is in a transit priority area; therefore, the proposed mixed use development would implement City and SCAG policies related to encouraging compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure. The proposed project would have **no impact** with respect to public transportation or alternative transportation plans, policies, or programs.

XVII. Tribal Cultural Resources

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

Less than Significant Impact. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. An informational letter was mailed via USPS Certified Mail to a total of nine Tribes known to have resources in this area, on August 18, 2016, describing the project and requesting any information regarding resources that may exist on or near the project site. On August 26, 2016, one tribal response was received from Gabrieleño Band of Mission Indians who requested consultation. However, in subsequent email exchanges concluding on September 2, 2016, a Tribe representative confirmed that no consultation is needed. Therefore, impacts would be **less than significant**.

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

Less than Significant Impact. See Section XVII.a. above. Impacts would be **less than significant**.

XVIII. Utilities and Service Systems

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. A significant impact may occur if a project:

- Would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency;
- Would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or
- Would increase wastewater flows such that a sewer or treatment plant is constrained or would become constrained.

The Los Angeles Bureau of Sanitation (BOS) operates and maintains the City's wastewater infrastructure. The City's wastewater collection system serves over four million residential and business customers within a 600-square mile service area that includes Los Angeles and 29 contracting cities and agencies. Over 6,500 miles of public sewers connect to the City's four wastewater treatment and water reclamation plants that process an average of 550 million gallons of wastewater each day (City, n.d.).

The Hyperion Treatment Plant (HTP) serves the project site and is located in Playa del Rey. According to BOS, the HTP is designed to treat up to 450 million gallons per day (mgd) per day and currently treats an average of 275 mgd, with a remaining capacity of 175 mgd (City, n.d.).

The proposed 174-unit mixed-use project would include two- and one-bedroom apartments and studio units. In addition, there would be 18,400 square feet of commercial floor area. The average daily generation sewer rates for each unit type are shown in Table 23. The proposed project would produce an estimated 24,192 gallons of wastewater per day. The existing land use on the project site consists of two retail commercial businesses comprising 24,860 square feet. With a generation rate of 80/1,000 square feet for commercial buildings the existing land use produces an estimated 1,989 gallons per day (City, 2006a). Therefore, the net increase is approximately 22,203 gallons per day. This is about 0.013% of the available capacity at the HTP. All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, impacts would be **less than significant**.

Table 23
Average Daily Wastewater Generation

Unit Type	Number of Proposed Units	Wastewater Generation Rate (gallons/unit)	Total Sewage Generation (gallons per day)
Studio	21	80	1,680
1-Bedroom	86	120	10,320
2-Bedroom	67	160	10,720
Commercial	18,400	80 gallons/1,000 gsf	1,472
		Total Proposed Project	***24,192***
		Less Existing Wastewater Generation	***1,989***
		Proposed Project Net Increase	***22,203***

Source: City, 2006a, Exhibit M.2-12.

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

Less than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 174 units as a result of the project would be consistent with Citywide growth, and, therefore, demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any future construction activities, project applicants would be required to coordinate with the City of Los Angeles BOS to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve proposed project would be undertaken as part of the project. Therefore, the proposed project would have a **less than significant impact** related to water and wastewater infrastructure.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new storm water drainage facilities. As discussed in Section IX, *Hydrology and Water Quality*, the proposed project would comply with current regulations pertaining to retention/detention of site runoff as well as applicable Low Impact Development (LID) requirements, thereby reducing stormwater runoff from existing levels and eliminating the potential to adversely affect the local storm drain system. Thus, the impact would be **less than significant**.

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

Less than Significant Impact. See Section XVIII.b. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. The Los Angeles Department of Water and Power (LADWP) provides water within the City limits. LADWP water sources between 2010 and 2014 included: the Los Angeles Aqueducts (LAA) (average of 29%), local groundwater (average of 12%), the Metropolitan Water District (MWD) (average of 57%) and recycled water (2%) (City, 2015b). Assuming that water use is 120% of wastewater generation (as calculated in Table 23, above), the proposed project would increase net water demand by approximately 29,031 gallons per day or 32.52 acre-feet per year (AFY). Table 24 shows the service area reliability assessment for a potential multiple dry year period 2020-2040 such as was experienced from the years 2010-2015 according to the City's recently updated 2015 Urban Water Management Plan (UWMP).

Table 24
Multiple Dry Years Water Supply and Demand

	2020	2025	2030	2035	2040
Total Demand (AFY)	642,400	676,900	685,500	694,900	709,500
Supply (AFY)					
Existing/Planned	324,770	370,770	381,870	398,070	400,270
MWD Water Purchases	317,630	306,130	303,630	296,830	309,230
Total Supply	642,400	676,900	685,500	694,900	709,500

Source: Exhibit 11G, LADWP, 2015 Urban Water Management Plan (UWMP)

The Governor of California declared a drought state of emergency in 2014 (CA.gov, 2014). In July 2014 and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. Local water agencies have responded with declarations that prohibit water users from filling pools and spas or restrict when or for how long users can irrigate landscaping. The LADWP is required to reduce water consumption by 16% and may be subject to fines from the State Water Resources Control Board if this reduction is not met. Each week LADWP tracks the City's water consumption to determine whether or not water consumption targets are being met.

LADWP projects that through various measures such as conservation and rebalancing the proportions of existing and future water supply sources, adequate water supplies will be available even in the multi-dry year scenario. Total demand in Table 24 was calculated based on LADWP's service area population, which is expected to increase from 3,987,622 in 2015 to 4,351,408 in 2035 (City, 2015b). As discussed above, in Section XIII, *Population and Housing*, the proposed project would not generate population growth exceeding SCAG population forecasts. Therefore, the project's population and associated water demand increase has been accounted

for in the UWMP. Despite the recent drought conditions, adequate water supplies are available to serve the proposed project and water supply impacts would be **less than significant**.

In addition, the project would be required to comply with the RCMs listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-WS-1 (Fire Water Flow):
The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

RC-WS-2 (Green Building Code):
The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

RC-WS-4 (Landscape):
The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Also refer to Section XVIII.b. above.

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

Less than Significant Impact. See Section XVIII.b. above. Impacts would be **less than significant.**

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

Less than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The City of Los Angeles has enacted numerous waste reduction and recycling programs in order to comply with AB 939, which required every city in California to divert at least 50% of its annual waste by the year 2000, and be consistent with AB 341, which sets a 75% recycling goal for California by 2020. As of 2012, the City achieved a landfill diversion rate of 76% (City, 2013).

AB 939 also requires each county to prepare and administer a Countywide Integrated Waste Management Plan. For Los Angeles County, the County's Department of Public Works is responsible for preparing and administering the Los Angeles County Countywide Integrated Waste Management Summary Plan (Summary Plan) and the Countywide Siting Element (CSE). These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and CalRecycle. The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion goal by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The CSE, approved by CalRecycle on June 24, 1998, identifies how, for a 15-year planning period, the county and the cities within would address their long-term disposal capacity demand to safely handle solid waste generated in the county that cannot be reduced, recycled, or composted (County of Los Angeles, 2011). Although the 15-year planning horizon has expired, the CSE is still in the process of being updated.

Various provisions of the LAMC also address solid waste recycling. The City of Los Angeles Space Allocation Ordinance (Ordinance No. 171687, August 6, 1997) sets requirements for the inclusion of recycling areas within individual development projects. In accordance with the Space Allocation Ordinance, all new multi-family residential development projects with four or more units shall provide an adequate recycling area or room for collecting and loading recyclable materials. The proposed project would be subject to the multi-family residential requirement.

The City has adopted a C*onstruction and Demolition (C&D) Waste Recycling Ordinance* to assist in meeting the diversion goals of AB 939 and City of Los Angeles. The proposed project would be required to comply with this ordinance. All construction and demolition waste generated by the proposed project would be required to be taken to a certified C&D waste processor. Many certified waste processors are located within with the City of Los Angeles. The processor closest to the project site is East Valley Diversion / USA Waste of California, located at 11616 Sheldon Street in Sun Valley located approximately 6.6 miles northeast of the project site, which has a recycling rate of 74.94% as of July 1, 2016 (City, n.d.).

The Los Angeles Bureau of Sanitation manages solid waste collection in the City. As the City's own landfills have all been closed and are non-operational, the destination landfills are privately owned and operated. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50% of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Table 25 summarizes the permitted daily throughput, estimated average waste quantities disposed, remaining capacity, and closure date for landfills in the vicinity of the project site. As shown, landfills that may serve the project site have a remaining capacity of over 11,000 tons per day.

Table 25
Solid Waste Disposal Facilities

Facility	Permitted Daily Throughput (tons/day)	Average Daily Waste Quantities Disposed (tons/day)	Estimated Remaining Permitted Capacity (million tons)	Estimated Closure Date
Calabasas Landfill	3,500	748	6.53	2025
Sunshine Canyon City/County Landfill	12,100	7,582	64.69	2037
Chiquita Canyon Landfill	6,000	3,558	1.83	2019
Commerce Refuse-to-Energy Facility	1,000	333	N/A	N/A
TOTAL	**22,600**	**11,158**	**73.05**	**--**

Sources: Los Angeles County Countywide Integrated Waste Management Plan, 2014 Annual Report; CalRecycle, Solid Waste Information System Facility/Site Search: http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx.
N/A = not available

As shown in Table 26, the estimated solid waste generation rate for a multi-family residence is 12.23 pounds per household per day, and the estimated solid waste generation rate for commercial use is 10.53 pounds per employee per day, according to Section M.3. Solid Waste in the *L.A. CEQA Thresholds Guide*. Thus, the proposed mixed-use building would generate a net increase of 1,994 pounds per day. This estimate is conservative since it does not factor in any recycling or waste diversion programs. The proposed project's solid waste would be handled by private waste collection services. This would not exceed the existing daily capacity of any of the landfills listed in Table 25.

Table 26
Solid Waste Generation Rates

Land Use Type	Number of Proposed Units / Employees	Solid Waste Generation Rate (pounds per day)	Total Solid Waste Generation (pounds per day)
Multi-Family Residence	174 units	12.23	2,128
Commercial	37 employees[1]	10.53	390
Total Project Solid Waste Generation			***2,518***
Less Existing Commercial[2]			***524***
Proposed Project Net Total:			***1,994***

[1] Number of employees was projected based on approximately 1 employee per every 500 square feet of retail area.
[2] Estimated 50 employees in existing 24,860 square foot facility.

The proposed project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the County Integrated Waste Management Summary Plan, and the City's recycling program. There is adequate landfill capacity in the region to accommodate project-generated waste; therefore, with compliance with the RCMs listed below, as contained in the City's Mitigation Monitoring Plan, impacts would be **less than significant**.

RC-SW-1 (Designated Recycling Area):

In compliance with Los Angeles Municipal Code, the proposed project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals

RC-SW-2 (Construction Waste Recycling):

In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70% by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70% of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70%. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

RC-SW-3 (Commercial/Multifamily Mandatory Recycling):

In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the proposed project's regular solid waste disposal program. The project applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. See Section XVIII.f. Impacts would be **less than significant**.

XVIX. Mandatory Findings of Significance

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

Less than Significant with Project Mitigation. Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Implementation of mitigation measures identified in Section IV, *Biological Resources*, and Section V, *Cultural Resources*, and compliance with existing regulations would ensure impacts from this project would be **less than significant**.

b) Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects that, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. There are two other projects within the immediate vicinity (within 1.2 miles) of the project site: DIR-2016-2062-DB-SPR-CDO located at 6600 N. Van Nuys Boulevard and approved on December 15, 2017 (4-story mixed-use building with 54 units and 3,160 sq. ft. of ground floor commercial), and ; CPC-2015-2597-ZC-SPR located at 14557 W. Haynes Street, which has not been approved (multi-story mixed-use building with 68 units and 7,800 sq. ft. of ground floor commercial). In addition, 13 planned or under construction projects are located between 1.2 and 2.7 miles from the project site (LLG, 2016; refer to Appendix G). These projects are in addition to projects on the City's Major Projects list, which include the NoHo West commercial development approximately 3.9 miles to the east of the project site, ICON Sherman Oaks mixed-use development approximately 2.8 miles to the south, and ICON Panorama City approximately 2.4 miles to the north (City, 2016d). In order for a project to contribute to cumulative impacts, it must result in some level of impact on a project-specific level. As described in some detail above, several of the proposed project effects are identified as "No Impact," including all of the checklist questions under agricultural and forestry resources and mineral resources. For the remaining topics, project effects were either determined to be either "Less than Significant Impact", or "Less than Significant with Project Mitigation". Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be reduced to less-than-significant with the implementation of mitigation measures and compliance with existing regulations.

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

Less than Significant with Project Mitigation. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, and noise impacts. As detailed in Section III, *Air Quality*, and Section VIII, *Hazards and Hazardous Materials*, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality or hazardous materials. As discussed in Section VI, *Geology and Soils*, Section XII, *Noise,* and Section XVI, *Transportation and Traffic*, construction activity would create potentially significant impacts. However, such impacts would be reduced to less than significant levels through implementation of the mitigation measures identified in Sections VI, XII, and XVI, as well as compliance with RCMs. Therefore, impacts to human beings would be **less than significant with project mitigation** and regulatory compliance measures incorporated in other sections of this document.

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Personal Communications

Malakai, Ruby, Senior Lead Officer at Los Angeles Police Department, Office of Operations, September 12, 2016

Appendix A

Arborist's Letter

Paul A. Lewis Landscape Architect
13351-D Riverside Drive #445, Sherman Oaks, CA 91423
Phone#: 818-788-9382 Fax#: 818-788-3217
Registered Landscape Architect #3620, renewal 2/28/15

July 27, 2016

Mr. John Friedman
Ketter Design, Inc.
14541 Delano Street
Van Nuys, CA 91411

6575 Van Nuys Blvd., Van Nuys 91401

Dear Mr. Friedman:

This letter is in regards to the property at 6575 Van Nuys., Van Nuys, CA 91401. On July 27, 2016 I visited the site and reviewed the existing trees in my capacity as a landscape architect to determine if there are any native trees as recognized by the City of Los Angeles Protected Tree Ordinance.

The property has commercial retail stores and a parking lot. There are no native trees on this site, however there are 13 non-native trees with a trunk greater than 8" that will need to be replaced on a 1:1 basis with your new project.

There are no native trees on any of the adjacent properties. There are a total of 13 Washingtonia robusta palms along van Nuys Blvd and Kittridge that will remain as well as two Ginkos that are in terrible condition and should be replaced when the additional proposed Gingkos are planted. We will file a Tree Removal Permit with Urban Forestry when you are ready for permitting this work.

As stated, none of these trees are protected native trees. Should you have any questions, please feel free to contact me directly at 818-788-9382

Sincerely yours,

Paul Lewis

Paul A. Lewis Landscape Architect
13351-D Riverside Drive #445, Sherman Oaks, CA 91423
Phone#: 818-788-9382 Fax#: 818-788-3217
Registered Landscape Architect #3620, renewal 2/28/19

March 5, 2018

Mr. John Friedman
Ketter Design, Inc.
14541 Delano Street
Van Nuys, CA 91411

6575 Van Nuys Blvd., Van Nuys 91401

Dear Mr. Friedman:

This letter is in regards to the property at 6575 Van Nuys Blvd., Van Nuys, CA 91401. It is my understanding that Peg Malone at the Department of Planning is concerned about the Washingtonia robusta, Mexican fan palm, along Van Nuys Blvd and the impact from construction.

As the sidewalk is over 10 feet wide and the root ball of the Washingtonia palms is only about 6 feet in diameter there will be no impact on these palms during construction. Furthermore as you will be shoring behind the sidewalk outside of the right of way within your property, there will also be no risk of the soil collapsing and the sidewalk and street failing thus risking the possibility of the palms falling over.

Should Ms. Malone need any additional information regarding the Washingtonia robusta, she can consult with the Urban Forestry Division of Public Works (213) 8847-3077 and they would be more than happy to assist her with any questions she may have regarding these palms.

Sincerely yours,

Paul Lewis

Appendix B

Air Quality & Greenhouse Gas Study

Van Nuys Plaza

Air Quality & Greenhouse Gas Study

prepared by

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

October 12, 2016

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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Van Nuys Plaza

Air Quality & Greenhouse Gas Study

prepared by

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

November 20, 2016

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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NOTE TO READER

It is noted that this Air Quality & Greenhouse Gas Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of this Air Quality & Greenhouse Gas Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates in this report are considered conservative.

It is also noted that GHG emissions modeling for the proposed project was conducted in 2016, using the construction dates of January 2017 through March 2018; however, the project has since been delayed and the construction period is currently anticipated to commence in 2018. Since an earlier timeframe was used for the CalEEMod, the results of the modeling are considered conservative--actual project-related construction emissions would be less than those stated in this report.

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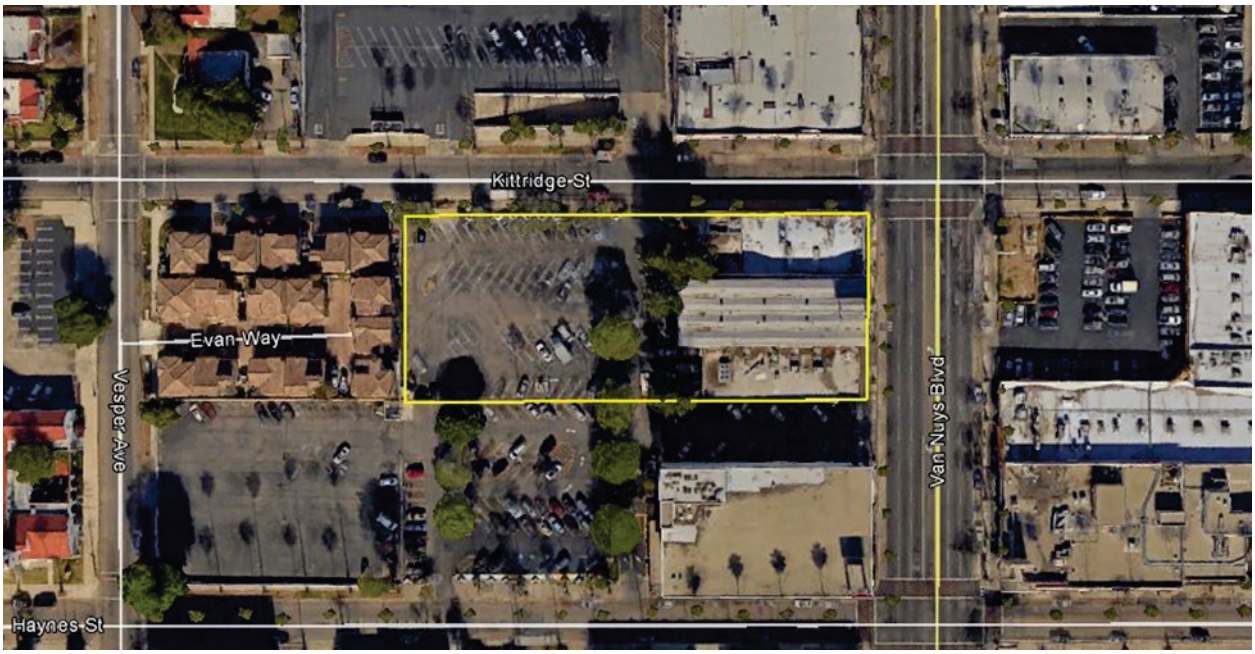
INTRODUCTION

This report is an analysis of the potential air quality impacts of the proposed mixed use building located at 6569 – 6581 N. Van Nuys Blvd and 14506-14534 W. Kittridge Street in Los Angeles, California. The report has been prepared by Rincon Consultants, Inc. under contract to Index Real Estate Investments, for use by the City of Los Angeles, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the proposed project's air pollutant emissions and associated impacts. This study analyzes both temporary air quality impacts related to construction activity and possible long-term air quality impacts associated with operation of the proposed project.

PROJECT DESCRIPTION

The proposed project involves the demolition of an existing 24,860 square foot commercial building and parking lot and the construction of a six story mixed use building consisting of 184 residential units, 21,800 square feet of ground floor commercial space, and three levels of subterranean parking. The proposed project is located at 6569 – 6581 N. Van Nuys Blvd and 14506-14534 W. Kittridge Street in Los Angeles, California as shown in Figure 1 below.



AIR QUALITY BACKGROUND

Air Pollution Regulation

The federal and state governments have authority under the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources

Board (ARB) is the state equivalent in California. Federal and state standards have been established for six criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). Table 1 on the following page lists the current federal and state standards for each of these pollutants. California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except lead and the eight-hour average for CO.

The ARB provides local air quality management through county-level or regional (multi-county) Air Pollution Control Districts (APCDs). The ARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide. Los Angeles is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." The South Coast Air Basin is a non-attainment area for both the federal and state standards for ozone and PM_{10}. The Basin is in attainment of the state and federal standards for nitrogen dioxide and carbon monoxide. Characteristics of ozone, carbon monoxide, nitrogen dioxide, and suspended particulates are described below.

Table 1
Current Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 ppm
	8-Hour	0.070 µg/m^3	0.070 µg/m^3
PM_{10}	24-Hour	150 µg/m^3	50 µg/m^3
	Annual	---	20 µg/m^3
$PM_{2.5}$	24-Hour	35 µg/m^3	---
	Annual	12 µg/m^3	12 µg/m^3
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	24-Hour	---	0.04 ppm
	1-Hour	0.075 ppm (primary)	0.25 ppm
Lead	30-Day Average	---	1.5 µg/m^3
	3-Month Average	0.15 µg/m^3	---

ppm = parts per million µg/m^3 = micrograms per cubic meter
Source: California Air Resources Board, https://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 4, 2016.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_X) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide (CO) is a local pollutant that is found in high concentrations only near the source. The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. CO's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM_{10} and acid rain.

Suspended Particulates

PM_{10} is particulate matter measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Both PM_{10} and $PM_{2.5}$ are by-products of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($PM_{2.5}$) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Local Air Quality

California's weather is heavily influenced by a semi-permanent high-pressure system west of the Pacific Ocean. The Mediterranean climate of the region and the coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The sea breeze, which is the predominant wind, is a primary factor in creating this climate and typically flows from the west-southwest in a day-night cycle with speeds generally ranging from 5 to 15 miles per hour. The sea breeze maintains the cool temperatures and clean air circulation and generally prevents warmer inland temperatures and air pollution from permeating into the peninsula, except under certain seasonal conditions such as the offshore Santa Ana winds.

Air quality in the South Coast Air Basin is affected by the emission sources located in the region, as well as by three natural factors:

1. A **natural terrain barrier** to emission dispersion north and east of the metropolitan Los Angeles area.
2. A **dominant on-shore flow** transports and disperses air pollution by driving air pollution originating in industrial areas along the coast toward the natural terrain barrier, limiting horizontal dispersion. The effect of this flow is a gradual degradation of air quality from coastal to inland areas. The greatest impacts can be seen in the San Gabriel Valley and near Riverside at the foot of the San Gabriel Mountains.
3. **Atmospheric inversions** limit dispersion of air pollution on a vertical scale. Temperature typically decreases with altitude. However, under inversion conditions temperature begins to increase at some height above the ground. This height is called the base of the inversion. The temperature increase continues through an unspecified layer after which the temperature change with height returns to standard conditions. The inversion layer is typically very stable and acts as a cap to the vertical dispersions of pollutants.

The SCAQMD operates a network of air monitoring stations throughout the Basin. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California and federal standards. The air quality monitoring station located nearest to the project site is the Reseda Station located at 18330 Gault Street in Reseda CA, approximately 5 miles west of the project site. The Resedastation does not record particulate matter data, so the next closes location (Los Angeles - North Main Street) was used for this data. Table 2 indicates the number of days that each of the state and federal standards has been exceeded at the closest monitoring stations.

The hourly ozone concentration exceeded state standards on seven days in 2013, six days in 2014, and 11 days in 2015. The ozone concentration did not exceed federal standards in the last three years. The PM_{10} concentration exceeded state standards on 20 days in 2013, 38 days in 2014, and 30 days in 2015. PM_{10} concentrations did not exceed federal standards in 2013, 2014, or 2015. The $PM_{2.5}$ concentration exceeded federal standards on once in 2013, six days in 2014, and on seven days in 2015. No exceedances of either the state or federal standards for NO_2 or CO have occurred in the last three years. Background CO levels are generally low.

Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; persons over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore schools and hospitals. Nearby sensitive receptors include residential units adjacent to the western project site boundary along Kittridge Street, as well as residences along Vesper Avenue approximately 200 feet west of the project site and residences along Kittridge Street approximately 350 feet east of the project site.

Table 2
Ambient Air Quality Data

Pollutant	2013	2014	2015
Hourly Ozone, ppm – Worst Hour	0.124	0.116	0.119
Number of days of State exceedances (>0.09 ppm)	7	6	11
Number of days of Federal exceedances (>0.12 ppm)	0	0	0
Carbon Monoxide, ppm - Worst 8 Hours	*	*	*
Number of days of State/Federal exceedances (>9.0 ppm)	*	*	*
Nitrogen Dioxide, ppm - Worst Hour	58.1	58.9	72.5
Number of days of State exceedances (>0.25 ppm)	0	0	0
Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours[1]	74.5	86.8	88.5
Number of samples of State exceedances (>50 $\mu g/m^3$)	20	38	30
Number of samples of Federal exceedances (>150 $\mu g/m^3$)	0	0	0
Particulate Matter <2.5 microns, $\mu g/m^3$ Worst 24 Hours	54.8	65.0	70.3
Number of samples of Federal exceedances (>35 $\mu g/m^3$)	1	6	7

**Insufficient data available.*
Reseda Monitoring Station
Most Recent Carbon Monoxide measurement is 2.7 ppm in 2012.
PM10 and 2.5 data taken from Los Angeles-North Main Street Station (Not available at Reseda)
Source: California Air Resources Board, available at http://www.arb.ca.gov/adam/topfour/topfour1.php

GREENHOUSE GAS BACKGROUND

Climate Change and Greenhouse Gas

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably

with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2013), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95% or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC, 2013).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Observations of CO_2 concentrations, globally-averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH_4 and N_2O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (SF_6) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH_4 has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC, 2007).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil

fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Greenhouse Gases (GHGs)

Carbon Dioxide. The global carbon cycle is made up of large carbon flows and reservoirs. Billions of tons of carbon in the form of CO_2 are absorbed by oceans and living biomass (i.e., sinks) and are emitted to the atmosphere annually through natural processes (i.e., sources). When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (United States Environmental Protection Agency [U.S. EPA], 2014). CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the second half of the 20th century. Concentrations of CO_2 in the atmosphere have risen approximately 40 percent since the industrial revolution. The global atmospheric concentration of CO_2 has increased from a pre-industrial value of about 280 parts per million (ppm) to 391 ppm in 2011 (IPCC, 2007; Oceanic and Atmospheric Administration [NOAA], 2010). The average annual CO_2 concentration growth rate was larger between 1995 and 2005 (average: 1.9 ppm per year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2005 average: 1.4 ppm per year), although there is year-to-year variability in growth rates (NOAA, 2010). Currently, CO_2 represents an estimated 74 percent of total GHG emissions (IPCC, 2007). The largest source of CO_2 emissions, and of overall GHG emissions, is fossil fuel combustion.

Methane. Methane (CH_4) is an effective absorber of radiation, though its atmospheric concentration is less than that of CO_2 and its lifetime in the atmosphere is limited to 10 to 12 years. It has a GWP approximately 25 times that of CO_2. Over the last 250 years, the concentration of CH_4 in the atmosphere has increased by 148 percent (IPCC, 2007), although emissions have declined from 1990 levels. Anthropogenic sources of CH_4 include enteric fermentation associated with domestic livestock, landfills, natural gas and petroleum systems, agricultural activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (U.S. EPA, 2014).

Nitrous Oxide. Concentrations of nitrous oxide (N_2O) began to rise at the beginning of the industrial revolution and continue to increase at a relatively uniform growth rate (NOAA, 2010). N_2O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes. Use of these fertilizers has increased over the last century. Agricultural soil management and mobile source fossil fuel combustion are the major sources of N_2O emissions. The GWP of nitrous oxide is approximately 298 times that of CO_2 (IPCC, 2007).

Fluorinated Gases (HFCS, PFCS and SF_6). Fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfurhexafluoride (SF_6), are powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the Montreal Protocol (1987) and Clean Air Act Amendments of 1990. Electrical transmission and distribution systems account for most SF_6 emissions, while PFC emissions result from semiconductor manufacturing and as a by-product of primary aluminum production.

Fluorinated gases are typically emitted in smaller quantities than CO_2, CH_4, and N_2O, but these compounds have much higher GWPs. SF_6 is the most potent GHG the IPCC has evaluated.

Greenhouse Gas Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT, or gigatonne) CO_2e in 2010 (IPCC, 2014). CO_2 emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, carbon dioxide was the most abundant accounting for 76 percent of total 2010 emissions. Methane emissions accounted for 16 percent of the 2010 total, while nitrous oxide and fluorinated gases account for 6 and 2 percent respectively (IPCC, 2014).

Total U.S. GHG emissions were 6,525.6 MMT CO_2e in 2012 (U.S. EPA, 2014). Total U.S. emissions have increased by 4.7 percent since 1990; emissions decreased by 3.4 percent from 2011 to 2012 (U.S. EPA, 2014). The decrease from 2011 to 2012 was due to a decrease in the carbon intensity of fuels consumed to generate electricity due to a decrease in coal consumption, with increased natural gas consumption. Additionally, relatively mild winter conditions, especially in regions of the United States where electricity is important for heating, resulted in an overall decrease in electricity demand in most sectors. Since 1990, U.S. emissions have increased at an average annual rate of 0.2 percent. In 2012, the transportation and industrial end-use sectors accounted for 28.2 percent and 27.9 percent of CO_2 emissions (with electricity-related emissions distributed), respectively. Meanwhile, the residential and commercial end-use sectors accounted for 16.3 percent and 16.4 percent of CO_2 emissions, respectively (U.S. EPA, 2014).

Based upon the California Air Resources Board (ARB) California Greenhouse Gas Inventory for 2000-2013, California produced 459.3 MMT CO_2E in 2013 (ARB, 2015). The major source of GHG in California is transportation, contributing 37 percent of the state's total GHG emissions. Industrial sources are the second largest source of the state's GHG emissions (CARB, 2015). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The ARB has projected statewide unregulated GHG emissions for the year 2020 will be 509.4 MMT CO_2e (ARB, 2014). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

Effects of Global Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The global combined land and ocean temperature data show an increase of about 0.89°C (0.69°C–1.08°C) over the period 1901–2012 and about 0.72°C (0.49°C–0.89°C) over the period 1951–2012 when described by a linear trend. Several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations are in agreement that LSAT as well as sea surface temperatures have increased. In

addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC, 2013).

According to the CalEPA's *2010 Climate Action Team Biennial Report*, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, 2010). Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality. Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Energy Commission [CEC], 2009).

Water Supply. Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future water supplies in California. However, the average early spring snowpack in the Sierra Nevada decreased by about 10 percent during the last century, a loss of 1.5 million acre-feet of snowpack storage. During the same period, sea level rose eight inches along California's coast. California's temperature has risen 1°F, mostly at night and during the winter, with higher elevations experiencing the highest increase. Many Southern California cities have experienced their lowest recorded annual precipitation twice within the past decade. In a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources [DWR], 2008; CCCC, 2009).

This uncertainty complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. Based upon historical data and modeling DWR projects that the Sierra snowpack will experience a 25 to 40 percent reduction from its historic average by 2050. Climate change is also anticipated to bring warmer storms that result in less snowfall at lower elevations, reducing the total snowpack (DWR, 2008).

Hydrology and Sea Level Rise. As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. According to The Impacts of Sea-Level Rise on the California Coast, prepared by the California

Climate Change Center (CCCC) (CCCC, 2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 mm per year, which is double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization [WMO], 2013). As a result, sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO, 2013). Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report (2013) predicts a mean sea–level rise of 11-38 inches by 2100. This prediction is more than 50 percent higher than earlier projections of 7-23 inches, when comparing the same emissions scenarios and time periods. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply due to salt water intrusion. I*n addition, i*ncreased CO_2 emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture. California has a $30 billion annual agricultural industry that produces half of the country's fruits and vegetables. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater air pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (CCCC, 2006).

Ecosystems and Wildlife. Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the average global surface temperature could rise by 1.0-4.5°F (0.6-2.5°C) in the next 50 years, and 2.2-10°F (1.4-5.8°C) in the next century, with substantial regional variation. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan, 2006).

Local Effects of Climate Change. While the above discussion identifies the possible effects of climate change at a global and potentially statewide level, current scientific modeling tools are unable to predict with a similar degree of accuracy what local impacts may occur with a similar degree of accuracy. In general, regional and local predictions are made based on downscaling statewide models (CalEPA, April 2010).

Regulatory Setting

The following regulations address both climate change and GHG emissions.

International Regulations. The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change (UNFCCC) since it was produced in 1992. The UNFCCC is an international environmental treaty with the objective of, "stabilization of

GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system." This is generally understood to be achieved by stabilizing global GHG concentrations between 350 and 400 ppm, in order to limit the global average temperature increases between 2 and 2.4°C above pre-industrial levels (IPCC, 2007). The UNFCCC itself does not set limits on GHG emissions for individual countries or enforcement mechanisms. Instead, the treaty provides for updates, called "protocols," that would identify mandatory emissions limits.

Five years later, the UNFCCC brought nations together again to draft the *Kyoto Protocol* (1997). The Kyoto Protocol established commitments for industrialized nations to reduce their collective emissions of six GHGs (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) to 5.2 percent below 1990 levels by 2012. The United States is a signatory of the Kyoto Protocol, but Congress has not ratified it and the United States has not bound itself to the Protocol's commitments (UNFCCC, 2007). The first commitment period of the Kyoto Protocol ended in 2012. Governments, including 38 industrialized countries, agreed to a second commitment period of the Kyoto Protocol beginning January 1, 2013 and ending either on December 31, 2017 or December 31, 2020, to be decided by the Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol at its seventeenth session (UNFCCC, 2011).

In Durban (17th session of the Conference of the Parties in Durban, South Africa, 2011), governments decided to adopt a universal legal agreement on climate change. Work began on that task immediately under a new group called the Ad Hoc Working Group on the Durban Platform for Enhanced Action. Progress was also made regarding the creation of a Green Climate Fund (GCF) for which a management framework was adopted (UNFCCC, 2011; United Nations, 2011).

In December 2015, the 21st session of the Conference of the Parties (COP21) adopted the Paris Agreement. The deal requires all countries that ratify it to commit to cutting greenhouse gas emissions, with the goal of peaking greenhouse gas emissions "as soon as possible" (Worland, 2015). The agreement includes commitments to (1) achieve a balance between sources and sinks of greenhouse gases in the second half of this century; (2) to keep global temperature increase "well below" 2 degrees Celsius (C) or 3.6 degrees Fahrenheit (F) and to pursue efforts to limit it to 1.5 C; (3) to review progress every five years; and (4) to spend $100 billion a year in climate finance for developing countries by 2020 (UNFCCC, 2015). The agreement includes both legally binding measures, like reporting requirements, as well as voluntary or non-binding measures while, such as the setting of emissions targets for any individual country (Worland, 2015).

Federal Regulations. The United States Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act.

The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The first annual reports for these sources were due in March 2011.

On May 13, 2010, the U.S. EPA issued a Final Rule that took effect on January 2, 2011, setting a threshold of 75,000 tons CO_2e per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit after that date. On November 10, 2010, the U.S. EPA published the "PSD and Title V Permitting Guidance for Greenhouse Gases." The U.S. EPA's guidance document is directed at state agencies responsible for air pollution permits under the Federal Clean Air Act to help them understand how to implement GHG reduction requirements while mitigating costs for industry. It is expected that most states will use the U.S. EPA's new guidelines when processing new air pollution permits for power plants, oil refineries, cement manufacturing, and other large pollution point sources.

On January 2, 2011, the U.S. EPA implemented the first phase of the Tailoring Rule for GHG emissions Title V Permitting. Under the first phase of the Tailoring Rule, all new sources of emissions are subject to GHG Title V permitting if they are otherwise subject to Title V for another air pollutant and they emit at least 75,000 tons CO_2e per year. Under Phase 1, no sources were required to obtain a Title V permit solely due to GHG emissions. Phase 2 of the Tailoring Rule went into effect July 1, 2011. At that time new sources were subject to GHG Title V permitting if the source emits 100,000 tons CO_2e per year, or they are otherwise subject to Title V permitting for another pollutant and emit at least 75,000 tons CO_2e per year.

On July 3, 2012 the U.S. EPA issued the final rule that retains the GHG permitting thresholds that were established in Phases 1 and 2 of the GHG Tailoring Rule. These emission thresholds determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

California Regulations. California Air Resources Board (ARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. California has a numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires ARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 percent reduction from 2009 levels by 2012 and 30 percent by 2016. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (ARB, 2011).

In 2005, the governor issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80

percent below 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In April 2015 the governor issued EO B-30-15, calling for a new target of 40% below 1990 levels by 2030.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, ARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO_2e. The Scoping Plan was approved by ARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years. Implementation activities are ongoing and ARB is currently the process of updating the Scoping Plan.

In May 2014, ARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines ARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (ARB, 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

ARB Resolution 07-54 establishes 25,000 MT of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005 percent of California's total inventory of GHG emissions for 2004.

Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8% reduction in GHGs from transportation sources by 2020 and a 13% reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

In April 2011, the governor signed SB 2X requiring California to generate 33 percent of its electricity from renewable energy by 2020.

On April 29, 2015, the governor issued an executive order to establish a statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030. According to CARB, reducing GHG emissions by 40 percent below 1990 levels in 2030 ensures that California will continue its efforts to reduce carbon pollution and help to achieve federal health-based air quality standards. Setting clear targets beyond 2020 also provides market certainty to foster investment and growth in a wide array of industries throughout the State, including clean technology and clean energy. CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in 2016 (CARB 2015).

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

California Environmental Quality Act. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted *CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, a variety of air districts have adopted quantitative significance thresholds for GHGs.

Local Regulations

The City of Los Angeles adopted its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. Green LA set the goal of reducing the City's greenhouse gas emissions to 35% below 1990 levels by 2030. The emphasis of Green LA is on municipal facilities and operations followed by programs to reduce emissions in the community. Green LA is being implemented through Climate LA, which provides detailed information about each action item discussed in the Green LA framework.

California Environmental Quality Act

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. As noted previously, the adopted *State CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), the San Luis Obispo Air Pollution Control District (SLOAPCD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. However, in March 2013 the BAAQMD's thresholds were overruled by the Alameda County Superior Court (*California Building Industry Association v. Bay Area Air Quality Management District*), on the basis that adoption of the thresholds constitutes a "project" under CEQA, but did not receive the appropriate environmental review. It is unclear whether BAAQMD will choose to appeal the decision or proceed with CEQA review of its thresholds. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO_2e /year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD recommends a quantitative threshold for all land use types of 3,000 metric tons CO_2e /year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010). Note that no air district has the power to establish definitive thresholds that will completely relieve a lead agency of the obligation to determine significance on a case-by-case basis for a specific project.

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Air Quality Significance Thresholds

Regional Thresholds

To determine whether a proposed project would have a significant impact to air quality, Appendix G of the *CEQA Guidelines* questions whether a project would:

a) *Conflict with or obstruct implementation of the applicable air quality plan;*
b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation;*
c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);*
d) *Expose sensitive receptors to substantial pollutant concentrations; or*
e) *Create objectionable odors affecting a substantial number of people.*

The SCAQMD has established the following significance thresholds for construction activities and project operations within the South Coast Air Basin:

Construction Thresholds

- *75 pounds per day of ROG*
- *100 pounds per day of NOx*
- *550 pounds per day of CO*
- *150 pounds per day of PM10*
- *55 pounds per day of PM2.5*

Operation Thresholds

- *55 pounds per day of ROG*
- *55 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of SO_X*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

Localized Significance Thresholds

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is located in Source Receptor Area 7 (SRA-7, East San Fernando Valley). SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the proposed project. Additionally, the thresholds are different depending on the distance to the nearest sensitive receptor. The sensitive receptors closest to the project site are residences located adjacent to the western border of the site, so the 82 feet (25 meter) thresholds have been used. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, the use of LSTs is voluntary, to be implemented at the discretion of local agencies. Because the project site is 1.3 acres, a regression analysis was used to calculate the thresholds shown in Table 3.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions (lbs/day) as a function of receptor distance in feet from a two-acre site in SRA-7 (at a distance of 82 Feet)
Gradual conversion of NOx to NO2	90
CO	584
PM10	5
PM2.5	3

Source: SCAQMD, June 2003, Revised October 2009, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed online September 2016.

Greenhouse Gas Emissions Thresholds

The *State CEQA Guidelines* are used in evaluating the cumulative significance of GHG emissions from the proposed project. As described by *CEQA Guidelines* Section 15064.4, a lead agency shall have discretion to determine, in the context of a particular project, whether to:

> *(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or*
>
> *(2) Rely on a qualitative analysis or performance based standards.*

Further, a lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

> *(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
>
> *(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.*
>
> *(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.*

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to global climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact 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, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment of impacts and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO_2e) per year from industrial development projects to be significant (SCAQMD, 2009). However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2008). Under Tier 2, project impacts would be less than significant if a

project is consistent with an approved local or regional plan adopted for the purpose of reducing GHG emissions. Therefore, GHG emissions associated with the proposed project would be less than significant if the project is consistent with Climate LA, Green LA, and other applicable GHG reduction policies and plans.

Air Quality Methodology

This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993). The handbook includes thresholds for emissions associated with both construction and operation of proposed projects.

The construction activities associated with development would generate diesel emissions and dust. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. Some of this equipment would be used during grading activities as well as when structures are constructed. It is assumed that all construction equipment used would be diesel-powered. Regional construction emissions associated with development of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) software and estimates of the types and number of pieces of equipment that would be used on-site during each of the construction phases. Construction emissions are analyzed based on the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook*. The highest emissions from the output were included in this analysis. In this case, the highest emissions are from the Winter Output (Appendix A).

Operational emissions associated with on-site development were also estimated using CalEEMod. Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of on-site development. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coating. To determine whether a regional air quality impact would occur, the increase in emissions would be compared with the SCAQMD's recommended regional thresholds for operational emissions.

Greenhouse Gas Methodology

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on CO_2, N_2O, and CH_4 as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, the project is a commercial development; therefore, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009).

This analysis calculates GHG emissions by quantifying the project's amenities and design features and also takes into account current state and federal measures that are intended to

reduce GHG emissions. State and federal measures that are built into the emissions model calculation include Title 24 Energy Standards, Pavley (Clean Car Standards) and Low Carbon Fuel Standards.

Construction Emissions

Construction of the proposed project would generate GHG emissions, primarily due to the operation of construction equipment and truck trips. Project construction was estimated to be completed within approximately 15 months. For this analysis, it was assumed that construction would commence in January 2017 and would be completed in March 2018. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod), based on the projected maximum amount of equipment that would be used onsite at one time. Complete CalEEMod results and assumptions can be viewed in Appendix B.

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches (as discussed below in *GHG Cumulative Significance*) adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA, 2008). Nevertheless, the SCAQMD has recommended amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions.

Indirect Emissions

Emissions associated with area sources including consumer products, landscape maintenance, hearth, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and district supplied emission factor values (CalEEMod User Guide, 2011).

Operational emissions from electricity and natural gas use at the proposed project were estimated using CalEEMod (see Appendix B for calculations). The default values on which CalEEMod are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides operational emissions of CO_2, N_2O, and CH_4. This methodology is considered reasonable and reliable for use, as it has been subjected to peer review by numerous public and private stakeholders, and in particular by the CEC. It is also recommended by CAPCOA (January 2008).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2011). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity is from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

Direct Emissions from Mobile Combustion

Emissions of CO_2 and CH_4 from transportation sources were quantified using CalEEMod. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January, 2009) direct emissions factors for mobile combustion (see Appendix B for calculations). The calculation methodology used is consistent with, but more conservative than, The Climate Registry (March, 2013). Vehicle trips were estimated in CalEEMod using the default settings for a 184 unit apartment building. Emission rates for N_2O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

One of the limitations to a quantitative analysis is that emission models, such as CalEEMod, evaluate aggregate emissions and do not demonstrate, with respect to a global impact, what proportion of these emissions are "new" emissions, specifically attributable to the project in question. For most projects, the main contribution of GHG emissions is from motor vehicles and the total vehicle miles traveled (VMT), but the quantity of these emissions appropriately characterized as "new" is uncertain. Traffic associated with a project may be relocated trips from other locales, and consequently, may result in either higher or lower net VMT. For the proposed project analyzed in this report, it is likely that some of the GHG emissions associated with traffic and energy demand would be truly "new" emissions. However, it is also likely that some of the emissions represent diversion of emissions from other locations. Thus, although GHG emissions are associated with onsite development, it is not possible to discern how much diversion is occurring or what fraction of those emissions represents global increases. In the absence of information regarding the different types of trips, the VMT estimate generated by CalEEMod, which assumes that all trips are new, is used as a conservative, "worst-case" estimate.

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Air Quality Impacts

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to ROG that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of site preparation, grading, erection of the proposed buildings, paving, and architectural coating.

The site preparation phase would involve the greatest amount of heavy equipment and the most substantial generation of fugitive dust. This analysis assumes that there would be approximately 61,250 cubic yards of soil removed from the site in order to create the subterranean parking area. This quantity assumes that the area of the subterranean parking structure would match the footprint of the overlaying building and a total excavation depth of 30 feet. It was also assumed that the project would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which

would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for grading and site preparation is based on the proposed development and phasing. The emissions modeling also includes the use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Table 4 summarizes the estimated maximum daily emissions of air pollutants during construction. The maximum daily emissions of ROG would occur during the architectural coating phase. The maximum daily emissions of NOx would occur during the grading phase. The maximum daily emissions of CO would occur during the demolition phase. The maximum daily emissions of PM_{10} and $PM_{2.5}$ would occur during the grading phase.

Table 4
Estimated Maximum Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Construction Emissions	**39.4**	**49.3**	**43.1**	**6.1**	**3.2**
SCAQMD Regional Thresholds	75	100	550	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Maximum lbs/day (on-site only)	n/a	**28.2**	**20.9**	**4.3**	**2.9**
Local Significance Threshold [1] (on-site only)	n/a	90	584	5	3
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**

Notes: All calculations were made using the CalEEMod software. See the Appendix A for calculations. Totals include worker trips, construction vehicle emissions and fugitive dust.Winter emissions shown.

Grading phase incorporates anticipated emissions reductions include the conditions listed above, which are required by SCAQMD Rule 403 to reduce fugitive dust.

Architectural Coating phase anticipated emissions reductions include the standards in SCAQMD Rule 1113, and the phase is assumed to occur over last 50 days of building construction phase.

[1] LSTs are calculated by a regression analysis between the thresholds for a one acre project and a two acre project in SRA-7 within a distance of 82 feet from the site boundary.

With the use of low-VOC paint according to SCAQMD Rule 1113, temporary ROG emissions would not exceed SCAQMD regional thresholds. Maximum daily emissions of NO_X and CO would not exceed SCAQMD or LST thresholds. With adherence to the conditions listed above, as required by SCAQMD Rule 403, maximum daily emissions of fugitive dust (PM_{10} and $PM_{2.5}$) would not exceed SCAQMD or LST thresholds. Therefore, construction-related emissions would be less than significant.

Operational Emissions

Table 5 summarizes estimated emissions associated with operation of the proposed project. The majority of project-related operational emissions would be due to area emissions and vehicle trips to and from the site. The emissions from the proposed project takes into consideration operational emissions from the current existing land uses in operation on the project site. Net emissions from the proposed project are the emissions from the proposed project minus emissions from the existing land uses. This analysis uses traffic volumes from the project Traffic Impact Study. The overall difference in traffic from the existing land use to the proposed project is estimated at 519 daily vehicle trips. The project operational emissions also assume compliance with SCAQMD Rule 445, which prohibits the installation of wood burning hearths in new developments.

Table 5
Estimated Operational Emissions

Operational Phase	Estimated Emissions (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project						
Area	5.0	0.2	15.3	<0.01	0.1	0.1
Energy	0.04	0.3	0.2	<0.01	0.03	0.03
Mobile	7.3	19.4	75.3	0.2	14.9	4.2
Maximum lbs/day	12.6	20.0	90.8	0.2	15.0	4.3
Existing Land Use						
Area	0.6	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	3.9	8.0	33.8	0.1	5.6	1.6
Maximum lbs/day	4.5	8.1	33.8	0.1	5.6	1.6
Net Emissions From Proposed Project[1]	**8.1**	**11.9**	**57.0**	**0.1**	**9.6**	**2.9**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix A for Proposed Project CalEEMod computer model output and Appendix B for existing land use CalEEMod computer model output. Winter emissions shown.

[1]Net emissions = Proposed Project – Existing Land Use

Project-generated emissions would not exceed SCAQMD thresholds for ROG, No_x, CO, SO_x, PM_{10}, and $PM_{2.5}$.. Therefore, the project's long-term regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant.

Local Carbon Monoxide Emissions

As discussed above, CO is a colorless, odorless, poisonous gas that is found in high concentrations near areas of high traffic volumes. The South Coast Air Basin is in attainment of state and federal CO standards and has been for several years. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs. At the Reseda Monitoring Station monitoring station, the maximum 8-hour CO level recorded in 2012 (the most recent year for which data is available) was 2.7 parts per million (ppm), about 30% of the 9 ppm state and federal 8-hour standard.

Although CO is not expected to be a major air quality concern in Los Angeles County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. Given the low background CO levels in the area and the fact that project emissions are well under SCAQMD thresholds, it is not anticipated that project-related traffic would create or contribute to any exceedances of state or federal CO standards. However, the

SCAQMD recommends a quantified assessment of CO hotspots when a project increases the volume to capacity ratio by 0.02 (2%) for any intersection with an existing LOS D or worse. The project Traffic Impact Study by LLG Engineers (2016) found that no intersections would result in an increase in volume to capacity ratio by 2% or greater at intersections with an existing LOS D or worse. Therefore, no quantitative CO analysis is warranted.

Objectionable Odors

The proposed mixed use project would not be expected to create or emit objectionable odors. Therefore, this impact would be less than significant.

AQMP Consistency

A project may be inconsistent with the SCAQMD's adopted Air Quality Management Plan (AQMP) if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. The 2012 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates in part local city general plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecasts of regional population, housing and employment growth. The proposed project involves the development of a residential project. According to the California Department of Finance, the average household in Los Angeles includes 2.88 individuals (Department of Finance 2016). Therefore, it was assumed that the project would house about 530 individuals. The SCAG population growth estimate for the City of Los Angeles is 6% by 2020 or 221,200 people. The proposed project would represent 0.2% of this projected growth. Based on the estimated on-site population and employment, the proposed project would not conflict with the AQMP.

Greenhouse Gas Impacts

Construction Emissions

Construction activity is assumed to occur over a period of approximately 15 months. Based on CalEEMod results, construction activity for the project would generate an estimated 667.5 metric tons of carbon dioxide equivalent (CO_2e) units between 2017 and 2018 (as shown in Table 6). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate about 12.1 metric tons of CO_2e per year.

Table 6
Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent (CO_2e)
2017	594.3 metric tons
2018	105.3 metric tons
Total	**699.6 metric tons**
Amortized over 30 years	**23.3 metric tons per year**

See Appendix A for CalEEMod Results. Annual results shown.

Operational Indirect and Stationary Direct Emissions

Area Source Emissions

The CalEEMod model was used to calculate direct sources of air emissions located at the project site. This includes hearths/fireplaces, consumer product use, and landscape maintenance equipment. Net emissions associated with hearths, consumer products and landscaping equipment from the project site are considered to be the difference between the emissions from the proposed project site and the existing land uses. As shown in Table 7, net emissions were found to be 3.2 metric tons of CO_2e per year.

Table 7
Estimated Area Source Greenhouse Gas Emissions

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CO_2e)
Proposed Project	3.2 metric tons
Existing Land Use	<0.01
Total Net Emissions	**3.2 metric tons**

Source: See Appendix A for calculations and for GHG emission factor assumptions. Annual results shown.

Energy Use

The default setting in the CalEEMod output assumes that the operation of the onsite development would consume both electricity and natural gas (see Appendix for calculations). However, the actual facility will not be connected to a natural gas system and would not generate any CO_2e emissions from the consumption of natural gas. The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. As discussed above, annual electricity and natural gas emissions have been calculated using default values from the CEC sponsored CEUS and RASS studies which are built into CalEEMod.

This analysis assumes that the net operational emissions from the proposed project would be the difference between the proposed project energy emissions and the energy emissions from the existing land use. As shown in Table 8, electricity consumption associated with the project and existing land use would generate approximately a total net emissions of 202.6 metric tons of CO_2e per year. Based on the default setting in CalEEMod, the project would generate

approximately 13.7 metric tons of CO_2e per year. Thus, the CalEEMod default estimated energy use at the project site would generate about 216 metric tons of CO_2e per year.

Table 8
Estimated Annual Energy-Related Greenhouse Gas Emissions

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CO_2e)
Electricity [1]	284.2 metric tons
Natural Gas[1]	72.9 metric tons[2]
Sub Total	357.1 metric tons
Existing Land Use	163.2 metric tons
Total Net Emissions	**193.9 metric tons**

Source:

[1] See Appendix A for calculations and for GHG emission factor assumptions. Annual results shown.

[2] The onsite development will not have a natural gas connection and the operations will not generate any CO_2e emissions from the consumption of natural gas

Solid Waste Emissions

The project would generate approximately 107.7 metric tons of solid waste per year according to CalEEMod. As shown in Table 9, based on this estimate, the net emissions from the proposed project and the existing land use would generate approximately 23.4 metric tons.

Table 9
Estimated Annual Solid Waste Greenhouse Gas Emissions

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CO_2e)
Proposed Project Solid Waste	49.0 metric tons
Existing Land Use Solid Waste	25.6 metric tons
Net Emissions	**23.4 metric tons**

Source: See Appendix A for calculations and GHG emission factor assumptions. Annual results shown.

Water Use Emissions

The project would use approximately 22 million gallons of water per year. Based on the amount of electricity generated in order to supply this amount of water, as shown in Table 10, the project would generate approximately 95.1 metric tons of CO_2e per year. When accounting for the emissions associated with water use at the existing land use, net emissions would be

Table 10
Estimated Greenhouse Gas Emissions from Water Use

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CO_2e)
Proposed Project Water Use	95.1 metric tons
Existing Land Use Water Use	13.5 metric tons
Total Net Emissions	**81.6 metric tons**

Source: See Appendix A for calculations and GHG emission factor assumptions. Annual results shown.

Transportation Emissions
Mobile source GHG emissions were estimated using the average daily trips derived from the Traffic Impact Study prepared by LLG Engineers (2016) and by the total vehicle miles traveled (VMT) estimated in CalEEMod. Based on the CalEEMod estimate, onsite development would generate an estimated 6,118,659 annual VMT.

Table 11 shows the estimated mobile emissions of GHGs for the project based on the estimated annual VMT. As noted above, CalEEMod does not calculate N2O emissions related to mobile sources. As such, N2O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January, 2009). As shown in Table 5, the net difference between mobile emissions from the proposed project and the existing land use would generate about 1,498.3 metric tons of CO_2e units.

Table 11
Estimated Annual Mobile Emissions of Greenhouse Gases

Emission Source	Annual Emissions (Carbon Dioxide Equivalent (CO_2e)
Mobile Emissions (CO_2 & CH_4) [1]	2,477.9 metric tons
Mobile Emissions (N_2O) [2]	142.3 metric tons
Subtotal	*2,620 metric tons*
Existing Mobile Emissions (CO_2 & CH_4)	1,062.8 metric tons
Existing Mobile Emissions (N_2O) [2]	59.9 metric tons
Existing Subtotal	*1,122.7 metric tons*
Total Net Emissions	**1,498.3 metric tons**

Source:

[1] See Appendix A for Proposed Project CalEEMod computer model output and Appendix B for existing land use CalEEMod computer model output. Annual results shown.

[2] See Appendix for calculations according to California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 2.0, January 2009, page 30-35.

Combined Construction, Stationary and Mobile Source Emissions
Table 12 combines the construction, operational and mobile GHG emissions associated with onsite development for the proposed project. Construction emissions associated with

construction activity (approximately 667.5 metric tons CO_2e) are amortized over 30 years (the anticipated life of the project).

Table 12
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	23.3 metric tons CO_2e
Operational Area Energy Solid Waste Water	 3.2 metric tons CO_2e 193.9 metric tons CO_2e 23.4 metric tons CO_2e 81.6 metric tons CO_2e
Mobile	1,498.3 metric tons CO_2e
Total	1,823.7 metric tons CO_2e

Sources: See Appendix A for calculations and for GHG emission factor assumptions. Annual results shown.

The combined net annual emissions would total approximately 1,823.7 metric tons of CO_2e per year in. The majority of the project's GHG emissions are associated with vehicular travel (82%). As noted above, mobile emissions are in part a redirection of existing travel to other locations, and so are partially California GHG emissions inventory.

GHG Cumulative Significance

As discussed above, the City of Los Angeles released its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. The goal of Green LA is to reduce the City's greenhouse gas emissions to 35% below 1990 levels by 2030, encouraging municipal facilities and operations to reduce emissions in the community. Green LA is being implemented through Climate LA, which provides detailed information about each action item discussed in the Green LA framework. The proposed project would not conflict with GreenLA or ClimateLA, which is focused on municipal facilities. Table 13 shows the project's consistency with applicable Green LA and Climate LA measures.

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2016, the South Coast Association of Government (SCAG) adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "encourage land use and growth patterns that facilitate transit and active transportation." The proposed project would be infill development that would also be located within walking distance of residential, commercial, and recreational activities, as well as public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901). Access to these facilities would reduce the number and length of project-generated vehicle trips. Therefore, the proposed project would be consistent with this goal.

Table 13
Consistency with Applicable Green LA and Climate LA
Climate Action Plan Reduction Measures

Measure	Project Consistency
Transportation and Mobility	
Promote walking and biking to work, within neighborhoods, and to large events and venues.	**Consistent** The project site is located within walking distance of retail facilities, restaurants, and public transportation.
Promote high-density housing close to major transportation arteries.	**Consistent** The project is a multi-family residential development that is near public transportation (LA Local Metro Orange Line 901 bus stops 65 feet away on Van Nuys Boulevard).
Water	
Meet all additional demand for water resulting from growth through water conservation and recycling.	**Consistent** According to the 2009 Sustainability Plan by the Los Angeles Department of Water and Power (LADWP), LADWP is in partnership with the Bureau of Sanitation (BOS) to expand the use of recycled water and develop a Recycled Water Master Plan that would expand the recycled water pipeline system and use recycled water for groundwater replenishment. The project would participate in City water conservation programs.
Reduce per capita water consumption by 20%.	**Consistent** In accordance with the 2010 California Green Building Standards Code, the project would include a schedule of plumbing fixtures and fixture fittings that would reduce the overall use of potable water within the building by at least 20%. The reduction would be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code.
Waste	
Recycle 75% of trash by 2020.	**Consistent** Using the calculation methodology adopted by the State of California, the City of Los Angeles has achieved a landfill diversion rate of 76.4%. The project would be subject to the requirements of the statewide mandatory commercial recycling program, which establishes a statewide goal of diverting at least 75% of solid waste from landfills by 2020. Compliance with existing City and state programs would achieve consistency with this measure.

The proposed project would not conflict with any measures intended to reduce GHG emissions.

As discussed under "Greenhouse Gas Emissions Background," the 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include the reduction of passenger and light duty truck emissions, reduction of energy and water use, and increased recycling. In addition, in 2010 the California Attorney General published Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office, 2010). The proposed project would meet many objectives set forth in the CAT Report and by the Attorney General's Office as described in Table 14 and Table 15. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Table 14
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 143 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	**Consistent** The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	**Consistent** Current state law restricts diesel truck idling to five minutes or less. Diesel trucks operating on the project site during construction are subject to this statewide law.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 % biodiesel displacement of California diesel fuel.	**Consistent** The ARB is in the process of developing regulations that would increase the use of biodiesel for transportation uses. Currently, it is unknown when such regulations would be implemented; however, it is expected that upon implementation of such a regulation that would require increase biodiesel blends, the diesel fueled vehicles that travel to and from the project site would be replaced by vehicles using biodiesel.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy-duty vehicle sector.	**Consistent** The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Achieving 50% Statewide Recycling Goal Achieving the State's 50% waste reduction mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions, associated with energy intensive material extraction and production, as well as methane emission from landfills. A per-capita diversion rate of 65% has been achieved on a statewide basis, consistent with AB 939.	**Consistent** The City of Los Angeles has enacted numerous programs to achieve the mandated 50% diversion. The project applicant would participate in the City's waste diversion programs and would similarly divert at least 50% of its solid waste. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.

Table 151
Project Consistency with Applicable Attorney General
Greenhouse Gas Reduction Measures

Strategy	Project Consistency
Transportation-Related Emissions	
Diesel Anti-Idling Set specific limits on idling time for commercial vehicles, including delivery vehicles.	**Consistent** Currently, the ARB's Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel powered construction vehicles are subject to this regulation and thus would comply with the applicable provisions.
Solid Waste and Energy Emissions	
Solid Waste Reduction Strategy Project construction shall require reuse and recycling of construction and demolition waste.	**Consistent** The project applicant would participate in the City's waste diversion programs and would similarly divert at least 50% of its solid waste from construction. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.

Greenhouse Gas Emissions Conclusion

Included in the proposed project are various measures that may reduce the global climate change related impacts of a project such as reducing construction and demolition waste, reducing water use, and encouraging smart land use. At least 80% of construction and demolition waste generated by the proposed project would be diverted from landfills in accordance with City of Los Angeles requirements. The proposed project would also be required to include drought-tolerant landscaping and water-efficient faucets and toilets. In addition, the proposed project is a residential project in close proximity to retail, restaurants, jobs, and alternative transportation. The proposed project would be consistent with applicable CAT strategies and 2008 Attorney General Greenhouse Gas Reduction Measures.

According to SCAQMD Tier 2 GHG significance thresholds, a proposed project's GHG emissions would be less than significant if the proposed project is consistent with an adopted regional GHG reduction plan (such as a CAP). The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with Green LA, Climate LA, and objectives of the RTP/SCS, AB 32, SB 97, and SB 375. Therefore, the project's impact would be less than significant under Tier 2 GHG significance thresholds.

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Appendix A

CalEEMod Results Proposed Project

Van Nuys Plaza

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	184.00	Dwelling Unit	1.30	184,000.00	526
Regional Shopping Center	22.00	1000sqft	1.30	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - lot acreage changed to reflect project site plans. regional shopping center used to represent commercial land use portion of the mixed use project within the same project footprint.

Construction Phase - Architectural coating phase duration increased to more accurately reflect project conditions. Grading phase increased to account for subgrade parking.

Off-road Equipment - Cement and mortar mixer added for construction of subgrade parking structure

Off-road Equipment - Excavator added to account for subgrade parking structure construction.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 7 miles to nearest C&D facility. Soil from excavation assumed to go to Sunshine Canyon Landfill, 12 miles from site.

Demolition -

Grading - acres disturbed to match project area. Material Export assumes builing footprint (55,125SF) and three levels of parking (10 feet each).

Vehicle Trips - Trip generations from project Traffic Impact Study

Woodstoves - SCAQMD rull 445 states no wood burning hearths in new construction

Area Coating - Low VOC paints required per SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 minimum compliance

Area Mitigation - use of low VOC paints per SCAQMD Rule 1113

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	10.00	50.00
tblConstructionPhase	NumDays	6.00	60.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	156.40	0.00
tblFireplaces	NumberNoFireplace	18.40	0.00
tblFireplaces	NumberWood	9.20	0.00
tblGrading	AcresOfGrading	30.00	1.30
tblGrading	AcresOfGrading	4.50	1.30
tblGrading	MaterialExported	0.00	61,250.00
tblLandUse	LotAcreage	4.84	1.30
tblLandUse	LotAcreage	0.51	1.30
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripLength	20.00	7.00
tblTripsAndVMT	HaulingTripLength	20.00	12.00
tblWoodstoves	NumberCatalytic	9.20	0.00
tblWoodstoves	NumberNoncatalytic	9.20	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					
2017	4.3802	49.3334	43.0593	0.0792	7.6073	1.8593	9.4665	3.7255	1.7105	5.4360	0.0000	7,883.7351	7,883.7351	0.7519	0.0000	7,899.5259
2018	39.3751	22.9261	25.0042	0.0484	1.7087	1.2909	2.9995	0.4560	1.2359	1.6918	0.0000	4,244.4764	4,244.4764	0.5747	0.0000	4,256.5447
Total	**43.7553**	**72.2595**	**68.0635**	**0.1276**	**9.3159**	**3.1501**	**12.4661**	**4.1815**	**2.9463**	**7.1278**	**0.0000**	**12,128.2115**	**12,128.2115**	**1.3266**	**0.0000**	**12,156.0706**

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					
2017	4.3802	49.3334	43.0593	0.0792	4.2190	1.8593	6.0782	1.8939	1.7105	3.6044	0.0000	7,883.7351	7,883.7351	0.7519	0.0000	7,899.5259
2018	39.3751	22.9261	25.0042	0.0484	1.7087	1.2909	2.9995	0.4560	1.2359	1.6918	0.0000	4,244.4764	4,244.4764	0.5747	0.0000	4,256.5447
Total	**43.7553**	**72.2595**	**68.0635**	**0.1276**	**5.9277**	**3.1501**	**9.0778**	**2.3499**	**2.9463**	**5.2962**	**0.0000**	**12,128.2115**	**12,128.2115**	**1.3266**	**0.0000**	**12,156.0706**

	ROG	NOx	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**	**36.37**	**0.00**	**27.18**	**43.80**	**0.00**	**25.70**	**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	5.0660	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021
Energy	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913
Mobile	7.2562	19.4536	75.3470	0.2080	14.5915	0.2945	14.8860	3.8988	0.2715	4.1703		16,684.5606	16,684.5606	0.6212		16,697.6052
Total	**12.3624**	**19.9742**	**90.7552**	**0.2110**	**14.5915**	**0.4058**	**14.9973**	**3.8988**	**0.3829**	**4.2817**	**0.0000**	**17,150.1234**	**17,150.1234**	**0.6564**	**8.0300e-003**	**17,166.3986**

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	5.0241	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021
Energy	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913
Mobile	7.2562	19.4536	75.3470	0.2080	14.5915	0.2945	14.8860	3.8988	0.2715	4.1703		16,684.5606	16,684.5606	0.6212		16,697.6052
Total	**12.3205**	**19.9742**	**90.7552**	**0.2110**	**14.5915**	**0.4058**	**14.9973**	**3.8988**	**0.3829**	**4.2817**	**0.0000**	**17,150.1234**	**17,150.1234**	**0.6564**	**8.0300e-003**	**17,166.3986**

	ROG	NOx	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	**0.34**	**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	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/1/2017	5	3	
3	Grading	Grading	2/2/2017	4/26/2017	5	60	
4	Building Construction	Building Construction	4/27/2017	2/28/2018	5	220	
5	Paving	Paving	3/1/2018	3/14/2018	5	10	
6	Architectural Coating	Architectural Coating	3/15/2018	5/23/2018	5	50	

Acres of Grading (Site Preparation Phase): 1.3

Acres of Grading (Grading Phase): 1.3

Acres of Paving: 0

Residential Indoor: 372,600; Residential Outdoor: 124,200; Non-Residential Indoor: 33,000; Non-Residential Outdoor: 11,000 (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	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	113.00	14.70	6.90	7.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	7,656.00	14.70	6.90	12.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	140.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2236	0.0000	1.2236	0.1853	0.0000	0.1853			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**	**1.2236**	**1.6062**	**2.8298**	**0.1853**	**1.5022**	**1.6875**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

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	0.0578	0.5904	0.9347	1.5200e-003	0.0345	7.9600e-003	0.0425	9.4600e-003	7.3200e-003	0.0168		150.2879	150.2879	1.2600e-003		150.3145
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	0.0496	0.0671	0.7010	1.7200e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.4700	139.4700	7.3200e-003		139.6236
Total	**0.1074**	**0.6576**	**1.6357**	**3.2400e-003**	**0.1798**	**9.1300e-003**	**0.1890**	**0.0480**	**8.4000e-003**	**0.0564**		**289.7579**	**289.7579**	**8.5800e-003**		**289.9381**

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					0.5506	0.0000	0.5506	0.0834	0.0000	0.0834			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**	**0.5506**	**1.6062**	**2.1568**	**0.0834**	**1.5022**	**1.5856**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

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	0.0578	0.5904	0.9347	1.5200e-003	0.0345	7.9600e-003	0.0425	9.4600e-003	7.3200e-003	0.0168		150.2879	150.2879	1.2600e-003		150.3145
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	0.0496	0.0671	0.7010	1.7200e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.4700	139.4700	7.3200e-003		139.6236
Total	**0.1074**	**0.6576**	**1.6357**	**3.2400e-003**	**0.1798**	**9.1300e-003**	**0.1890**	**0.0480**	**8.4000e-003**	**0.0564**		**289.7579**	**289.7579**	**8.5800e-003**		**289.9381**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4596	0.0000	0.4596	0.0496	0.0000	0.0496			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850		2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**0.4596**	**1.3967**	**1.8563**	**0.0496**	**1.2850**	**1.3346**		**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

3.3 Site Preparation - 2017

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	0.0305	0.0413	0.4314	1.0600e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		85.8277	85.8277	4.5000e-003		85.9222
Total	**0.0305**	**0.0413**	**0.4314**	**1.0600e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**85.8277**	**85.8277**	**4.5000e-003**		**85.9222**

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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850	0.0000	2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**0.2068**	**1.3967**	**1.6035**	**0.0223**	**1.2850**	**1.3073**	**0.0000**	**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

3.3 Site Preparation - 2017

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	0.0305	0.0413	0.4314	1.0600e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		85.8277	85.8277	4.5000e-003		85.9222
Total	**0.0305**	**0.0413**	**0.4314**	**1.0600e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**85.8277**	**85.8277**	**4.5000e-003**		**85.9222**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1605	0.0000	6.1605	3.3302	0.0000	3.3302			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306		2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**6.1605**	**1.5550**	**7.7155**	**3.3302**	**1.4306**	**4.7608**		**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6447	21.1210	23.5522	0.0573	1.3350	0.3033	1.6383	0.3657	0.2790	0.6447		5,671.8768	5,671.8768	0.0436		5,672.7920
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	0.0382	0.0516	0.5392	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2846	107.2846	5.6300e-003		107.4028
Total	**1.6829**	**21.1727**	**24.0914**	**0.0586**	**1.4468**	**0.3042**	**1.7510**	**0.3953**	**0.2798**	**0.6751**		**5,779.1614**	**5,779.1614**	**0.0492**		**5,780.1948**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7722	0.0000	2.7722	1.4986	0.0000	1.4986			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306	0.0000	2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**2.7722**	**1.5550**	**4.3273**	**1.4986**	**1.4306**	**2.9292**	**0.0000**	**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6447	21.1210	23.5522	0.0573	1.3350	0.3033	1.6383	0.3657	0.2790	0.6447		5,671.8768	5,671.8768	0.0436		5,672.7920
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	0.0382	0.0516	0.5392	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2846	107.2846	5.6300e-003		107.4028
Total	**1.6829**	**21.1727**	**24.0914**	**0.0586**	**1.4468**	**0.3042**	**1.7510**	**0.3953**	**0.2798**	**0.6751**		**5,779.1614**	**5,779.1614**	**0.0492**		**5,780.1948**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998		2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**		**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

3.5 Building Construction - 2017

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	0.1924	1.8636	2.6141	4.9600e-003	0.1438	0.0292	0.1730	0.0410	0.0269	0.0678		489.5869	489.5869	3.5900e-003		489.6623
Worker	0.5345	0.7229	7.5491	0.0186	1.5649	0.0126	1.5775	0.4150	0.0116	0.4266		1,501.9842	1,501.9842	0.0788		1,503.6389
Total	**0.7268**	**2.5865**	**10.1632**	**0.0235**	**1.7087**	**0.0418**	**1.7505**	**0.4560**	**0.0385**	**0.4945**		**1,991.5711**	**1,991.5711**	**0.0824**		**1,993.3012**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998	0.0000	2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**	**0.0000**	**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

3.5 Building Construction - 2017

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	0.1924	1.8636	2.6141	4.9600e-003	0.1438	0.0292	0.1730	0.0410	0.0269	0.0678		489.5869	489.5869	3.5900e-003		489.6623
Worker	0.5345	0.7229	7.5491	0.0186	1.5649	0.0126	1.5775	0.4150	0.0116	0.4266		1,501.9842	1,501.9842	0.0788		1,503.6389
Total	**0.7268**	**2.5865**	**10.1632**	**0.0235**	**1.7087**	**0.0418**	**1.7505**	**0.4560**	**0.0385**	**0.4945**		**1,991.5711**	**1,991.5711**	**0.0824**		**1,993.3012**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992		2,317.2089	2,317.2089	0.4980		2,327.6664
Total	**2.9004**	**20.5600**	**15.6637**	**0.0249**		**1.2511**	**1.2511**		**1.1992**	**1.1992**		**2,317.2089**	**2,317.2089**	**0.4980**		**2,327.6664**

3.5 Building Construction - 2018

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	0.1798	1.7105	2.5085	4.9600e-003	0.1438	0.0275	0.1713	0.0410	0.0253	0.0663		481.3683	481.3683	3.5700e-003		481.4433
Worker	0.4807	0.6556	6.8320	0.0186	1.5649	0.0123	1.5771	0.4150	0.0113	0.4264		1,445.8992	1,445.8992	0.0731		1,447.4350
Total	**0.6605**	**2.3661**	**9.3405**	**0.0235**	**1.7087**	**0.0398**	**1.7485**	**0.4560**	**0.0367**	**0.4926**		**1,927.2675**	**1,927.2675**	**0.0767**		**1,928.8783**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992	0.0000	2,317.2089	2,317.2089	0.4980		2,327.6664
Total	**2.9004**	**20.5600**	**15.6637**	**0.0249**		**1.2511**	**1.2511**		**1.1992**	**1.1992**	**0.0000**	**2,317.2089**	**2,317.2089**	**0.4980**		**2,327.6664**

3.5 Building Construction - 2018

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	0.1798	1.7105	2.5085	4.9600e-003	0.1438	0.0275	0.1713	0.0410	0.0253	0.0663		481.3683	481.3683	3.5700e-003		481.4433
Worker	0.4807	0.6556	6.8320	0.0186	1.5649	0.0123	1.5771	0.4150	0.0113	0.4264		1,445.8992	1,445.8992	0.0731		1,447.4350
Total	**0.6605**	**2.3661**	**9.3405**	**0.0235**	**1.7087**	**0.0398**	**1.7485**	**0.4560**	**0.0367**	**0.4926**		**1,927.2675**	**1,927.2675**	**0.0767**		**1,928.8783**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755		1,749.8334	1,749.8334	0.5343		1,761.0529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3885**	**14.0727**	**11.8278**	**0.0176**		**0.8417**	**0.8417**		**0.7755**	**0.7755**		**1,749.8334**	**1,749.8334**	**0.5343**		**1,761.0529**

3.6 Paving - 2018

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	0.0515	0.0702	0.7320	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9178	154.9178	7.8400e-003		155.0823
Total	**0.0515**	**0.0702**	**0.7320**	**1.9900e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**154.9178**	**154.9178**	**7.8400e-003**		**155.0823**

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	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755	0.0000	1,749.8334	1,749.8334	0.5343		1,761.0529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3885**	**14.0727**	**11.8278**	**0.0176**		**0.8417**	**0.8417**		**0.7755**	**0.7755**	**0.0000**	**1,749.8334**	**1,749.8334**	**0.5343**		**1,761.0529**

3.6 Paving - 2018

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	0.0515	0.0702	0.7320	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9178	154.9178	7.8400e-003		155.0823
Total	**0.0515**	**0.0702**	**0.7320**	**1.9900e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**154.9178**	**154.9178**	**7.8400e-003**		**155.0823**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.9804					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**39.2790**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

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	0.0961	0.1311	1.3664	3.7100e-003	0.3130	2.4500e-003	0.3154	0.0830	2.2700e-003	0.0853		289.1798	289.1798	0.0146		289.4870
Total	**0.0961**	**0.1311**	**1.3664**	**3.7100e-003**	**0.3130**	**2.4500e-003**	**0.3154**	**0.0830**	**2.2700e-003**	**0.0853**		**289.1798**	**289.1798**	**0.0146**		**289.4870**

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	38.9804					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**39.2790**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

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	0.0961	0.1311	1.3664	3.7100e-003	0.3130	2.4500e-003	0.3154	0.0830	2.2700e-003	0.0853		289.1798	289.1798	0.0146		289.4870
Total	**0.0961**	**0.1311**	**1.3664**	**3.7100e-003**	**0.3130**	**2.4500e-003**	**0.3154**	**0.0830**	**2.2700e-003**	**0.0853**		**289.1798**	**289.1798**	**0.0146**		**289.4870**

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	7.2562	19.4536	75.3470	0.2080	14.5915	0.2945	14.8860	3.8988	0.2715	4.1703		16,684.5606	16,684.5606	0.6212		16,697.6052
Unmitigated	7.2562	19.4536	75.3470	0.2080	14.5915	0.2945	14.8860	3.8988	0.2715	4.1703		16,684.5606	16,684.5606	0.6212		16,697.6052

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,212.56	1,317.44	1116.88	4,147,993	4,147,993
Regional Shopping Center	944.68	1,099.34	555.28	1,970,666	1,970,666
Total	2,157.24	2,416.78	1,672.16	6,118,659	6,118,659

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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511108	0.059746	0.180859	0.139188	0.042462	0.006666	0.016153	0.032295	0.001940	0.002496	0.004377	0.000582	0.002128

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913
NaturalGas Unmitigated	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913

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					
Regional Shopping Center	102.466	1.1100e-003	0.0101	8.4400e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004		12.0548	12.0548	2.3000e-004	2.2000e-004	12.1282
Apartments Mid Rise	3622.44	0.0391	0.3338	0.1421	2.1300e-003		0.0270	0.0270		0.0270	0.0270		426.1695	426.1695	8.1700e-003	7.8100e-003	428.7631
Total		**0.0402**	**0.3439**	**0.1505**	**2.1900e-003**		**0.0278**	**0.0278**		**0.0278**	**0.0278**		**438.2243**	**438.2243**	**8.4000e-003**	**8.0300e-003**	**440.8913**

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	3.62244	0.0391	0.3338	0.1421	2.1300e-003		0.0270	0.0270		0.0270	0.0270		426.1695	426.1695	8.1700e-003	7.8100e-003	428.7631
Regional Shopping Center	0.102466	1.1100e-003	0.0101	8.4400e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004		12.0548	12.0548	2.3000e-004	2.2000e-004	12.1282
Total		**0.0402**	**0.3439**	**0.1505**	**2.1900e-003**		**0.0278**	**0.0278**		**0.0278**	**0.0278**		**438.2243**	**438.2243**	**8.4000e-003**	**8.0300e-003**	**440.8913**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.0241	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021
Unmitigated	5.0660	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021

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	0.5200					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0788					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	0.4672	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836		27.3384	27.3384	0.0268		27.9021
Total	**5.0660**	**0.1767**	**15.2577**	**8.0000e-004**		**0.0836**	**0.0836**		**0.0836**	**0.0836**	**0.0000**	**27.3384**	**27.3384**	**0.0268**	**0.0000**	**27.9021**

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	0.4781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0788					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	0.4672	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836		27.3384	27.3384	0.0268		27.9021
Total	**5.0241**	**0.1767**	**15.2577**	**8.0000e-004**		**0.0836**	**0.0836**		**0.0836**	**0.0836**	**0.0000**	**27.3384**	**27.3384**	**0.0268**	**0.0000**	**27.9021**

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 Vegetation

Van Nuys Plaza

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	184.00	Dwelling Unit	1.30	184,000.00	526
Regional Shopping Center	22.00	1000sqft	1.30	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - lot acreage changed to reflect project site plans. regional shopping center used to represent commercial land use portion of the mixed use project within the same project footprint.

Construction Phase - Architectural coating phase duration increased to more accurately reflect project conditions. Grading phase increased to account for subgrade parking.

Off-road Equipment - Cement and mortar mixer added for construction of subgrade parking structure

Off-road Equipment - Excavator added to account for subgrade parking structure construction.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 7 miles to nearest C&D facility. Soil from excavation assumed to go to Sunshine Canyon Landfill, 12 miles from site.

Demolition -

Grading - acres disturbed to match project area. Material Export assumes builing footprint (55,125SF) and three levels of parking (10 feet each).

Vehicle Trips - Trip generations from project Traffic Impact Study

Woodstoves - SCAQMD rull 445 states no wood burning hearths in new construction

Area Coating - Low VOC paints required per SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 minimum compliance

Area Mitigation - use of low VOC paints per SCAQMD Rule 1113

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	10.00	50.00
tblConstructionPhase	NumDays	6.00	60.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	156.40	0.00
tblFireplaces	NumberNoFireplace	18.40	0.00
tblFireplaces	NumberWood	9.20	0.00
tblGrading	AcresOfGrading	30.00	1.30
tblGrading	AcresOfGrading	4.50	1.30
tblGrading	MaterialExported	0.00	61,250.00
tblLandUse	LotAcreage	4.84	1.30
tblLandUse	LotAcreage	0.51	1.30
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripLength	20.00	7.00
tblTripsAndVMT	HaulingTripLength	20.00	12.00
tblWoodstoves	NumberCatalytic	9.20	0.00
tblWoodstoves	NumberNoncatalytic	9.20	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					
2017	4.2708	48.6441	39.4306	0.0794	7.6073	1.8582	9.4654	3.7255	1.7095	5.4349	0.0000	7,913.0520	7,913.0520	0.7519	0.0000	7,928.8428
2018	39.3735	22.8274	25.1867	0.0497	1.7087	1.2906	2.9993	0.4560	1.2356	1.6916	0.0000	4,344.7464	4,344.7464	0.5746	0.0000	4,356.8125
Total	**43.6443**	**71.4715**	**64.6173**	**0.1291**	**9.3159**	**3.1488**	**12.4647**	**4.1815**	**2.9451**	**7.1266**	**0.0000**	**12,257.7985**	**12,257.7985**	**1.3265**	**0.0000**	**12,285.6552**

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					
2017	4.2708	48.6441	39.4306	0.0794	4.2190	1.8582	6.0771	1.8939	1.7095	3.6033	0.0000	7,913.0520	7,913.0520	0.7519	0.0000	7,928.8428
2018	39.3735	22.8274	25.1867	0.0497	1.7087	1.2906	2.9993	0.4560	1.2356	1.6916	0.0000	4,344.7464	4,344.7464	0.5746	0.0000	4,356.8124
Total	**43.6443**	**71.4715**	**64.6173**	**0.1291**	**5.9277**	**3.1488**	**9.0764**	**2.3499**	**2.9451**	**5.2950**	**0.0000**	**12,257.7985**	**12,257.7985**	**1.3265**	**0.0000**	**12,285.6552**

	ROG	NOx	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**	**36.37**	**0.00**	**27.18**	**43.80**	**0.00**	**25.70**	**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	5.0660	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021
Energy	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913
Mobile	7.0277	18.5365	75.6894	0.2190	14.5915	0.2933	14.8848	3.8988	0.2704	4.1693		17,521.9844	17,521.9844	0.6205		17,535.0141
Total	**12.1339**	**19.0571**	**91.0976**	**0.2220**	**14.5915**	**0.4046**	**14.9962**	**3.8988**	**0.3818**	**4.2806**	**0.0000**	**17,987.5472**	**17,987.5472**	**0.6557**	**8.0300e-003**	**18,003.8075**

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	5.0241	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021
Energy	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913
Mobile	7.0277	18.5365	75.6894	0.2190	14.5915	0.2933	14.8848	3.8988	0.2704	4.1693		17,521.9844	17,521.9844	0.6205		17,535.0141
Total	**12.0920**	**19.0571**	**91.0976**	**0.2220**	**14.5915**	**0.4046**	**14.9962**	**3.8988**	**0.3818**	**4.2806**	**0.0000**	**17,987.5472**	**17,987.5472**	**0.6557**	**8.0300e-003**	**18,003.8075**

	ROG	NOx	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	**0.35**	**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	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/1/2017	5	3	
3	Grading	Grading	2/2/2017	4/26/2017	5	60	
4	Building Construction	Building Construction	4/27/2017	2/28/2018	5	220	
5	Paving	Paving	3/1/2018	3/14/2018	5	10	
6	Architectural Coating	Architectural Coating	3/15/2018	5/23/2018	5	50	

Acres of Grading (Site Preparation Phase): 1.3

Acres of Grading (Grading Phase): 1.3

Acres of Paving: 0

Residential Indoor: 372,600; Residential Outdoor: 124,200; Non-Residential Indoor: 33,000; Non-Residential Outdoor: 11,000 (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	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	113.00	14.70	6.90	7.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	7,656.00	14.70	6.90	12.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	140.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2236	0.0000	1.2236	0.1853	0.0000	0.1853			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**	**1.2236**	**1.6062**	**2.8298**	**0.1853**	**1.5022**	**1.6875**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

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	0.0530	0.5736	0.7710	1.5300e-003	0.0345	7.9100e-003	0.0424	9.4600e-003	7.2700e-003	0.0167		151.2707	151.2707	1.2200e-003		151.2964
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	0.0487	0.0611	0.7632	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7275	148.7275	7.3200e-003		148.8811
Total	**0.1016**	**0.6347**	**1.5342**	**3.3700e-003**	**0.1798**	**9.0800e-003**	**0.1889**	**0.0480**	**8.3500e-003**	**0.0564**		**299.9982**	**299.9982**	**8.5400e-003**		**300.1776**

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					0.5506	0.0000	0.5506	0.0834	0.0000	0.0834			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**	**0.5506**	**1.6062**	**2.1568**	**0.0834**	**1.5022**	**1.5856**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

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	0.0530	0.5736	0.7710	1.5300e-003	0.0345	7.9100e-003	0.0424	9.4600e-003	7.2700e-003	0.0167		151.2707	151.2707	1.2200e-003		151.2964
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	0.0487	0.0611	0.7632	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7275	148.7275	7.3200e-003		148.8811
Total	**0.1016**	**0.6347**	**1.5342**	**3.3700e-003**	**0.1798**	**9.0800e-003**	**0.1889**	**0.0480**	**8.3500e-003**	**0.0564**		**299.9982**	**299.9982**	**8.5400e-003**		**300.1776**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4596	0.0000	0.4596	0.0496	0.0000	0.0496			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850		2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**0.4596**	**1.3967**	**1.8563**	**0.0496**	**1.2850**	**1.3346**		**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

3.3 Site Preparation - 2017

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	0.0299	0.0376	0.4696	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5246	91.5246	4.5000e-003		91.6192
Total	**0.0299**	**0.0376**	**0.4696**	**1.1300e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**91.5246**	**91.5246**	**4.5000e-003**		**91.6192**

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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850	0.0000	2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**0.2068**	**1.3967**	**1.6035**	**0.0223**	**1.2850**	**1.3073**	**0.0000**	**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

3.3 Site Preparation - 2017

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	0.0299	0.0376	0.4696	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5246	91.5246	4.5000e-003		91.6192
Total	**0.0299**	**0.0376**	**0.4696**	**1.1300e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**91.5246**	**91.5246**	**4.5000e-003**		**91.6192**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1605	0.0000	6.1605	3.3302	0.0000	3.3302			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306		2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**6.1605**	**1.5550**	**7.7155**	**3.3302**	**1.4306**	**4.7608**		**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5361	20.4364	19.8757	0.0575	1.3350	0.3022	1.6372	0.3657	0.2780	0.6437		5,694.0726	5,694.0726	0.0427		5,694.9684
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	0.0374	0.0470	0.5870	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.4058	114.4058	5.6300e-003		114.5239
Total	**1.5735**	**20.4834**	**20.4627**	**0.0589**	**1.4468**	**0.3031**	**1.7499**	**0.3953**	**0.2788**	**0.6741**		**5,808.4783**	**5,808.4783**	**0.0483**		**5,809.4924**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7722	0.0000	2.7722	1.4986	0.0000	1.4986			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306	0.0000	2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**2.7722**	**1.5550**	**4.3273**	**1.4986**	**1.4306**	**2.9292**	**0.0000**	**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5361	20.4364	19.8757	0.0575	1.3350	0.3022	1.6372	0.3657	0.2780	0.6437		5,694.0726	5,694.0726	0.0427		5,694.9684
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	0.0374	0.0470	0.5870	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.4058	114.4058	5.6300e-003		114.5239
Total	**1.5735**	**20.4834**	**20.4627**	**0.0589**	**1.4468**	**0.3031**	**1.7499**	**0.3953**	**0.2788**	**0.6741**		**5,808.4783**	**5,808.4783**	**0.0483**		**5,809.4924**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998		2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**		**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

3.5 Building Construction - 2017

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	0.1761	1.8188	2.1576	5.0000e-003	0.1438	0.0289	0.1727	0.0410	0.0266	0.0676		493.7345	493.7345	3.4800e-003		493.8076
Worker	0.5240	0.6582	8.2185	0.0198	1.5649	0.0126	1.5775	0.4150	0.0116	0.4266		1,601.6806	1,601.6806	0.0788		1,603.3352
Total	**0.7001**	**2.4770**	**10.3761**	**0.0248**	**1.7087**	**0.0415**	**1.7502**	**0.4560**	**0.0382**	**0.4942**		**2,095.4150**	**2,095.4150**	**0.0823**		**2,097.1428**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998	0.0000	2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**	**0.0000**	**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

3.5 Building Construction - 2017

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	0.1761	1.8188	2.1576	5.0000e-003	0.1438	0.0289	0.1727	0.0410	0.0266	0.0676		493.7345	493.7345	3.4800e-003		493.8076
Worker	0.5240	0.6582	8.2185	0.0198	1.5649	0.0126	1.5775	0.4150	0.0116	0.4266		1,601.6806	1,601.6806	0.0788		1,603.3352
Total	**0.7001**	**2.4770**	**10.3761**	**0.0248**	**1.7087**	**0.0415**	**1.7502**	**0.4560**	**0.0382**	**0.4942**		**2,095.4150**	**2,095.4150**	**0.0823**		**2,097.1428**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992		2,317.2089	2,317.2089	0.4980		2,327.6664
Total	**2.9004**	**20.5600**	**15.6637**	**0.0249**		**1.2511**	**1.2511**		**1.1992**	**1.1992**		**2,317.2089**	**2,317.2089**	**0.4980**		**2,327.6664**

3.5 Building Construction - 2018

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	0.1652	1.6702	2.0557	4.9900e-003	0.1438	0.0273	0.1711	0.0410	0.0251	0.0661		485.4550	485.4550	3.4600e-003		485.5277
Worker	0.4724	0.5972	7.4673	0.0198	1.5649	0.0123	1.5771	0.4150	0.0113	0.4264		1,542.0826	1,542.0826	0.0731		1,543.6184
Total	**0.6376**	**2.2673**	**9.5230**	**0.0248**	**1.7087**	**0.0395**	**1.7482**	**0.4560**	**0.0364**	**0.4924**		**2,027.5376**	**2,027.5376**	**0.0766**		**2,029.1460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992	0.0000	2,317.2089	2,317.2089	0.4980		2,327.6664
Total	**2.9004**	**20.5600**	**15.6637**	**0.0249**		**1.2511**	**1.2511**		**1.1992**	**1.1992**	**0.0000**	**2,317.2089**	**2,317.2089**	**0.4980**		**2,327.6664**

3.5 Building Construction - 2018

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	0.1652	1.6702	2.0557	4.9900e-003	0.1438	0.0273	0.1711	0.0410	0.0251	0.0661		485.4550	485.4550	3.4600e-003		485.5277
Worker	0.4724	0.5972	7.4673	0.0198	1.5649	0.0123	1.5771	0.4150	0.0113	0.4264		1,542.0826	1,542.0826	0.0731		1,543.6184
Total	**0.6376**	**2.2673**	**9.5230**	**0.0248**	**1.7087**	**0.0395**	**1.7482**	**0.4560**	**0.0364**	**0.4924**		**2,027.5376**	**2,027.5376**	**0.0766**		**2,029.1460**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755		1,749.8334	1,749.8334	0.5343		1,761.0529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3885**	**14.0727**	**11.8278**	**0.0176**		**0.8417**	**0.8417**		**0.7755**	**0.7755**		**1,749.8334**	**1,749.8334**	**0.5343**		**1,761.0529**

3.6 Paving - 2018

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	0.0506	0.0640	0.8001	2.1200e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		165.2231	165.2231	7.8400e-003		165.3877
Total	**0.0506**	**0.0640**	**0.8001**	**2.1200e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**165.2231**	**165.2231**	**7.8400e-003**		**165.3877**

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	1.3885	14.0727	11.8278	0.0176		0.8417	0.8417		0.7755	0.7755	0.0000	1,749.8334	1,749.8334	0.5343		1,761.0529
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3885**	**14.0727**	**11.8278**	**0.0176**		**0.8417**	**0.8417**		**0.7755**	**0.7755**	**0.0000**	**1,749.8334**	**1,749.8334**	**0.5343**		**1,761.0529**

3.6 Paving - 2018

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	0.0506	0.0640	0.8001	2.1200e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		165.2231	165.2231	7.8400e-003		165.3877
Total	**0.0506**	**0.0640**	**0.8001**	**2.1200e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**165.2231**	**165.2231**	**7.8400e-003**		**165.3877**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.9804					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**39.2790**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

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	0.0945	0.1194	1.4935	3.9600e-003	0.3130	2.4500e-003	0.3154	0.0830	2.2700e-003	0.0853		308.4165	308.4165	0.0146		308.7237
Total	**0.0945**	**0.1194**	**1.4935**	**3.9600e-003**	**0.3130**	**2.4500e-003**	**0.3154**	**0.0830**	**2.2700e-003**	**0.0853**		**308.4165**	**308.4165**	**0.0146**		**308.7237**

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	38.9804					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**39.2790**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

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	0.0945	0.1194	1.4935	3.9600e-003	0.3130	2.4500e-003	0.3154	0.0830	2.2700e-003	0.0853		308.4165	308.4165	0.0146		308.7237
Total	**0.0945**	**0.1194**	**1.4935**	**3.9600e-003**	**0.3130**	**2.4500e-003**	**0.3154**	**0.0830**	**2.2700e-003**	**0.0853**		**308.4165**	**308.4165**	**0.0146**		**308.7237**

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	7.0277	18.5365	75.6894	0.2190	14.5915	0.2933	14.8848	3.8988	0.2704	4.1693		17,521.9844	17,521.9844	0.6205		17,535.0141
Unmitigated	7.0277	18.5365	75.6894	0.2190	14.5915	0.2933	14.8848	3.8988	0.2704	4.1693		17,521.9844	17,521.9844	0.6205		17,535.0141

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,212.56	1,317.44	1116.88	4,147,993	4,147,993
Regional Shopping Center	944.68	1,099.34	555.28	1,970,666	1,970,666
Total	2,157.24	2,416.78	1,672.16	6,118,659	6,118,659

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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511108	0.059746	0.180859	0.139188	0.042462	0.006666	0.016153	0.032295	0.001940	0.002496	0.004377	0.000582	0.002128

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913
NaturalGas Unmitigated	0.0402	0.3439	0.1505	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2243	438.2243	8.4000e-003	8.0300e-003	440.8913

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	3622.44	0.0391	0.3338	0.1421	2.1300e-003		0.0270	0.0270		0.0270	0.0270		426.1695	426.1695	8.1700e-003	7.8100e-003	428.7631
Regional Shopping Center	102.466	1.1100e-003	0.0101	8.4400e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004		12.0548	12.0548	2.3000e-004	2.2000e-004	12.1282
Total		**0.0402**	**0.3439**	**0.1505**	**2.1900e-003**		**0.0278**	**0.0278**		**0.0278**	**0.0278**		**438.2243**	**438.2243**	**8.4000e-003**	**8.0300e-003**	**440.8913**

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	3.62244	0.0391	0.3338	0.1421	2.1300e-003		0.0270	0.0270		0.0270	0.0270		426.1695	426.1695	8.1700e-003	7.8100e-003	428.7631
Regional Shopping Center	0.102466	1.1100e-003	0.0101	8.4400e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004		12.0548	12.0548	2.3000e-004	2.2000e-004	12.1282
Total		**0.0402**	**0.3439**	**0.1505**	**2.1900e-003**		**0.0278**	**0.0278**		**0.0278**	**0.0278**		**438.2243**	**438.2243**	**8.4000e-003**	**8.0300e-003**	**440.8913**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.0241	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021
Unmitigated	5.0660	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836	0.0000	27.3384	27.3384	0.0268	0.0000	27.9021

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	0.5200					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0788					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	0.4672	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836		27.3384	27.3384	0.0268		27.9021
Total	**5.0660**	**0.1767**	**15.2577**	**8.0000e-004**		**0.0836**	**0.0836**		**0.0836**	**0.0836**	**0.0000**	**27.3384**	**27.3384**	**0.0268**	**0.0000**	**27.9021**

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	0.4781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0788					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	0.4672	0.1767	15.2577	8.0000e-004		0.0836	0.0836		0.0836	0.0836		27.3384	27.3384	0.0268		27.9021
Total	**5.0241**	**0.1767**	**15.2577**	**8.0000e-004**		**0.0836**	**0.0836**		**0.0836**	**0.0836**	**0.0000**	**27.3384**	**27.3384**	**0.0268**	**0.0000**	**27.9021**

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 Vegetation

Van Nuys Plaza

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	184.00	Dwelling Unit	1.30	184,000.00	526
Regional Shopping Center	22.00	1000sqft	1.30	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - lot acreage changed to reflect project site plans. regional shopping center used to represent commercial land use portion of the mixed use project within the same project footprint.

Construction Phase - Architectural coating phase duration increased to more accurately reflect project conditions. Grading phase increased to account for subgrade parking.

Off-road Equipment - Cement and mortar mixer added for construction of subgrade parking structure

Off-road Equipment - Excavator added to account for subgrade parking structure construction.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 7 miles to nearest C&D facility. Soil from excavation assumed to go to Sunshine Canyon Landfill, 12 miles from site.

Demolition -

Grading - acres disturbed to match project area. Material Export assumes builing footprint (55,125SF) and three levels of parking (10 feet each).

Vehicle Trips - Trip generations from project Traffic Impact Study

Woodstoves - SCAQMD rull 445 states no wood burning hearths in new construction

Area Coating - Low VOC paints required per SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 minimum compliance

Area Mitigation - use of low VOC paints per SCAQMD Rule 1113

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	10.00	50.00
tblConstructionPhase	NumDays	6.00	60.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	156.40	0.00
tblFireplaces	NumberNoFireplace	18.40	0.00
tblFireplaces	NumberWood	9.20	0.00
tblGrading	AcresOfGrading	30.00	1.30
tblGrading	AcresOfGrading	4.50	1.30
tblGrading	MaterialExported	0.00	61,250.00
tblLandUse	LotAcreage	4.84	1.30
tblLandUse	LotAcreage	0.51	1.30
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripLength	20.00	7.00
tblTripsAndVMT	HaulingTripLength	20.00	12.00
tblWoodstoves	NumberCatalytic	9.20	0.00
tblWoodstoves	NumberNoncatalytic	9.20	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					
2017	0.5181	4.0636	3.8757	7.0100e-003	0.3908	0.2071	0.5979	0.1537	0.1956	0.3493	0.0000	592.7642	592.7642	0.0739	0.0000	594.3162
2018	1.0673	0.6183	0.6840	1.3100e-003	0.0446	0.0358	0.0804	0.0119	0.0343	0.0462	0.0000	104.9672	104.9672	0.0146	0.0000	105.2739
Total	**1.5853**	**4.6819**	**4.5597**	**8.3200e-003**	**0.4354**	**0.2429**	**0.6782**	**0.1656**	**0.2299**	**0.3955**	**0.0000**	**697.7314**	**697.7314**	**0.0885**	**0.0000**	**699.5901**

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					
2017	0.5181	4.0636	3.8757	7.0100e-003	0.2820	0.2071	0.4891	0.0977	0.1956	0.2933	0.0000	592.7639	592.7639	0.0739	0.0000	594.3159
2018	1.0673	0.6183	0.6840	1.3100e-003	0.0446	0.0358	0.0804	0.0119	0.0343	0.0462	0.0000	104.9671	104.9671	0.0146	0.0000	105.2738
Total	**1.5853**	**4.6819**	**4.5597**	**8.3200e-003**	**0.3266**	**0.2429**	**0.5695**	**0.1096**	**0.2299**	**0.3395**	**0.0000**	**697.7310**	**697.7310**	**0.0885**	**0.0000**	**699.5897**

	ROG	NOx	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**	**24.98**	**0.00**	**16.03**	**33.82**	**0.00**	**14.16**	**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	tons/yr										MT/yr					
Area	0.8977	0.0221	1.9072	1.0000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	3.1001	3.1001	3.0400e-003	0.0000	3.1641
Energy	7.3300e-003	0.0628	0.0275	4.0000e-004		5.0700e-003	5.0700e-003		5.0700e-003	5.0700e-003	0.0000	355.6365	355.6365	0.0144	4.0200e-003	357.1859
Mobile	1.1053	3.2046	12.2464	0.0341	2.3190	0.0475	2.3664	0.6206	0.0438	0.6643	0.0000	2,476.0404	2,476.0404	0.0910	0.0000	2,477.9505
Waste						0.0000	0.0000		0.0000	0.0000	21.8703	0.0000	21.8703	1.2925	0.0000	49.0126
Water						0.0000	0.0000		0.0000	0.0000	4.3203	77.9472	82.2675	0.4473	0.0112	95.1392
Total	**2.0103**	**3.2894**	**14.1811**	**0.0346**	**2.3190**	**0.0630**	**2.3820**	**0.6206**	**0.0593**	**0.6798**	**26.1906**	**2,912.7242**	**2,938.9148**	**1.8482**	**0.0152**	**2,982.4522**

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	0.8900	0.0221	1.9072	1.0000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	3.1001	3.1001	3.0400e-003	0.0000	3.1641
Energy	7.3300e-003	0.0628	0.0275	4.0000e-004		5.0700e-003	5.0700e-003		5.0700e-003	5.0700e-003	0.0000	355.6365	355.6365	0.0144	4.0200e-003	357.1859
Mobile	1.1053	3.2046	12.2464	0.0341	2.3190	0.0475	2.3664	0.6206	0.0438	0.6643	0.0000	2,476.0404	2,476.0404	0.0910	0.0000	2,477.9505
Waste						0.0000	0.0000		0.0000	0.0000	21.8703	0.0000	21.8703	1.2925	0.0000	49.0126
Water						0.0000	0.0000		0.0000	0.0000	4.3203	77.9472	82.2675	0.4472	0.0112	95.1323
Total	**2.0026**	**3.2894**	**14.1811**	**0.0346**	**2.3190**	**0.0630**	**2.3820**	**0.6206**	**0.0593**	**0.6798**	**26.1906**	**2,912.7242**	**2,938.9148**	**1.8481**	**0.0152**	**2,982.4453**

	ROG	NOx	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	**0.38**	**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**	**0.13**	**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	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/1/2017	5	3	
3	Grading	Grading	2/2/2017	4/26/2017	5	60	
4	Building Construction	Building Construction	4/27/2017	2/28/2018	5	220	
5	Paving	Paving	3/1/2018	3/14/2018	5	10	
6	Architectural Coating	Architectural Coating	3/15/2018	5/23/2018	5	50	

Acres of Grading (Site Preparation Phase): 1.3

Acres of Grading (Grading Phase): 1.3

Acres of Paving: 0

Residential Indoor: 372,600; Residential Outdoor: 124,200; Non-Residential Indoor: 33,000; Non-Residential Outdoor: 11,000 (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	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	113.00	14.70	6.90	7.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	7,656.00	14.70	6.90	12.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	140.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	1.8500e-003	0.0000	1.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**	**0.0122**	**0.0161**	**0.0283**	**1.8500e-003**	**0.0150**	**0.0169**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4126**

3.2 Demolition - 2017

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	5.6000e-004	6.0100e-003	9.1200e-003	2.0000e-005	3.4000e-004	8.0000e-005	4.2000e-004	9.0000e-005	7.0000e-005	1.7000e-004	0.0000	1.3686	1.3686	1.0000e-005	0.0000	1.3688
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	4.7000e-004	6.9000e-004	7.1800e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2850	1.2850	7.0000e-005	0.0000	1.2864
Total	**1.0300e-003**	**6.7000e-003**	**0.0163**	**4.0000e-005**	**1.7700e-003**	**9.0000e-005**	**1.8600e-003**	**4.7000e-004**	**8.0000e-005**	**5.6000e-004**	**0.0000**	**2.6535**	**2.6535**	**8.0000e-005**	**0.0000**	**2.6552**

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					5.5100e-003	0.0000	5.5100e-003	8.3000e-004	0.0000	8.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**	**5.5100e-003**	**0.0161**	**0.0216**	**8.3000e-004**	**0.0150**	**0.0159**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4125**

3.2 Demolition - 2017

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	5.6000e-004	6.0100e-003	9.1200e-003	2.0000e-005	3.4000e-004	8.0000e-005	4.2000e-004	9.0000e-005	7.0000e-005	1.7000e-004	0.0000	1.3686	1.3686	1.0000e-005	0.0000	1.3688
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	4.7000e-004	6.9000e-004	7.1800e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2850	1.2850	7.0000e-005	0.0000	1.2864
Total	**1.0300e-003**	**6.7000e-003**	**0.0163**	**4.0000e-005**	**1.7700e-003**	**9.0000e-005**	**1.8600e-003**	**4.7000e-004**	**8.0000e-005**	**5.6000e-004**	**0.0000**	**2.6535**	**2.6535**	**8.0000e-005**	**0.0000**	**2.6552**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.9000e-004	0.0000	6.9000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7900e-003	0.0429	0.0257	4.0000e-005		2.1000e-003	2.1000e-003		1.9300e-003	1.9300e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
Total	**3.7900e-003**	**0.0429**	**0.0257**	**4.0000e-005**	**6.9000e-004**	**2.1000e-003**	**2.7900e-003**	**7.0000e-005**	**1.9300e-003**	**2.0000e-003**	**0.0000**	**3.3195**	**3.3195**	**1.0200e-003**	**0.0000**	**3.3409**

3.3 Site Preparation - 2017

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	4.0000e-005	6.0000e-005	6.6000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1186	0.1186	1.0000e-005	0.0000	0.1187
Total	**4.0000e-005**	**6.0000e-005**	**6.6000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1186**	**0.1186**	**1.0000e-005**	**0.0000**	**0.1187**

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					3.1000e-004	0.0000	3.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7900e-003	0.0429	0.0257	4.0000e-005		2.1000e-003	2.1000e-003		1.9300e-003	1.9300e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
Total	**3.7900e-003**	**0.0429**	**0.0257**	**4.0000e-005**	**3.1000e-004**	**2.1000e-003**	**2.4100e-003**	**3.0000e-005**	**1.9300e-003**	**1.9600e-003**	**0.0000**	**3.3195**	**3.3195**	**1.0200e-003**	**0.0000**	**3.3409**

3.3 Site Preparation - 2017

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	4.0000e-005	6.0000e-005	6.6000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1186	0.1186	1.0000e-005	0.0000	0.1187
Total	**4.0000e-005**	**6.0000e-005**	**6.6000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1186**	**0.1186**	**1.0000e-005**	**0.0000**	**0.1187**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1848	0.0000	0.1848	0.0999	0.0000	0.0999	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8448	0.5690	6.2000e-004		0.0467	0.0467		0.0429	0.0429	0.0000	57.2771	57.2771	0.0176	0.0000	57.6457
Total	**0.0809**	**0.8448**	**0.5690**	**6.2000e-004**	**0.1848**	**0.0467**	**0.2315**	**0.0999**	**0.0429**	**0.1428**	**0.0000**	**57.2771**	**57.2771**	**0.0176**	**0.0000**	**57.6457**

3.4 Grading - 2017

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	0.0484	0.6446	0.6911	1.7200e-003	0.0394	9.0800e-003	0.0485	0.0108	8.3500e-003	0.0192	0.0000	154.7136	154.7136	1.1700e-003	0.0000	154.7382
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0800e-003	1.5900e-003	0.0166	4.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9653	2.9653	1.5000e-004	0.0000	2.9685
Total	**0.0495**	**0.6462**	**0.7077**	**1.7600e-003**	**0.0427**	**9.1100e-003**	**0.0518**	**0.0117**	**8.3700e-003**	**0.0201**	**0.0000**	**157.6789**	**157.6789**	**1.3200e-003**	**0.0000**	**157.7067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0832	0.0000	0.0832	0.0450	0.0000	0.0450	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8448	0.5690	6.2000e-004		0.0467	0.0467		0.0429	0.0429	0.0000	57.2771	57.2771	0.0176	0.0000	57.6456
Total	**0.0809**	**0.8448**	**0.5690**	**6.2000e-004**	**0.0832**	**0.0467**	**0.1298**	**0.0450**	**0.0429**	**0.0879**	**0.0000**	**57.2771**	**57.2771**	**0.0176**	**0.0000**	**57.6456**

3.4 Grading - 2017

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	0.0484	0.6446	0.6911	1.7200e-003	0.0394	9.0800e-003	0.0485	0.0108	8.3500e-003	0.0192	0.0000	154.7136	154.7136	1.1700e-003	0.0000	154.7382
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0800e-003	1.5900e-003	0.0166	4.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9653	2.9653	1.5000e-004	0.0000	2.9685
Total	**0.0495**	**0.6462**	**0.7077**	**1.7600e-003**	**0.0427**	**9.1100e-003**	**0.0518**	**0.0117**	**8.3700e-003**	**0.0201**	**0.0000**	**157.6789**	**157.6789**	**1.3200e-003**	**0.0000**	**157.7067**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2945	2.0230	1.4381	2.2000e-003		0.1294	0.1294		0.1239	0.1239	0.0000	187.4554	187.4554	0.0417	0.0000	188.3304
Total	**0.2945**	**2.0230**	**1.4381**	**2.2000e-003**		**0.1294**	**0.1294**		**0.1239**	**0.1239**	**0.0000**	**187.4554**	**187.4554**	**0.0417**	**0.0000**	**188.3304**

3.5 Building Construction - 2017

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	0.0166	0.1682	0.2248	4.4000e-004	0.0125	2.5700e-003	0.0151	3.5800e-003	2.3700e-003	5.9400e-003	0.0000	39.5000	39.5000	2.8000e-004	0.0000	39.5060
Worker	0.0445	0.0659	0.6847	1.6700e-003	0.1359	1.1100e-003	0.1371	0.0361	1.0300e-003	0.0371	0.0000	122.4673	122.4673	6.3300e-003	0.0000	122.6002
Total	**0.0611**	**0.2340**	**0.9095**	**2.1100e-003**	**0.1485**	**3.6800e-003**	**0.1522**	**0.0397**	**3.4000e-003**	**0.0431**	**0.0000**	**161.9674**	**161.9674**	**6.6100e-003**	**0.0000**	**162.1061**

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	0.2945	2.0230	1.4381	2.2000e-003		0.1294	0.1294		0.1239	0.1239	0.0000	187.4552	187.4552	0.0417	0.0000	188.3301
Total	**0.2945**	**2.0230**	**1.4381**	**2.2000e-003**		**0.1294**	**0.1294**		**0.1239**	**0.1239**	**0.0000**	**187.4552**	**187.4552**	**0.0417**	**0.0000**	**188.3301**

3.5 Building Construction - 2017

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	0.0166	0.1682	0.2248	4.4000e-004	0.0125	2.5700e-003	0.0151	3.5800e-003	2.3700e-003	5.9400e-003	0.0000	39.5000	39.5000	2.8000e-004	0.0000	39.5060
Worker	0.0445	0.0659	0.6847	1.6700e-003	0.1359	1.1100e-003	0.1371	0.0361	1.0300e-003	0.0371	0.0000	122.4673	122.4673	6.3300e-003	0.0000	122.6002
Total	**0.0611**	**0.2340**	**0.9095**	**2.1100e-003**	**0.1485**	**3.6800e-003**	**0.1522**	**0.0397**	**3.4000e-003**	**0.0431**	**0.0000**	**161.9674**	**161.9674**	**6.6100e-003**	**0.0000**	**162.1061**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0624	0.4420	0.3368	5.4000e-004		0.0269	0.0269		0.0258	0.0258	0.0000	45.1959	45.1959	9.7100e-003	0.0000	45.3999
Total	**0.0624**	**0.4420**	**0.3368**	**5.4000e-004**		**0.0269**	**0.0269**		**0.0258**	**0.0258**	**0.0000**	**45.1959**	**45.1959**	**9.7100e-003**	**0.0000**	**45.3999**

3.5 Building Construction - 2018

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	3.7600e-003	0.0375	0.0523	1.1000e-004	3.0400e-003	5.9000e-004	3.6300e-003	8.7000e-004	5.4000e-004	1.4100e-003	0.0000	9.4351	9.4351	7.0000e-005	0.0000	9.4365
Worker	9.7100e-003	0.0145	0.1507	4.1000e-004	0.0330	2.6000e-004	0.0333	8.7700e-003	2.4000e-004	9.0100e-003	0.0000	28.6414	28.6414	1.4300e-003	0.0000	28.6714
Total	**0.0135**	**0.0520**	**0.2030**	**5.2000e-004**	**0.0361**	**8.5000e-004**	**0.0369**	**9.6400e-003**	**7.8000e-004**	**0.0104**	**0.0000**	**38.0765**	**38.0765**	**1.5000e-003**	**0.0000**	**38.1079**

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	0.0624	0.4420	0.3368	5.4000e-004		0.0269	0.0269		0.0258	0.0258	0.0000	45.1959	45.1959	9.7100e-003	0.0000	45.3999
Total	**0.0624**	**0.4420**	**0.3368**	**5.4000e-004**		**0.0269**	**0.0269**		**0.0258**	**0.0258**	**0.0000**	**45.1959**	**45.1959**	**9.7100e-003**	**0.0000**	**45.3999**

3.5 Building Construction - 2018

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	3.7600e-003	0.0375	0.0523	1.1000e-004	3.0400e-003	5.9000e-004	3.6300e-003	8.7000e-004	5.4000e-004	1.4100e-003	0.0000	9.4351	9.4351	7.0000e-005	0.0000	9.4365
Worker	9.7100e-003	0.0145	0.1507	4.1000e-004	0.0330	2.6000e-004	0.0333	8.7700e-003	2.4000e-004	9.0100e-003	0.0000	28.6414	28.6414	1.4300e-003	0.0000	28.6714
Total	**0.0135**	**0.0520**	**0.2030**	**5.2000e-004**	**0.0361**	**8.5000e-004**	**0.0369**	**9.6400e-003**	**7.8000e-004**	**0.0104**	**0.0000**	**38.0765**	**38.0765**	**1.5000e-003**	**0.0000**	**38.1079**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.9400e-003**	**0.0704**	**0.0591**	**9.0000e-005**		**4.2100e-003**	**4.2100e-003**		**3.8800e-003**	**3.8800e-003**	**0.0000**	**7.9371**	**7.9371**	**2.4200e-003**	**0.0000**	**7.9880**

3.6 Paving - 2018

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	2.4000e-004	3.6000e-004	3.7500e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7137	0.7137	4.0000e-005	0.0000	0.7144
Total	**2.4000e-004**	**3.6000e-004**	**3.7500e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.7137**	**0.7137**	**4.0000e-005**	**0.0000**	**0.7144**

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	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.9400e-003**	**0.0704**	**0.0591**	**9.0000e-005**		**4.2100e-003**	**4.2100e-003**		**3.8800e-003**	**3.8800e-003**	**0.0000**	**7.9371**	**7.9371**	**2.4200e-003**	**0.0000**	**7.9880**

3.6 Paving - 2018

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	2.4000e-004	3.6000e-004	3.7500e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7137	0.7137	4.0000e-005	0.0000	0.7144
Total	**2.4000e-004**	**3.6000e-004**	**3.7500e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.7137**	**0.7137**	**4.0000e-005**	**0.0000**	**0.7144**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9745					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4700e-003	0.0501	0.0464	7.0000e-005		3.7600e-003	3.7600e-003		3.7600e-003	3.7600e-003	0.0000	6.3832	6.3832	6.1000e-004	0.0000	6.3959
Total	**0.9820**	**0.0501**	**0.0464**	**7.0000e-005**		**3.7600e-003**	**3.7600e-003**		**3.7600e-003**	**3.7600e-003**	**0.0000**	**6.3832**	**6.3832**	**6.1000e-004**	**0.0000**	**6.3959**

3.7 Architectural Coating - 2018

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	2.2600e-003	3.3800e-003	0.0350	9.0000e-005	7.6800e-003	6.0000e-005	7.7400e-003	2.0400e-003	6.0000e-005	2.1000e-003	0.0000	6.6608	6.6608	3.3000e-004	0.0000	6.6678
Total	**2.2600e-003**	**3.3800e-003**	**0.0350**	**9.0000e-005**	**7.6800e-003**	**6.0000e-005**	**7.7400e-003**	**2.0400e-003**	**6.0000e-005**	**2.1000e-003**	**0.0000**	**6.6608**	**6.6608**	**3.3000e-004**	**0.0000**	**6.6678**

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	0.9745					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4700e-003	0.0501	0.0464	7.0000e-005		3.7600e-003	3.7600e-003		3.7600e-003	3.7600e-003	0.0000	6.3831	6.3831	6.1000e-004	0.0000	6.3959
Total	**0.9820**	**0.0501**	**0.0464**	**7.0000e-005**		**3.7600e-003**	**3.7600e-003**		**3.7600e-003**	**3.7600e-003**	**0.0000**	**6.3831**	**6.3831**	**6.1000e-004**	**0.0000**	**6.3959**

3.7 Architectural Coating - 2018

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	2.2600e-003	3.3800e-003	0.0350	9.0000e-005	7.6800e-003	6.0000e-005	7.7400e-003	2.0400e-003	6.0000e-005	2.1000e-003	0.0000	6.6608	6.6608	3.3000e-004	0.0000	6.6678
Total	**2.2600e-003**	**3.3800e-003**	**0.0350**	**9.0000e-005**	**7.6800e-003**	**6.0000e-005**	**7.7400e-003**	**2.0400e-003**	**6.0000e-005**	**2.1000e-003**	**0.0000**	**6.6608**	**6.6608**	**3.3000e-004**	**0.0000**	**6.6678**

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	1.1053	3.2046	12.2464	0.0341	2.3190	0.0475	2.3664	0.6206	0.0438	0.6643	0.0000	2,476.0404	2,476.0404	0.0910	0.0000	2,477.9505
Unmitigated	1.1053	3.2046	12.2464	0.0341	2.3190	0.0475	2.3664	0.6206	0.0438	0.6643	0.0000	2,476.0404	2,476.0404	0.0910	0.0000	2,477.9505

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,212.56	1,317.44	1116.88	4,147,993	4,147,993
Regional Shopping Center	944.68	1,099.34	555.28	1,970,666	1,970,666
Total	2,157.24	2,416.78	1,672.16	6,118,659	6,118,659

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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511108	0.059746	0.180859	0.139188	0.042462	0.006666	0.016153	0.032295	0.001940	0.002496	0.004377	0.000582	0.002128

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

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	283.0835	283.0835	0.0130	2.6900e-003	284.1914
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	283.0835	283.0835	0.0130	2.6900e-003	284.1914
NaturalGas Mitigated	7.3300e-003	0.0628	0.0275	4.0000e-004		5.0700e-003	5.0700e-003		5.0700e-003	5.0700e-003	0.0000	72.5530	72.5530	1.3900e-003	1.3300e-003	72.9945
NaturalGas Unmitigated	7.3300e-003	0.0628	0.0275	4.0000e-004		5.0700e-003	5.0700e-003		5.0700e-003	5.0700e-003	0.0000	72.5530	72.5530	1.3900e-003	1.3300e-003	72.9945

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					
Regional Shopping Center	37400	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9958	1.9958	4.0000e-005	4.0000e-005	2.0080
Apartments Mid Rise	1.32219e+006	7.1300e-003	0.0609	0.0259	3.9000e-004		4.9300e-003	4.9300e-003		4.9300e-003	4.9300e-003	0.0000	70.5571	70.5571	1.3500e-003	1.2900e-003	70.9865
Total		**7.3300e-003**	**0.0628**	**0.0275**	**4.0000e-004**		**5.0700e-003**	**5.0700e-003**		**5.0700e-003**	**5.0700e-003**	**0.0000**	**72.5530**	**72.5530**	**1.3900e-003**	**1.3300e-003**	**72.9945**

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	1.32219e+006	7.1300e-003	0.0609	0.0259	3.9000e-004		4.9300e-003	4.9300e-003		4.9300e-003	4.9300e-003	0.0000	70.5571	70.5571	1.3500e-003	1.2900e-003	70.9865
Regional Shopping Center	37400	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9958	1.9958	4.0000e-005	4.0000e-005	2.0080
Total		**7.3300e-003**	**0.0628**	**0.0275**	**4.0000e-004**		**5.0700e-003**	**5.0700e-003**		**5.0700e-003**	**5.0700e-003**	**0.0000**	**72.5530**	**72.5530**	**1.3900e-003**	**1.3300e-003**	**72.9945**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	655485	187.5782	8.6200e-003	1.7800e-003	188.3123
Regional Shopping Center	333740	95.5053	4.3900e-003	9.1000e-004	95.8791
Total		**283.0835**	**0.0130**	**2.6900e-003**	**284.1914**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	655485	187.5782	8.6200e-003	1.7800e-003	188.3123
Regional Shopping Center	333740	95.5053	4.3900e-003	9.1000e-004	95.8791
Total		**283.0835**	**0.0130**	**2.6900e-003**	**284.1914**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive 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	0.8900	0.0221	1.9072	1.0000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	3.1001	3.1001	3.0400e-003	0.0000	3.1641
Unmitigated	0.8977	0.0221	1.9072	1.0000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	3.1001	3.1001	3.0400e-003	0.0000	3.1641

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	0.0949					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7444					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	0.0584	0.0221	1.9072	1.0000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	3.1001	3.1001	3.0400e-003	0.0000	3.1641
Total	**0.8977**	**0.0221**	**1.9072**	**1.0000e-004**		**0.0105**	**0.0105**		**0.0105**	**0.0105**	**0.0000**	**3.1001**	**3.1001**	**3.0400e-003**	**0.0000**	**3.1641**

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	0.0873					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7444					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	0.0584	0.0221	1.9072	1.0000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	3.1001	3.1001	3.0400e-003	0.0000	3.1641
Total	**0.8900**	**0.0221**	**1.9072**	**1.0000e-004**		**0.0105**	**0.0105**		**0.0105**	**0.0105**	**0.0000**	**3.1001**	**3.1001**	**3.0400e-003**	**0.0000**	**3.1641**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	82.2675	0.4472	0.0112	95.1323
Unmitigated	82.2675	0.4473	0.0112	95.1392

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.9883 / 7.55787	72.5029	0.3938	9.8800e-003	83.8346
Regional Shopping Center	1.6296 / 0.998784	9.7646	0.0535	1.3400e-003	11.3046
Total		**82.2675**	**0.4473**	**0.0112**	**95.1392**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.9883 / 7.55787	72.5029	0.3937	9.8600e-003	83.8285
Regional Shopping Center	1.6296 / 0.998784	9.7646	0.0535	1.3400e-003	11.3038
Total		**82.2675**	**0.4473**	**0.0112**	**95.1323**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	21.8703	1.2925	0.0000	49.0126
Unmitigated	21.8703	1.2925	0.0000	49.0126

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	84.64	17.1812	1.0154	0.0000	38.5041
Regional Shopping Center	23.1	4.6891	0.2771	0.0000	10.5086
Total		**21.8703**	**1.2925**	**0.0000**	**49.0126**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	84.64	17.1812	1.0154	0.0000	38.5041
Regional Shopping Center	23.1	4.6891	0.2771	0.0000	10.5086
Total		**21.8703**	**1.2925**	**0.0000**	**49.0126**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Greenhouse Gas Emission Worksheet

N20 Mobile Emissions VG Prop Invstmnts New Med Ofc Bldg

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 6,118,659

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	51.0%	0.04	0.0204	0.04	0.0204
Light Truck < 3750 lbs	5.9%	0.05	0.00295	0.06	0.00354
Light Truck 3751-5750 lbs	18.0%	0.05	0.009	0.06	0.0108
Med Truck 5751-8500 lbs	14.0%	0.12	0.0168	0.2	0.028
Lite-Heavy Truck 8501-10,000 lbs	4.0%	0.12	0.0048	0.2	0.008
Lite-Heavy Truck 10,001-14,000 lbs	1.0%	0.09	0.0009	0.125	0.00125
Med-Heavy Truck 14,001-33,000 lbs	2.0%	0.06	0.0012	0.05	0.001
Heavy-Heavy Truck 33,001-60,000 lbs	3.0%	0.06	0.0018	0.05	0.0015
Other Bus	0.2%	0.06	0.00012	0.05	0.0001
Urban Bus	0.2%	0.06	0.00012	0.05	0.0001
Motorcycle	0.4%	0.09	0.00036	0.01	0.00004
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.2%	0.09	0.00018	0.125	0.00025
Total	**100.0%**		**0.05869**		**0.07503**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N20 Emissions:	0.4591	metric tons N2O	**142.32**	metric tons CO2e
		Project Total:	***142.32 metric tons CO2e***	

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources

Appendix B

CalEEMod Results Existing Land Use

Van Nuys Plaza (Existing)

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	18.20	1000sqft	0.42	18,200.00	0
Supermarket	6.60	1000sqft	0.15	6,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment - Cement and mortar mixer added for construction of subgrade parking structure

Off-road Equipment - Excavator added to account for subgrade parking structure construction.

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition -

Grading - acres disturbed to match project area. Material Export assumes builing footprint (55,125SF) and three levels of parking (10 feet each).

Vehicle Trips - Trip generations from project Traffic Impact Study

Area Coating -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 minimum compliance

Area Mitigation - use of low VOC paints per SCAQMD Rule 1113

Energy Mitigation -

Woodstoves -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	49.97	42.80
tblVehicleTrips	ST_TR	177.59	102.40
tblVehicleTrips	SU_TR	25.24	42.80
tblVehicleTrips	SU_TR	166.44	102.40
tblVehicleTrips	WD_TR	42.94	42.80
tblVehicleTrips	WD_TR	102.24	102.40

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					
2017	115.2880	13.0393	9.1217	0.0135	0.8645	0.8611	1.5920	0.4434	0.7923	1.1372	0.0000	1,330.5043	1,330.5043	0.3604	0.0000	1,338.0728
Total	**115.2880**	**13.0393**	**9.1217**	**0.0135**	**0.8645**	**0.8611**	**1.5920**	**0.4434**	**0.7923**	**1.1372**	**0.0000**	**1,330.5043**	**1,330.5043**	**0.3604**	**0.0000**	**1,338.0728**

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					
2017	115.2880	13.0393	9.1217	0.0135	0.4505	0.8611	1.1780	0.2158	0.7923	0.9097	0.0000	1,330.5043	1,330.5043	0.3604	0.0000	1,338.0728
Total	**115.2880**	**13.0393**	**9.1217**	**0.0135**	**0.4505**	**0.8611**	**1.1780**	**0.2158**	**0.7923**	**0.9097**	**0.0000**	**1,330.5043**	**1,330.5043**	**0.3604**	**0.0000**	**1,338.0728**

	ROG	NOx	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**	**47.89**	**0.00**	**26.01**	**51.32**	**0.00**	**20.01**	**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	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Energy	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818
Mobile	3.9062	8.0083	33.8091	0.0794	5.4648	0.1149	5.5797	1.4602	0.1060	1.5662		6,361.1152	6,361.1152	0.2454		6,366.2683
Total	**4.5602**	**8.0567**	**33.8522**	**0.0796**	**5.4648**	**0.1186**	**5.5834**	**1.4602**	**0.1097**	**1.5699**		**6,419.1493**	**6,419.1493**	**0.2465**	**1.0600e-003**	**6,424.6559**

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	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Energy	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818
Mobile	3.9062	8.0083	33.8091	0.0794	5.4648	0.1149	5.5797	1.4602	0.1060	1.5662		6,361.1152	6,361.1152	0.2454		6,366.2683
Total	**4.5602**	**8.0567**	**33.8522**	**0.0796**	**5.4648**	**0.1186**	**5.5834**	**1.4602**	**0.1097**	**1.5699**		**6,419.1493**	**6,419.1493**	**0.2465**	**1.0600e-003**	**6,424.6559**

	ROG	NOx	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	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	6/7/2017	5	100	
5	Paving	Paving	6/8/2017	6/14/2017	5	5	
6	Architectural Coating	Architectural Coating	6/15/2017	6/21/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 37,200; Non-Residential Outdoor: 12,400 (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	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	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
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.0000**	**0.7266**	**0.7266**	**0.0000**	**0.6930**	**0.6930**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

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	0.0382	0.0516	0.5392	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2846	107.2846	5.6300e-003		107.4028
Total	**0.0382**	**0.0516**	**0.5392**	**1.3300e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2846**	**107.2846**	**5.6300e-003**		**107.4028**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.0000**	**0.7266**	**0.7266**	**0.0000**	**0.6930**	**0.6930**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

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	0.0382	0.0516	0.5392	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2846	107.2846	5.6300e-003		107.4028
Total	**0.0382**	**0.0516**	**0.5392**	**1.3300e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2846**	**107.2846**	**5.6300e-003**		**107.4028**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**		**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

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	0.0191	0.0258	0.2696	6.6000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		53.6423	53.6423	2.8100e-003		53.7014
Total	**0.0191**	**0.0258**	**0.2696**	**6.6000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**53.6423**	**53.6423**	**2.8100e-003**		**53.7014**

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	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.2386**	**0.7705**	**1.0091**	**0.0258**	**0.7089**	**0.7346**	**0.0000**	**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

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	0.0191	0.0258	0.2696	6.6000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		53.6423	53.6423	2.8100e-003		53.7014
Total	**0.0191**	**0.0258**	**0.2696**	**6.6000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**53.6423**	**53.6423**	**2.8100e-003**		**53.7014**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7528**	**0.7266**	**1.4794**	**0.4138**	**0.6930**	**1.1068**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

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	0.0382	0.0516	0.5392	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2846	107.2846	5.6300e-003		107.4028
Total	**0.0382**	**0.0516**	**0.5392**	**1.3300e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2846**	**107.2846**	**5.6300e-003**		**107.4028**

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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.3387**	**0.7266**	**1.0653**	**0.1862**	**0.6930**	**0.8792**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

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	0.0382	0.0516	0.5392	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2846	107.2846	5.6300e-003		107.4028
Total	**0.0382**	**0.0516**	**0.5392**	**1.3300e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2846**	**107.2846**	**5.6300e-003**		**107.4028**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

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	0.0335	0.3241	0.4546	8.6000e-004	0.0250	5.0800e-003	0.0301	7.1200e-003	4.6700e-003	0.0118		85.1456	85.1456	6.2000e-004		85.1587
Worker	0.0305	0.0413	0.4314	1.0600e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		85.8277	85.8277	4.5000e-003		85.9222
Total	**0.0640**	**0.3654**	**0.8860**	**1.9200e-003**	**0.1144**	**5.8000e-003**	**0.1202**	**0.0308**	**5.3300e-003**	**0.0362**		**170.9732**	**170.9732**	**5.1200e-003**		**171.0809**

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

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	0.0335	0.3241	0.4546	8.6000e-004	0.0250	5.0800e-003	0.0301	7.1200e-003	4.6700e-003	0.0118		85.1456	85.1456	6.2000e-004		85.1587
Worker	0.0305	0.0413	0.4314	1.0600e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		85.8277	85.8277	4.5000e-003		85.9222
Total	**0.0640**	**0.3654**	**0.8860**	**1.9200e-003**	**0.1144**	**5.8000e-003**	**0.1202**	**0.0308**	**5.3300e-003**	**0.0362**		**170.9732**	**170.9732**	**5.1200e-003**		**171.0809**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**		**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

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	0.0687	0.0929	0.9706	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1123	193.1123	0.0101		193.3250
Total	**0.0687**	**0.0929**	**0.9706**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1123**	**193.1123**	**0.0101**		**193.3250**

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	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	0.0000	1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**	**0.0000**	**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

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	0.0687	0.0929	0.9706	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1123	193.1123	0.0101		193.3250
Total	**0.0687**	**0.0929**	**0.9706**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1123**	**193.1123**	**0.0101**		**193.3250**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	114.9480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**115.2803**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	7.6400e-003	0.0103	0.1078	2.7000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.0900e-003		21.4569	21.4569	1.1300e-003		21.4806
Total	**7.6400e-003**	**0.0103**	**0.1078**	**2.7000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.0900e-003**		**21.4569**	**21.4569**	**1.1300e-003**		**21.4806**

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	114.9480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**115.2803**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	7.6400e-003	0.0103	0.1078	2.7000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.0900e-003		21.4569	21.4569	1.1300e-003		21.4806
Total	**7.6400e-003**	**0.0103**	**0.1078**	**2.7000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.0900e-003**		**21.4569**	**21.4569**	**1.1300e-003**		**21.4806**

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	3.9062	8.0083	33.8091	0.0794	5.4648	0.1149	5.5797	1.4602	0.1060	1.5662		6,361.1152	6,361.1152	0.2454		6,366.2683
Unmitigated	3.9062	8.0083	33.8091	0.0794	5.4648	0.1149	5.5797	1.4602	0.1060	1.5662		6,361.1152	6,361.1152	0.2454		6,366.2683

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	778.96	778.96	778.96	1,684,769	1,684,769
Supermarket	675.84	675.84	675.84	891,751	891,751
Total	1,454.80	1,454.80	1,454.80	2,576,520	2,576,520

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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511108	0.059746	0.180859	0.139188	0.042462	0.006666	0.016153	0.032295	0.001940	0.002496	0.004377	0.000582	0.002128

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

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	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818
NaturalGas Unmitigated	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818

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					
Regional Shopping Center	84.7671	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9726	9.9726	1.9000e-004	1.8000e-004	10.0333
Supermarket	408.477	4.4100e-003	0.0401	0.0336	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003		48.0561	48.0561	9.2000e-004	8.8000e-004	48.3486
Total		**5.3200e-003**	**0.0484**	**0.0406**	**2.9000e-004**		**3.6700e-003**	**3.6700e-003**		**3.6700e-003**	**3.6700e-003**		**58.0287**	**58.0287**	**1.1100e-003**	**1.0600e-003**	**58.3818**

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					
Regional Shopping Center	0.0847671	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9726	9.9726	1.9000e-004	1.8000e-004	10.0333
Supermarket	0.408477	4.4100e-003	0.0401	0.0336	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003		48.0561	48.0561	9.2000e-004	8.8000e-004	48.3486
Total		**5.3200e-003**	**0.0484**	**0.0406**	**2.9000e-004**		**3.6700e-003**	**3.6700e-003**		**3.6700e-003**	**3.6700e-003**		**58.0287**	**58.0287**	**1.1100e-003**	**1.0600e-003**	**58.3818**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Unmitigated	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-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	0.1575					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Total	**0.6487**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**5.4300e-003**	**5.4300e-003**	**1.0000e-005**		**5.7400e-003**

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	0.1575					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Total	**0.6487**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**5.4300e-003**	**5.4300e-003**	**1.0000e-005**		**5.7400e-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 Vegetation

Van Nuys Plaza (Existing)

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	18.20	1000sqft	0.42	18,200.00	0
Supermarket	6.60	1000sqft	0.15	6,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment - Cement and mortar mixer added for construction of subgrade parking structure

Off-road Equipment - Excavator added to account for subgrade parking structure construction.

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition -

Grading - acres disturbed to match project area. Material Export assumes builing footprint (55,125SF) and three levels of parking (10 feet each).

Vehicle Trips - Trip generations from project Traffic Impact Study

Area Coating -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 minimum compliance

Area Mitigation - use of low VOC paints per SCAQMD Rule 1113

Energy Mitigation -

Woodstoves -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	49.97	42.80
tblVehicleTrips	ST_TR	177.59	102.40
tblVehicleTrips	SU_TR	25.24	42.80
tblVehicleTrips	SU_TR	166.44	102.40
tblVehicleTrips	WD_TR	42.94	42.80
tblVehicleTrips	WD_TR	102.24	102.40

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					
2017	115.2878	13.0278	9.1695	0.0137	0.8645	0.8611	1.5920	0.4434	0.7922	1.1372	0.0000	1,336.9225	1,336.9225	0.3604	0.0000	1,344.4906
Total	**115.2878**	**13.0278**	**9.1695**	**0.0137**	**0.8645**	**0.8611**	**1.5920**	**0.4434**	**0.7922**	**1.1372**	**0.0000**	**1,336.9225**	**1,336.9225**	**0.3604**	**0.0000**	**1,344.4906**

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					
2017	115.2878	13.0278	9.1695	0.0137	0.4505	0.8611	1.1780	0.2158	0.7922	0.9097	0.0000	1,336.9225	1,336.9225	0.3604	0.0000	1,344.4906
Total	**115.2878**	**13.0278**	**9.1695**	**0.0137**	**0.4505**	**0.8611**	**1.1780**	**0.2158**	**0.7922**	**0.9097**	**0.0000**	**1,336.9225**	**1,336.9225**	**0.3604**	**0.0000**	**1,344.4906**

	ROG	NOx	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**	**47.89**	**0.00**	**26.01**	**51.32**	**0.00**	**20.01**	**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	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Energy	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818
Mobile	3.7512	7.6598	32.6576	0.0835	5.4648	0.1142	5.5790	1.4602	0.1053	1.5655		6,679.5832	6,679.5832	0.2450		6,684.7274
Total	**4.4053**	**7.7081**	**32.7007**	**0.0838**	**5.4648**	**0.1179**	**5.5827**	**1.4602**	**0.1090**	**1.5692**		**6,737.6173**	**6,737.6173**	**0.2461**	**1.0600e-003**	**6,743.1150**

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	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Energy	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818
Mobile	3.7512	7.6598	32.6576	0.0835	5.4648	0.1142	5.5790	1.4602	0.1053	1.5655		6,679.5832	6,679.5832	0.2450		6,684.7274
Total	**4.4053**	**7.7081**	**32.7007**	**0.0838**	**5.4648**	**0.1179**	**5.5827**	**1.4602**	**0.1090**	**1.5692**		**6,737.6173**	**6,737.6173**	**0.2461**	**1.0600e-003**	**6,743.1150**

	ROG	NOx	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	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	6/7/2017	5	100	
5	Paving	Paving	6/8/2017	6/14/2017	5	5	
6	Architectural Coating	Architectural Coating	6/15/2017	6/21/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 37,200; Non-Residential Outdoor: 12,400 (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	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	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
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.0000**	**0.7266**	**0.7266**	**0.0000**	**0.6930**	**0.6930**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

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	0.0374	0.0470	0.5870	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.4058	114.4058	5.6300e-003		114.5239
Total	**0.0374**	**0.0470**	**0.5870**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.4058**	**114.4058**	**5.6300e-003**		**114.5239**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.0000**	**0.7266**	**0.7266**	**0.0000**	**0.6930**	**0.6930**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

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	0.0374	0.0470	0.5870	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.4058	114.4058	5.6300e-003		114.5239
Total	**0.0374**	**0.0470**	**0.5870**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.4058**	**114.4058**	**5.6300e-003**		**114.5239**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**		**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

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	0.0187	0.0235	0.2935	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.2029	57.2029	2.8100e-003		57.2620
Total	**0.0187**	**0.0235**	**0.2935**	**7.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.2029**	**57.2029**	**2.8100e-003**		**57.2620**

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	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.2386**	**0.7705**	**1.0091**	**0.0258**	**0.7089**	**0.7346**	**0.0000**	**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

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	0.0187	0.0235	0.2935	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.2029	57.2029	2.8100e-003		57.2620
Total	**0.0187**	**0.0235**	**0.2935**	**7.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.2029**	**57.2029**	**2.8100e-003**		**57.2620**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7528**	**0.7266**	**1.4794**	**0.4138**	**0.6930**	**1.1068**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

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	0.0374	0.0470	0.5870	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.4058	114.4058	5.6300e-003		114.5239
Total	**0.0374**	**0.0470**	**0.5870**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.4058**	**114.4058**	**5.6300e-003**		**114.5239**

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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.3387**	**0.7266**	**1.0653**	**0.1862**	**0.6930**	**0.8792**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

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	0.0374	0.0470	0.5870	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.4058	114.4058	5.6300e-003		114.5239
Total	**0.0374**	**0.0470**	**0.5870**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.4058**	**114.4058**	**5.6300e-003**		**114.5239**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

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	0.0306	0.3163	0.3752	8.7000e-004	0.0250	5.0300e-003	0.0300	7.1200e-003	4.6300e-003	0.0118		85.8669	85.8669	6.1000e-004		85.8796
Worker	0.0299	0.0376	0.4696	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5246	91.5246	4.5000e-003		91.6192
Total	**0.0606**	**0.3539**	**0.8449**	**2.0000e-003**	**0.1144**	**5.7500e-003**	**0.1202**	**0.0308**	**5.2900e-003**	**0.0361**		**177.3915**	**177.3915**	**5.1100e-003**		**177.4987**

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

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	0.0306	0.3163	0.3752	8.7000e-004	0.0250	5.0300e-003	0.0300	7.1200e-003	4.6300e-003	0.0118		85.8669	85.8669	6.1000e-004		85.8796
Worker	0.0299	0.0376	0.4696	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5246	91.5246	4.5000e-003		91.6192
Total	**0.0606**	**0.3539**	**0.8449**	**2.0000e-003**	**0.1144**	**5.7500e-003**	**0.1202**	**0.0308**	**5.2900e-003**	**0.0361**		**177.3915**	**177.3915**	**5.1100e-003**		**177.4987**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**		**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

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	0.0674	0.0846	1.0567	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9304	205.9304	0.0101		206.1431
Total	**0.0674**	**0.0846**	**1.0567**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9304**	**205.9304**	**0.0101**		**206.1431**

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	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	0.0000	1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**	**0.0000**	**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

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	0.0674	0.0846	1.0567	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9304	205.9304	0.0101		206.1431
Total	**0.0674**	**0.0846**	**1.0567**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9304**	**205.9304**	**0.0101**		**206.1431**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	114.9480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**115.2803**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	7.4900e-003	9.4000e-003	0.1174	2.8000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.0900e-003		22.8812	22.8812	1.1300e-003		22.9048
Total	**7.4900e-003**	**9.4000e-003**	**0.1174**	**2.8000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.0900e-003**		**22.8812**	**22.8812**	**1.1300e-003**		**22.9048**

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	114.9480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**115.2803**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	7.4900e-003	9.4000e-003	0.1174	2.8000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.0900e-003		22.8812	22.8812	1.1300e-003		22.9048
Total	**7.4900e-003**	**9.4000e-003**	**0.1174**	**2.8000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.0900e-003**		**22.8812**	**22.8812**	**1.1300e-003**		**22.9048**

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	3.7512	7.6598	32.6576	0.0835	5.4648	0.1142	5.5790	1.4602	0.1053	1.5655		6,679.5832	6,679.5832	0.2450		6,684.7274
Unmitigated	3.7512	7.6598	32.6576	0.0835	5.4648	0.1142	5.5790	1.4602	0.1053	1.5655		6,679.5832	6,679.5832	0.2450		6,684.7274

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	778.96	778.96	778.96	1,684,769	1,684,769
Supermarket	675.84	675.84	675.84	891,751	891,751
Total	1,454.80	1,454.80	1,454.80	2,576,520	2,576,520

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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511108	0.059746	0.180859	0.139188	0.042462	0.006666	0.016153	0.032295	0.001940	0.002496	0.004377	0.000582	0.002128

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

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	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818
NaturalGas Unmitigated	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003		58.0287	58.0287	1.1100e-003	1.0600e-003	58.3818

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					
Regional Shopping Center	84.7671	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9726	9.9726	1.9000e-004	1.8000e-004	10.0333
Supermarket	408.477	4.4100e-003	0.0401	0.0336	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003		48.0561	48.0561	9.2000e-004	8.8000e-004	48.3486
Total		**5.3200e-003**	**0.0484**	**0.0406**	**2.9000e-004**		**3.6700e-003**	**3.6700e-003**		**3.6700e-003**	**3.6700e-003**		**58.0287**	**58.0287**	**1.1100e-003**	**1.0600e-003**	**58.3818**

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					
Regional Shopping Center	0.0847671	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9726	9.9726	1.9000e-004	1.8000e-004	10.0333
Supermarket	0.408477	4.4100e-003	0.0401	0.0336	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003		48.0561	48.0561	9.2000e-004	8.8000e-004	48.3486
Total		**5.3200e-003**	**0.0484**	**0.0406**	**2.9000e-004**		**3.6700e-003**	**3.6700e-003**		**3.6700e-003**	**3.6700e-003**		**58.0287**	**58.0287**	**1.1100e-003**	**1.0600e-003**	**58.3818**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Unmitigated	0.6488	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-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	0.1575					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Total	**0.6487**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**5.4300e-003**	**5.4300e-003**	**1.0000e-005**		**5.7400e-003**

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	0.1575					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.4300e-003	5.4300e-003	1.0000e-005		5.7400e-003
Total	**0.6487**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**5.4300e-003**	**5.4300e-003**	**1.0000e-005**		**5.7400e-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 Vegetation

Van Nuys Plaza (Existing)

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	18.20	1000sqft	0.42	18,200.00	0
Supermarket	6.60	1000sqft	0.15	6,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment - Cement and mortar mixer added for construction of subgrade parking structure

Off-road Equipment - Excavator added to account for subgrade parking structure construction.

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition -

Grading - acres disturbed to match project area. Material Export assumes builing footprint (55,125SF) and three levels of parking (10 feet each).

Vehicle Trips - Trip generations from project Traffic Impact Study

Area Coating -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 minimum compliance

Area Mitigation - use of low VOC paints per SCAQMD Rule 1113

Energy Mitigation -

Woodstoves -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	49.97	42.80
tblVehicleTrips	ST_TR	177.59	102.40
tblVehicleTrips	SU_TR	25.24	42.80
tblVehicleTrips	SU_TR	166.44	102.40
tblVehicleTrips	WD_TR	42.94	42.80
tblVehicleTrips	WD_TR	102.24	102.40

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					
2017	0.3658	0.7522	0.5303	7.9000e-004	7.8700e-003	0.0498	0.0576	2.2900e-003	0.0460	0.0483	0.0000	71.4821	71.4821	0.0186	0.0000	71.8716
Total	**0.3658**	**0.7522**	**0.5303**	**7.9000e-004**	**7.8700e-003**	**0.0498**	**0.0576**	**2.2900e-003**	**0.0460**	**0.0483**	**0.0000**	**71.4821**	**71.4821**	**0.0186**	**0.0000**	**71.8716**

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					
2017	0.3658	0.7522	0.5303	7.9000e-004	7.3100e-003	0.0498	0.0571	2.0400e-003	0.0460	0.0480	0.0000	71.4820	71.4820	0.0186	0.0000	71.8715
Total	**0.3658**	**0.7522**	**0.5303**	**7.9000e-004**	**7.3100e-003**	**0.0498**	**0.0571**	**2.0400e-003**	**0.0460**	**0.0480**	**0.0000**	**71.4820**	**71.4820**	**0.0186**	**0.0000**	**71.8715**

	ROG	NOx	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**	**7.12**	**0.00**	**0.97**	**10.92**	**0.00**	**0.52**	**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	tons/yr										MT/yr					
Area	0.1184	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.2000e-004	6.2000e-004	0.0000	0.0000	6.5000e-004
Energy	9.7000e-004	8.8300e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	162.5967	162.5967	7.2200e-003	1.6300e-003	163.2539
Mobile	0.6691	1.4849	6.1580	0.0146	0.9765	0.0208	0.9973	0.2613	0.0192	0.2805	0.0000	1,062.0088	1,062.0088	0.0404	0.0000	1,062.8577
Waste						0.0000	0.0000		0.0000	0.0000	11.4345	0.0000	11.4345	0.6758	0.0000	25.6254
Water						0.0000	0.0000		0.0000	0.0000	0.6858	10.7618	11.4476	0.0709	1.7700e-003	13.4845
Total	**0.7885**	**1.4938**	**6.1657**	**0.0147**	**0.9765**	**0.0215**	**0.9980**	**0.2613**	**0.0199**	**0.2812**	**12.1203**	**1,235.3679**	**1,247.4882**	**0.7943**	**3.4000e-003**	**1,265.2222**

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	0.1184	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.2000e-004	6.2000e-004	0.0000	0.0000	6.5000e-004
Energy	9.7000e-004	8.8300e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	162.5967	162.5967	7.2200e-003	1.6300e-003	163.2539
Mobile	0.6691	1.4849	6.1580	0.0146	0.9765	0.0208	0.9973	0.2613	0.0192	0.2805	0.0000	1,062.0088	1,062.0088	0.0404	0.0000	1,062.8577
Waste						0.0000	0.0000		0.0000	0.0000	11.4345	0.0000	11.4345	0.6758	0.0000	25.6254
Water						0.0000	0.0000		0.0000	0.0000	0.6858	10.7618	11.4476	0.0709	1.7600e-003	13.4834
Total	**0.7885**	**1.4938**	**6.1657**	**0.0147**	**0.9765**	**0.0215**	**0.9980**	**0.2613**	**0.0199**	**0.2812**	**12.1203**	**1,235.3679**	**1,247.4882**	**0.7943**	**3.3900e-003**	**1,265.2211**

	ROG	NOx	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**	**0.29**	**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	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	6/7/2017	5	100	
5	Paving	Paving	6/8/2017	6/14/2017	5	5	
6	Architectural Coating	Architectural Coating	6/15/2017	6/21/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 37,200; Non-Residential Outdoor: 12,400 (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	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	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
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	**6.0200e-003**	**0.0524**	**0.0429**	**6.0000e-005**	**0.0000**	**3.6300e-003**	**3.6300e-003**	**0.0000**	**3.4600e-003**	**3.4600e-003**	**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.7000e-004	2.7600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4942	0.4942	3.0000e-005	0.0000	0.4948
Total	**1.8000e-004**	**2.7000e-004**	**2.7600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4942**	**0.4942**	**3.0000e-005**	**0.0000**	**0.4948**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	**6.0200e-003**	**0.0524**	**0.0429**	**6.0000e-005**	**0.0000**	**3.6300e-003**	**3.6300e-003**	**0.0000**	**3.4600e-003**	**3.4600e-003**	**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.7000e-004	2.7600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4942	0.4942	3.0000e-005	0.0000	0.4948
Total	**1.8000e-004**	**2.7000e-004**	**2.7600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4942**	**0.4942**	**3.0000e-005**	**0.0000**	**0.4948**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	**6.3000e-004**	**6.3400e-003**	**3.6200e-003**	**0.0000**	**2.7000e-004**	**3.9000e-004**	**6.6000e-004**	**3.0000e-005**	**3.5000e-004**	**3.8000e-004**	**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0247	0.0247	0.0000	0.0000	0.0247
Total	**1.0000e-005**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0247**	**0.0247**	**0.0000**	**0.0000**	**0.0247**

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					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	**6.3000e-004**	**6.3400e-003**	**3.6200e-003**	**0.0000**	**1.2000e-004**	**3.9000e-004**	**5.1000e-004**	**1.0000e-005**	**3.5000e-004**	**3.6000e-004**	**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0247	0.0247	0.0000	0.0000	0.0247
Total	**1.0000e-005**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0247**	**0.0247**	**0.0000**	**0.0000**	**0.0247**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	0.0105	8.5800e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.9000e-004	6.9000e-004	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total	**1.2000e-003**	**0.0105**	**8.5800e-003**	**1.0000e-005**	**7.5000e-004**	**7.3000e-004**	**1.4800e-003**	**4.1000e-004**	**6.9000e-004**	**1.1000e-003**	**0.0000**	**1.0739**	**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.4 Grading - 2017

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	4.0000e-005	5.0000e-005	5.5000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0988	0.0988	1.0000e-005	0.0000	0.0990
Total	**4.0000e-005**	**5.0000e-005**	**5.5000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0988**	**0.0988**	**1.0000e-005**	**0.0000**	**0.0990**

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					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	0.0105	8.5800e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.9000e-004	6.9000e-004	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total	**1.2000e-003**	**0.0105**	**8.5800e-003**	**1.0000e-005**	**3.4000e-004**	**7.3000e-004**	**1.0700e-003**	**1.9000e-004**	**6.9000e-004**	**8.8000e-004**	**0.0000**	**1.0739**	**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.4 Grading - 2017

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	4.0000e-005	5.0000e-005	5.5000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0988	0.0988	1.0000e-005	0.0000	0.0990
Total	**4.0000e-005**	**5.0000e-005**	**5.5000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0988**	**0.0988**	**1.0000e-005**	**0.0000**	**0.0990**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9339
Total	**0.0637**	**0.6337**	**0.4020**	**5.7000e-004**		**0.0428**	**0.0428**		**0.0394**	**0.0394**	**0.0000**	**52.5954**	**52.5954**	**0.0161**	**0.0000**	**52.9339**

3.5 Building Construction - 2017

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	1.6300e-003	0.0165	0.0221	4.0000e-005	1.2300e-003	2.5000e-004	1.4800e-003	3.5000e-004	2.3000e-004	5.8000e-004	0.0000	3.8811	3.8811	3.0000e-005	0.0000	3.8817
Worker	1.4400e-003	2.1300e-003	0.0221	5.0000e-005	4.3900e-003	4.0000e-005	4.4200e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.9538	3.9538	2.0000e-004	0.0000	3.9580
Total	**3.0700e-003**	**0.0187**	**0.0442**	**9.0000e-005**	**5.6200e-003**	**2.9000e-004**	**5.9000e-003**	**1.5200e-003**	**2.6000e-004**	**1.7800e-003**	**0.0000**	**7.8349**	**7.8349**	**2.3000e-004**	**0.0000**	**7.8397**

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	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9338
Total	**0.0637**	**0.6337**	**0.4020**	**5.7000e-004**		**0.0428**	**0.0428**		**0.0394**	**0.0394**	**0.0000**	**52.5954**	**52.5954**	**0.0161**	**0.0000**	**52.9338**

3.5 Building Construction - 2017

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	1.6300e-003	0.0165	0.0221	4.0000e-005	1.2300e-003	2.5000e-004	1.4800e-003	3.5000e-004	2.3000e-004	5.8000e-004	0.0000	3.8811	3.8811	3.0000e-005	0.0000	3.8817
Worker	1.4400e-003	2.1300e-003	0.0221	5.0000e-005	4.3900e-003	4.0000e-005	4.4200e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.9538	3.9538	2.0000e-004	0.0000	3.9580
Total	**3.0700e-003**	**0.0187**	**0.0442**	**9.0000e-005**	**5.6200e-003**	**2.9000e-004**	**5.9000e-003**	**1.5200e-003**	**2.6000e-004**	**1.7800e-003**	**0.0000**	**7.8349**	**7.8349**	**2.3000e-004**	**0.0000**	**7.8397**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.6000e-003**	**0.0246**	**0.0181**	**3.0000e-005**		**1.5000e-003**	**1.5000e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**2.4243**	**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	2.4000e-004	2.4900e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4448	0.4448	2.0000e-005	0.0000	0.4453
Total	**1.6000e-004**	**2.4000e-004**	**2.4900e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4448**	**0.4448**	**2.0000e-005**	**0.0000**	**0.4453**

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	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.6000e-003**	**0.0246**	**0.0181**	**3.0000e-005**		**1.5000e-003**	**1.5000e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**2.4243**	**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	2.4000e-004	2.4900e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4448	0.4448	2.0000e-005	0.0000	0.4453
Total	**1.6000e-004**	**2.4000e-004**	**2.4900e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4448**	**0.4448**	**2.0000e-005**	**0.0000**	**0.4453**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**0.2882**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

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	3.0000e-005	2.8000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0495
Total	**2.0000e-005**	**3.0000e-005**	**2.8000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0494**	**0.0494**	**0.0000**	**0.0000**	**0.0495**

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	0.2874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**0.2882**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

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	3.0000e-005	2.8000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0495
Total	**2.0000e-005**	**3.0000e-005**	**2.8000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0494**	**0.0494**	**0.0000**	**0.0000**	**0.0495**

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	0.6691	1.4849	6.1580	0.0146	0.9765	0.0208	0.9973	0.2613	0.0192	0.2805	0.0000	1,062.0088	1,062.0088	0.0404	0.0000	1,062.8577
Unmitigated	0.6691	1.4849	6.1580	0.0146	0.9765	0.0208	0.9973	0.2613	0.0192	0.2805	0.0000	1,062.0088	1,062.0088	0.0404	0.0000	1,062.8577

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	778.96	778.96	778.96	1,684,769	1,684,769
Supermarket	675.84	675.84	675.84	891,751	891,751
Total	1,454.80	1,454.80	1,454.80	2,576,520	2,576,520

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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511108	0.059746	0.180859	0.139188	0.042462	0.006666	0.016153	0.032295	0.001940	0.002496	0.004377	0.000582	0.002128

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

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	152.9894	152.9894	7.0300e-003	1.4500e-003	153.5881
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	152.9894	152.9894	7.0300e-003	1.4500e-003	153.5881
NaturalGas Mitigated	9.7000e-004	8.8300e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6073	9.6073	1.8000e-004	1.8000e-004	9.6658
NaturalGas Unmitigated	9.7000e-004	8.8300e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6073	9.6073	1.8000e-004	1.8000e-004	9.6658

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					
Regional Shopping Center	30940	1.7000e-004	1.5200e-003	1.2700e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.6511	1.6511	3.0000e-005	3.0000e-005	1.6611
Supermarket	149094	8.0000e-004	7.3100e-003	6.1400e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	7.9562	7.9562	1.5000e-004	1.5000e-004	8.0046
Total		**9.7000e-004**	**8.8300e-003**	**7.4100e-003**	**5.0000e-005**		**6.8000e-004**	**6.8000e-004**		**6.8000e-004**	**6.8000e-004**	**0.0000**	**9.6073**	**9.6073**	**1.8000e-004**	**1.8000e-004**	**9.6658**

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					
Regional Shopping Center	30940	1.7000e-004	1.5200e-003	1.2700e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.6511	1.6511	3.0000e-005	3.0000e-005	1.6611
Supermarket	149094	8.0000e-004	7.3100e-003	6.1400e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	7.9562	7.9562	1.5000e-004	1.5000e-004	8.0046
Total		**9.7000e-004**	**8.8300e-003**	**7.4100e-003**	**5.0000e-005**		**6.8000e-004**	**6.8000e-004**		**6.8000e-004**	**6.8000e-004**	**0.0000**	**9.6073**	**9.6073**	**1.8000e-004**	**1.8000e-004**	**9.6658**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	276094	79.0090	3.6300e-003	7.5000e-004	79.3182
Supermarket	258522	73.9804	3.4000e-003	7.0000e-004	74.2700
Total		**152.9894**	**7.0300e-003**	**1.4500e-003**	**153.5881**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Supermarket	258522	73.9804	3.4000e-003	7.0000e-004	74.2700
Regional Shopping Center	276094	79.0090	3.6300e-003	7.5000e-004	79.3182
Total		**152.9894**	**7.0300e-003**	**1.4500e-003**	**153.5881**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive 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	0.1184	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.2000e-004	6.2000e-004	0.0000	0.0000	6.5000e-004
Unmitigated	0.1184	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.2000e-004	6.2000e-004	0.0000	0.0000	6.5000e-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	0.0287					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0896					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.2000e-004	6.2000e-004	0.0000	0.0000	6.5000e-004
Total	**0.1184**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**0.0000**	**6.5000e-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	0.0287					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0896					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.2000e-004	6.2000e-004	0.0000	0.0000	6.5000e-004
Total	**0.1184**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**0.0000**	**6.5000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.4476	0.0709	1.7600e-003	13.4834
Unmitigated	11.4476	0.0709	1.7700e-003	13.4845

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	1.34812 / 0.826267	8.0780	0.0443	1.1100e-003	9.3520
Supermarket	0.81357 / 0.025162	3.3696	0.0267	6.6000e-004	4.1326
Total		**11.4476**	**0.0709**	**1.7700e-003**	**13.4845**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	1.34812 / 0.826267	8.0780	0.0443	1.1100e-003	9.3513
Supermarket	0.81357 / 0.025162	3.3696	0.0267	6.5000e-004	4.1321
Total		**11.4476**	**0.0709**	**1.7600e-003**	**13.4834**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.4345	0.6758	0.0000	25.6254
Unmitigated	11.4345	0.6758	0.0000	25.6254

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	19.11	3.8792	0.2293	0.0000	8.6934
Supermarket	37.22	7.5553	0.4465	0.0000	16.9320
Total		**11.4345**	**0.6758**	**0.0000**	**25.6254**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	19.11	3.8792	0.2293	0.0000	8.6934
Supermarket	37.22	7.5553	0.4465	0.0000	16.9320
Total		**11.4345**	**0.6758**	**0.0000**	**25.6254**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Greenhouse Gas Emission Worksheet

N20 Mobile Emissions VG Prop Invstmnts New Med Ofc Bldg

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 2,576,520

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	51.0%	0.04	0.0204	0.04	0.0204
Light Truck < 3750 lbs	5.9%	0.05	0.00295	0.06	0.00354
Light Truck 3751-5750 lbs	18.0%	0.05	0.009	0.06	0.0108
Med Truck 5751-8500 lbs	14.0%	0.12	0.0168	0.2	0.028
Lite-Heavy Truck 8501-10,000 lbs	4.0%	0.12	0.0048	0.2	0.008
Lite-Heavy Truck 10,001-14,000 lbs	1.0%	0.09	0.0009	0.125	0.00125
Med-Heavy Truck 14,001-33,000 lbs	2.0%	0.06	0.0012	0.05	0.001
Heavy-Heavy Truck 33,001-60,000 lbs	3.0%	0.06	0.0018	0.05	0.0015
Other Bus	0.2%	0.06	0.00012	0.05	0.0001
Urban Bus	0.2%	0.06	0.00012	0.05	0.0001
Motorcycle	0.4%	0.09	0.00036	0.01	0.00004
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.2%	0.09	0.00018	0.125	0.00025
Total	**100.0%**		**0.05869**		**0.07503**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N20 Emissions:	0.1933	metric tons N2O	**59.93**	metric tons CO2e
		Project Total:	***59.93 metric tons CO2e***	

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources

Appendix C

Historic Resource Assessment

6569-6581 Van Nuys Boulevard

Historical Resource Assessment

prepared by

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

August 31, 2017

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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Carmack, S. and S. Zamudio-Gurrola

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Executive Summary

Rincon Consultants, Inc. (Rincon) was retained by Ketter Design to conduct a historic resource assessment for the proposed redevelopment of a property with a new, six-story, mixed-use building consisting of 184 residential units, 21,756 square feet of ground floor commercial space, and three levels of subterranean parking. The project includes demolition of the existing building located at 6569-6581 Van Nuys Boulevard in the City of Los Angeles, County of Los Angeles, California. The assessment included a cultural resources records search, survey of the subject property, historic research, and evaluation of the existing building and preparation of a historic resource assessment report.

The City of Los Angeles is the lead agency for the project. All work was prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA (Governor's Office of Planning and Research 1998). This report was also prepared in accordance with Chapter 9, Division 22 (Cultural Heritage Ordinance) of the Los Angeles Administrative Code and in accordance with regulations set forth in the City's Historic Preservation Ordinance.

The proposed project includes the demolition of one building, the former Van Nuys Savings and Loan building, located at 6969-6581 Van Nuys Boulevard (subject property). The subject property was previously surveyed for SurveyLA as part of the Van Nuys-North Sherman Oaks Community Plan Area and found eligible for listing in the California Register of Historical Resources and as a City of Los Angeles Historic Cultural Monument under the historic context, Architecture and Engineering, 1850-1980 as an example of Mid-Century Modern commercial architecture with Googie influences in Van Nuys, designed by notable local architect Culver Heaton with a mural by master artist Millard Sheets (Criteria 3/3). The survey concluded that due to storefront modifications, the property did not retain sufficient integrity to be eligible for listing in the National Register of Historic Places.

As part of the current study, Rincon reexamined 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 buildings on the project site. Rincon utilized three relevant CTP combinations and their associated eligibility standards. Rincon finds that the former bank building is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources or as a City of Los Angeles Historic Cultural Monument due to extensive exterior and interior alterations that have reduced its integrity of design, materials, workmanship feeling, association and setting. Therefore the former Van Nuys Savings and Loan building is not considered a historical resource for the purposes of CEQA.

Although the building is not considered a historical resource in accordance with CEQA due to a loss of architectural integrity, Rincon was unable to verify the presence or absence of the original painted canvas murals that were showcased in the main lobby. The area where the murals hung has been significantly altered and it was not determined if the murals were removed prior to alterations or if they were painted and dry walled over. The bank murals were painted by Millard Sheets, whose art is locally recognized throughout southern California and is considered a master artist. The murals could separately be considered historical resources under CEQA if they are found intact. Therefore measures should be taken to 1) determine if the murals are present and intact and if confirmed, 2)

develop measures to remove and restore the murals and relocate to a suitable location. If implemented, these measures would result in a ***less than significant impact to historical resources*** under CEQA for the current project.

1 Introduction

Rincon Consultants, Inc. (Rincon) was retained by Ketter Design to conduct a historical resource assessment for the proposed redevelopment of a property, located at 6969-6581 Van Nuys Boulevard (subject property). The proposed project includes the demolition of the former Van Nuys Savings and Loan building, constructed between 1954 and 1960(Figure 1 and Figure 2).

The subject property was previously surveyed for SurveyLA as part of the Van Nuys-North Sherman Oaks Community Plan Area and found eligible for listing in the California Register of Historical Resources and as a City of Los Angeles Historic Cultural Monument (HCM) under the historic context, Architecture and Engineering, 1850-1980 as an example of Mid-Century Modern commercial architecture with Googie influences in Van Nuys. This historic assessment includes a cultural resources records search, field survey of the subject property, archival research and reevaluation of the subject property for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and for listed as a City of Los Angeles Historic Cultural Monument (HCM). Rincon also prepared California Department of Parks and Recreation (DPR) 523 Series forms for the subject property (Appendix A).

The study complies with CEQA, PRC Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA (Governor's Office of Planning and Research 1998). PRC Section 5024.1 requires the identification and evaluation of historical resources that may be affected by a project. This report was also prepared in accordance with Chapter 9, Division 22 (Cultural Heritage Ordinance) of the Los Angeles Administrative Code.

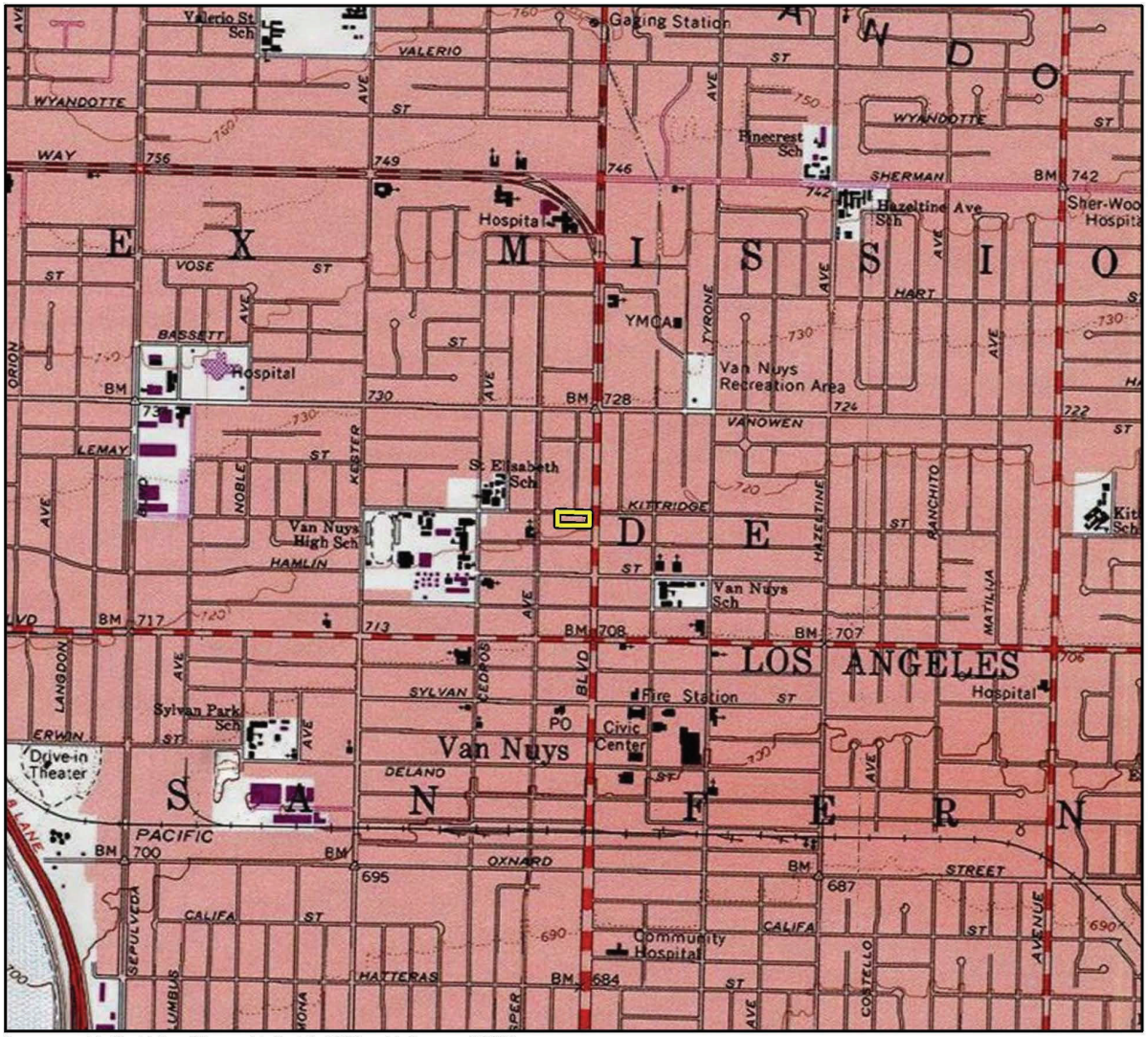
1.1 Project Description

The proposed project will redevelop the site with ground floor commercial space, and three levels of subterranean parking. The six-story building would be approximately 73 feet tall at its highest point. The mixed-use building will have 156 market-rate units and 28 low-income units. The project site will be landscaped with trees and planters.

1.2 Personnel

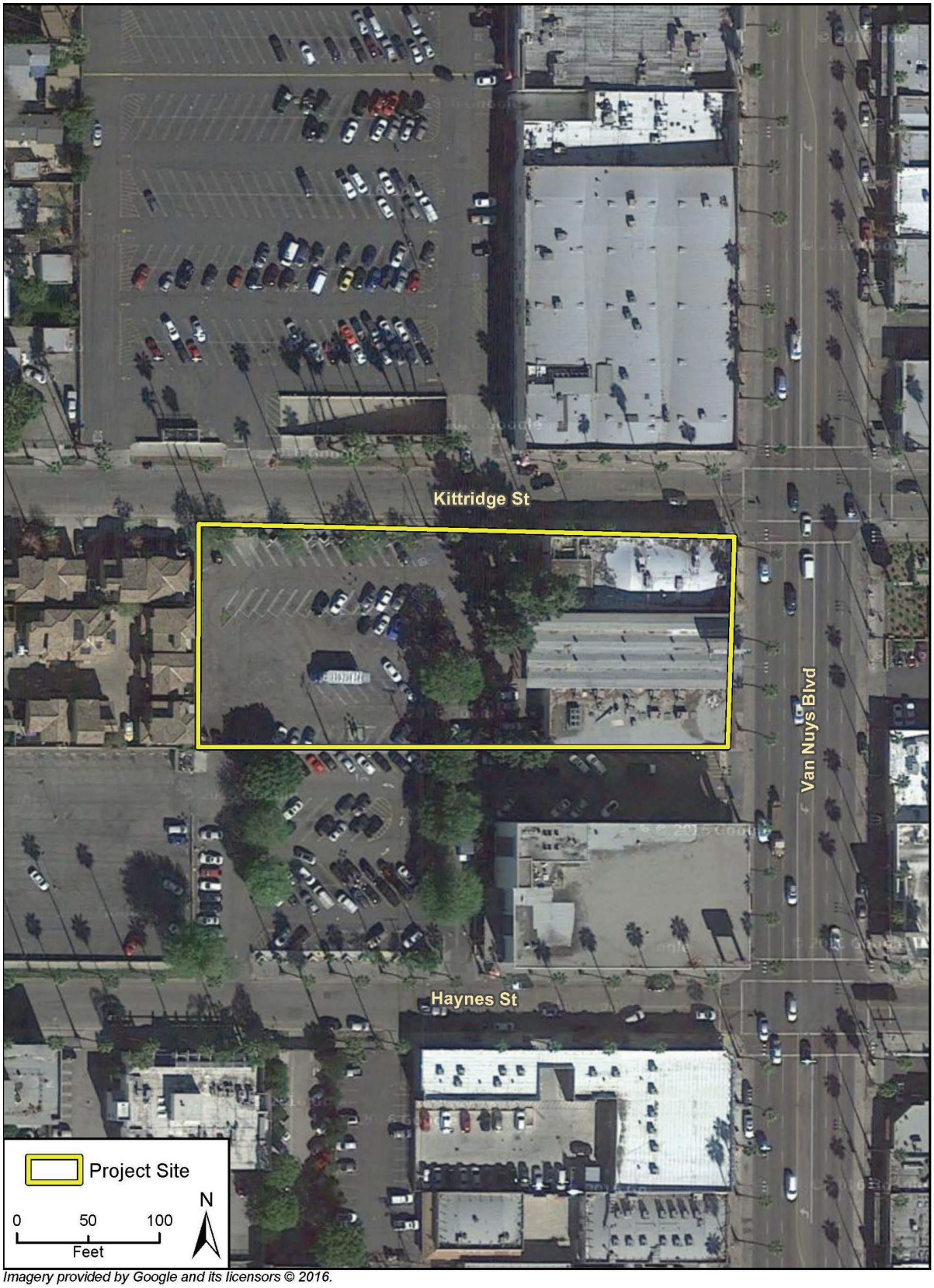
Senior Architectural Historian Shannon Carmack, B.A., managed the project and served as the primary author of this report. Rincon Architectural Historian Susan Zamudio-Gurrola, M.A., performed the field survey and archival research, and co-authored this report. Ms. Carmack and Ms. Zamudio-Gurrola meet the Secretary of the Interior's Professional Qualification Standards for architectural history and history (NPS 1983). Rincon Archaeologist Meagan Szromba, M.A., RPA, conducted the cultural resources records search. Rincon GIS Analyst Allysen Valencia prepared the figures found in the report. Rincon Principal Joe Power, AICP CEP, reviewed this report for quality control.

Figure 1 Project Vicinity



Imagery provided by National Geographic Society, ESRI and its licensors © 2016. Van Nuys Quadrangle. T01N R15W S09,10. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Figure 2 Project Location



Imagery provided by Google and its licensors © 2016.

2 Regulatory Framework

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the project.

2.1 National Register of Historic Places

The NRHP was established by the National Historic Preservation Act (NHPA) of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (CFR 36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- **Criterion A.** It is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B.** It is associated with the lives of persons who are significant in our past.
- **Criterion C.** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D.** It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance" (National Park Service 1990). In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, which are defined in the following manner in National Register Bulletin 15:

- Location – the place where the historic property was constructed or the place where the historic event occurred;
- Design – the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting – the physical environment of a historic property;
- Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

- Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- Feeling – a property's expression of the aesthetic or historic sense of a particular period of time;
- Association – the direct link between an important historic event or person and a historic property.

2.2 California Environmental Quality Act

CEQA (Section 21084.1) requires that a lead agency determine whether a project could have a significant effect on historical resources. A *historical resource* is a resource listed in or determined to be eligible for listing in the CRHR (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

PRC Section 5024.1, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1 were used as the basic guidelines for this cultural resources study. PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below.

According to PRC Section 5024.1(c)(1–4), a resource is considered *historically significant* if it 1) retains substantial integrity and 2) meets at least one of the following CRHR criteria.

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of installation; or represents the work of an important creative individual; or possesses high artistic values.
4. It has yielded or may be likely to yield information important in prehistory or history.

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines, Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR (CEQA Guidelines, Section 15064.5[b][2][A]).

2.3 City of Los Angeles

Los Angeles Historic-Cultural Monuments

Local landmarks in the City of Los Angeles are known as Historic Cultural Monuments (HCM) and are managed under the aegis of the City of Los Angeles Planning Department, Office of Historic Resources (OHR). A monument or local landmark is defined in the Cultural Heritage Ordinance as follows:

> Historic-Cultural Monument (Monument) 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, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code Section 22.171.7 Added by Ordinance No. 178,402, Effective 4-2-07).

Historic Preservation Overlay Zones

As described by the City of Los Angeles OHR, the Historic Preservation Overlay Zone (HPOZ) Ordinance was adopted in 1979 and amended in 2004:

> To identify and protect neighborhoods with distinct architectural and cultural resources, the City … developed an expansive program of Historic Preservation Overlay Zones … HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.

3 Historic Context

3.1 City of Los Angeles

In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de Nuestra Señora de Los Angeles (The Town of our Lady of the Angels). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the City of Los Angeles, which incorporated on April 4, 1850, only two years after the Mexican-American War and five months prior to California achieving statehood. Settlement of the Los Angeles region continued in the early American Period. The County of Los Angeles was established on February 18, 1850, one of 27 counties established in the months prior to California acquiring official statehood in the United States. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California. However, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944). Nonetheless, ranching retained its importance, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, Los Angeles County reportedly had a population of 30,000 persons (Dumke 1944).

Los Angeles maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977, Dumke 1944).

By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944, Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997). A portion of the aqueduct runs north-south approximately one mile west of the project area.

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Van Nuys and the San Fernando Valley

Van Nuys was one of three towns created by the Los Angeles Suburban Home Company (LASHC) across the San Fernando Valley. The syndicate was made up of various investors and its Board of Control included influential Angelenos such as Harrison Gray Otis, Harry Chandler, Otto Freeman Brant, Hobart Johnstone Whitley, and Moses Hazeltine Sherman (Architectural Resources Group [ARG] 2015). The three towns developed in the valley by the LASHC were Van Nuys, Marian (later

renamed Reseda), and Owensmouth (later renamed Canoga Park). The Southern Pacific Railroad constructed a line to this part of the valley in 1911 and was able to transport the earliest potential homebuyers to Van Nuys, which was the first of the three towns to be established that year. The Pacific Electric Railway also reached Van Nuys in 1911 and continued to Marian and Owensmouth by 1912. With the establishment of means of transportation to and through the valley, development in the area progressed (ARG 2015).

In 1915 residents voted in favor of annexing to the City of Los Angeles, thus Van Nuys and Marian became part of Los Angeles. Van Nuys became the location of some of the San Fernando Valley's earliest residential neighborhoods. Its commercial core developed at the intersection of Sylvan Street and Sherman Way, which was renamed Van Nuys Boulevard. The area became a suburban community largely based on automotive commuters and Van Nuys Boulevard became one of the major arterials in the area (ARG 2015).

Between 1940 and 1950, the population in Van Nuys grew from 28,268 to 79,973, leading to a huge demand for housing. The rising population necessitated the development of commercial enterprises, such as shopping centers, schools, churches, hospitals and parks. During the 1960s, the area's population continued to grow along with further residential and commercial development. While early housing subdivisions had often had racially restrictive covenants, the area has developed into a diverse community with a large percentage of Latin Americans residing in Van Nuys today (ARG 2015).

Mid-Century Architecture

Mid-century Modern-style architecture is the post-World War II adaptation of the International Style, which was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. The Midcentury Modern style reflected the aesthetic of the International Style, while also bringing into consideration the local climate and topography. Modern technology and materials played great roles in World War II, and in the years after, modernism in architecture and design became widespread across America. Mid-century modernism was embraced by architects of the time period for institutional, residential and commercial architecture.

Character-defining features of the Mid-Century Modern-style includes:

- Exposed structural forms and materials (often expressed through post and beam construction),
- Horizontal lines, simple box and plane volumes, and flat roofs,
- Integration of the outdoors with interior spaces,
- Use of materials such as concrete and masonry, and steel,
- Large expanses of glass, flat roofs with wide overhanging eaves and cantilevered canopies,
- Flush mounted steel framed windows or large single-paned wood-framed windows
- Exterior staircases, decks, patios and balconies,
- Brick or stone often used as primary or accent material
- Minimal detailing and open interior plans
- Expressionistic/Organic subtype: sculptural forms and geometric shapes, including butterfly, A-frame, folded plate/diamond or barrel vault roofs

Googie Architecture

An extension of Mid-Century Modernism, Googie is a unique style of architecture that developed in response to the emerging car culture of the 1950s and 1960s. Named after the now demolished Googie's coffee shop in West Hollywood, the style was commonly applied to commercial buildings such as diners, motels, and coffee shops. It was largely influenced by the Space Age and embraced futuristic shapes, forms, designs that depicted motion, such as boomerangs, atoms, and parabolas. These shapes were often exaggerated and prominently applied to over-scaled roofs and signs, with materials typically including glass, steel, and neon (City of Riverside 2009; Hess 2004).

Character-defining features of the Googie-style architecture includes:

- Organic, abstract, and parabolic shapes
- Distinctive rooflines such as folded plates, boomerangs, dome, and cantilever
- Assortment materials, including concrete, steel, stone, brick, and stucco
- Large and expansive plate glass windows
- Thematic ornamentation such as Polynesian and Space Age motifs
- Bright colors
- Oversized signage

Bank Architecture

Bank buildings evolved over the twentieth century in response to economic and social factors, as well as advancements in architectural design and land planning. Early twentieth century banks were typically organized by local businessmen, and stock was owned by local residents and merchants. They were commonly located on or near important intersections in commercial districts – often on a corner - and were pedestrian-oriented businesses. Classical architecture was popular, and the buildings served as prominent visual landmarks (City of Los Angeles 2017, City of Chicago Department of Planning and Development 2007).

During the period defined by the stock market crash of 1929 and the Great Depression years, many banks failed and created customer distrust, leading to a the creation of the Federal Deposit Insurance Corporation (FDIC), and in turn, a change in bank design for the mid-century. This included the use of modern architectural styles, and the development of more comfortable and customer-oriented interiors (City of Los Angeles 2017, City of Chicago Department of Planning and Development 2007). Monumental, classically-styled buildings were no longer seen as necessary, and the modern architectural vocabulary helped create a feeling of openness and transparency for the public (Williams 2010).

The importance of the automobile in the post-war era also led to changes in the design of bank buildings. As was the case with other commercial development from the post-war period, the emphasis of customers traveling by automobile was seen as an important amenity in new commercial buildings. This resulted in changes in building design, and an emphasis on creating a street elevation and an equally important entrance for automobile customers (City of Los Angeles 2017). Banks heavily advertised their parking lots as a customer convenience and safety feature. In addition, the introduction of drive-up windows and later ATMs (automated teller machines) resulted in changes to how banks were designed and constructed (Williams 2010).

Culver Heaton

Culver Heaton was born in 1912 in California (Pacific Coast Architecture Database 2005-2015). Heaton obtained his Bachelor of Architecture degree from the University of Southern California, graduating in 1936. He was elected president of the Pasadena Chapter of the AIA in 1950 and was made a fellow of the American Institute of Architects in 1956 for achievement in service to the Institute. He was also a member of the Religious Architecture Guild and its western regional director from 1969-1970 (*The Archi* 1956, PraBook 2016, ModernSanDiego.com, n.d).

Heaton, who was best known for his religious architecture, had an office based in Pasadena and partnered with another architect, Thomas Zartl. Heaton designed more than 300 churches in California (Lesher 1987, ModernSanDiego.com, n.d.). One of his best known buildings is the Chapel of the Jesus Ethic at the Foundation of Niscience complex in Glendale, which features a steeple vault roof with flared eaves, an expressionist Modern design motif that was briefly popular during the 1960s on church and commercial buildings (Los Angeles Conservancy 2016).

In addition to church buildings Heaton also designed the Atlas Federal Savings & Loan building in Pasadena, a Masonic Temple in San Bernardino, the First Federal Savings and Loan in Pasadena, and the Quaker City Federal Savings and Loan in Whittier (Bradley 2015).

Heaton designed a church in Van Nuys, Christ the King Lutheran Church, at about the same time he was working on the Van Nuys Savings and Loan building. In 1954 Heaton won a design award for this church from the Church Architectural Guild of America in the category of sanctuaries seating less than 300 people. Heaton won three consecutive annual awards from the Church Architectural Guild of America in national competitions (Thrapp 1954, *The Archi* 1956).

Millard Sheets

Millard Owen Sheets was born in 1907 in Pomona, California. His mother, Milly Owen, passed away shortly after his birth, leaving his grandparents to raise him at their purebred horse ranch in Pomona. Exposed to the beauty of nature as a youngster, Sheets developed a love for art. In 1925 Sheets began attending the Chouinard School of Art after completing his high school education. While at the school, Sheets experimented with various mediums and techniques. He developed a personal preference for watercolors and became proficient at the art. Mrs. Chouinard admired Sheets so much that she hired him as a watercolor teacher before he had graduated from the art school. At the age of twenty-one, nearing the completion of his art school education, Sheets had a solo exhibition at Newhouse Galleries in Los Angeles in 1929. He was part of a group of young artists whose work was called the “California Style” of watercolor painting, known for its bold new look and innovative approaches (Boyd 2015, Los Angeles Conservancy 2012).

Sheets won the Edgar B. Davis Prize in the San Antonio Competitive Exhibition that same year, earning a $1,750 award. Sheets utilized his prize money to travel through South and Central America, and Europe for a year. Sheets met Henri Matisse and learned the art of lithography while in Paris. After returning from his travels to Los Angeles, Sheets married Mary Baskerville in 1930. Shortly thereafter, his painting titled “Women of Cartagena” was selected for the International Exhibition of Paintings at the Carnegie Institute in Pittsburgh, which was considered the most demanding art jury in the country at the time. Being the only work to represent art west of the Mississippi in the show made Sheets a breakthrough for other Western artists. His work also helped renew interest in watercolors.

Sheets became the assistant head of the art department at Scripps College in Claremont in 1932. Four years later he was named head of the department. During the Great Depression years of 1933-

1935, Sheets served as one of the five directors of the Public Works of Art program in Southern California, as he was seen as one of the leading representatives of California art. The directors selected 95 artists to create paintings, sculpture, murals and graphics for public spaces as commissioned by the government. He also directed the fine arts exhibitions at the Los Angeles County Fair in Pomona from 1931 to 1956, curating exhibitions that promoted the works of California artists and bringing global art to the Los Angeles area public (Boyd 2015, Los Angeles Conservancy 2012).

During the 1930s, Sheets further developed his skills in mural and fresco painting. He was offered several commissions to create commercial murals, which brought him additional work as an interior designer. As his reputation grew, Sheets began to transition to designing new buildings in conjunction with a registered architect or contractor. Sheets believed in the collaboration of architects and artists to incorporate artwork into the fundamental design of buildings (Los Angeles Conservancy 2012).

Sheets left Southern California briefly when he went abroad during World War II, serving as an artist correspondent for *Life* magazine. After returning to Los Angeles in 1944, Sheets resumed his job at Scripps College and remained until 1955. He was instrumental in developing the arts program at the Los Angeles County Art Institute (later the Otis Art Institute), serving as director during 1953-1959. He was also a member of the Board of Directors at the California Institute of the Arts from 1967-1975 (Boyd 2015).

Howard Ahmanson, the head of the Home Savings and Loan Association, hired Sheets in 1954 to design a new branch of the Savings and Loan in Beverly Hills. Very pleased with the popularity of the building with bank customers, Ahmanson commissioned Sheets to design over forty additional Home Savings and Loan branch buildings during a period of the company's expansion (Los Angeles Conservancy 2012).

Sheets' murals typically showcased local subject matter such as the settlement history of a particular region, and were made of varied materials such as paint, mosaic, stained glass and tapestry. During his career, Sheets completed over 100 murals for buildings, which were very popular with the general public. The greatest concentration of his work is in Southern California, although he was commissioned for work in other states. Sheets died in 1989 at his home in Northern California. The Millard Sheets Center for the Arts at the Los Angeles County Fairgrounds in Pomona honors his life's work (Boyd 2015, Los Angeles Conservancy 2012).

4 Background Research

4.1 Records Search

Rincon Consultants completed a California Historical Resources Information System (CHRIS) records search on September 22, 2016 at the South Central Coast Information Center (SCCIC) located at the California State University, Fullerton. The search was conducted to identify previously conducted cultural resource studies as well as previously recorded cultural resources within a 0.25-mile radius of the site. The search also included a review of the State Historic Property Data Files, the NRHP, California Historical Landmarks, California Points of Historic Interest, California OHP Archaeological Determinations of Eligibility, and the Caltrans State and Local Bridge Surveys. These inventories yielded no property evaluations in the search area. The records search also included a review of all available historic U.S. Geological Survey 7.5- and 15-minute quadrangle maps.

4.2 Previous Studies

The SCCIC records search identified four previously conducted cultural resource studies within a 0.25-mile radius of the site (Table 1). None of the previous studies are located in the project site.

Table 1 Previous Studies Within a 0.25-Mile Radius of the Site

SCCIC Report No.	Author	Year	Study	Relationship to Project Site
LA-1037	McIntyre, Michael J.	1976	Assessment of the Archaeological Impact by the Proposed Development of the East Valley Interceptor Sewer-unit 1	Outside
LA-12261	Bonner, Wayne and Crawford, Kathleen	2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00913A (VY385 California National) 14545 Victory Boulevard, Los Angeles, Los Angeles County, California	Outside
LA-3900	Jertberg, Patricia R.	1998	Cultural Resource Record Search and Archival Research Report for a Single Parcel Located on Haynes Street Between Van Nuys Boulevard and Sylmar Avenue, City of Van Nuys, Los Angeles County, California	Outside
LA-12798	Anderson, Katherine	2014	Los Angeles Unified School District Five Campus Building Inventory, City of Los Angeles, California	Adjacent

Source: South Central Coastal Information Center, September 2016

4.3 Previously Recorded Resources

The SCCIC records search identified 2 previously recorded cultural resources within a 0.25-mile radius of the project site (Table 2), none of which are located in the project site.

Table 2 Previously Recorded Cultural Resources Within 0.25 Mile of the Project Site

Trinomial Number	Description	CRHR/ NRHP Eligibility Status	Recorded by and Year	Relationship to Project Site
P-19-190650	14541-14545 Victory Boulevard California National Bank	Not evaluated for CRHR; No Status Code; Determined ineligible for the NRHP	K.A. Crawford, Michael Brandman Associates, 2013	Outside
19-190951	6464 Sylmar Avenue Van Nuys Elementary School	2 buildings recommended eligible for CRHR; Status Code 3CB: Appears eligible for CRHR both individually and as a contributor to a CRHR eligible district through survey evaluation	Katherine Anderson, ESA, 2014	Outside

Source: South Central Coastal Information Center, September 2016

4.4 SurveyLA Findings

The City of Los Angeles has an active city-wide survey program to identify and evaluate historic resources for long term planning purposes. The City of Los Angeles implemented SurveyLA, which is organized by community planning area. The subject property is located in the Van Nuys-North Sherman Oaks Community Planning Area, which was surveyed from June 2014 to July 2015 by ARG.

The subject property was previously surveyed for SurveyLA and found eligible for listing in the CRHR and as an HCM under the historic context, Architecture and Engineering, 1850-1980 as an example of Mid-Century Modern commercial architecture with Googie influences in Van Nuys, designed by notable local architect Culver Heaton with a mural by master artist Millard Sheets (Criteria 3/3). The survey concluded that due to storefront modifications, the property did not retain sufficient integrity to be eligible for listing in the NRHP.

Located directly adjacent to the subject property to the south, SurveyLA identified a second bank building at 6551 North Van Nuys Boulevard. Constructed in 1967 by Paul Williams, the Bank of America building was identified as an excellent example of New Formalist-style architecture in Van Nuys; with an exterior mural by master artist Millard Sheets (Criteria C/3/3).

5 Methods

5.1 Field Survey

On September 24, 2016, Rincon Architectural Historian Susan Zamudio-Gurrola conducted an intensive-level built environment survey of the subject property. The purpose of this survey was to identify and photograph any built environment resources that may be impacted by the project. The field survey consisted of a visual inspection of the subject property and its associated features to assess the overall condition and integrity, and to identify and document any potential character-defining features. Field documentation included notes and digital photographs of the subject property and vicinity to support field observations. Ground visibility in the project area was zero. Therefore an archaeological survey was not conducted.

5.2 Archival Research

Archival research was completed in September and October 2016. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the property. Sources included, but were not limited to, historic maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the project site:

- City of Los Angeles Building Permits
- City of Los Angeles Public Library, California Index, and Photo Collection
- County of Los Angeles Assessor
- Historic aerial photographs
- Sanborn Fire Insurance Company Maps, Van Nuys
- *Los Angeles Times* Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles
- *Valley News*, Van Nuys, California
- *Van Nuys News,* Van Nuys, California
- Janet Hansen, Office of Historic Resources, Los Angeles Department of City Planning
- Huntington Digital Library
- City Directories for Van Nuys and the San Fernando Valley
- Dr. Adam Arenson, Associate Professor of History and Director of the Urban Studies Program, Manhattan College, New York
- Other sources as noted in the references list

5.3 Citywide Historic Context

As part of the citywide historic resources survey known as SurveyLA, the OHR has developed an extensive citywide historic context statement (HCS). This narrative document identifies contexts, themes, and subthemes representing the multifaceted history of Los Angeles and relates those themes to existing resources or property types. Also known as "CTPs" (context, theme, and property type), these documents provide a consistent, comparative framework for evaluations and assists survey efforts by predicting the location and types of resources encountered throughout Los Angeles. In preparation of this historic evaluation, Rincon examined the historic significance of the subject property within the framework of SurveyLA. After careful consideration of the multiple historic themes and subthemes within SurveyLA's historic context, Rincon's evaluation of the subject property was conducted using the following three CTPs:

CTP #1

- Context: Architecture and Engineering, 1850-1980
- Sub context: L.A. Modernism, 1919-1980
- Theme: Post-War Modernism, 1946-1976
- Sub-Theme: Mid-Century Modernism, 1945-1970

CTP#2

- Context: Architecture and Engineering, 1850-1980
- Sub context: L.A. Modernism, 1919-1980
- Theme: Post-War Modernism, 1946-1976
- Sub-Theme: Googie, 1935-1969

CTP#3

- Context: Commercial Development, 1859-1980
- Theme: Neighborhood Commercial Development, 1880-1980
- Sub-Theme: Banks, 1900-1980

The relevant eligibility standards, character-defining features and integrity considerations for each of the CTPs used in this study are discussed in detail in the evaluation section of this report (Section 7.3).

6 Property History

A history of the subject property was developed using a variety of sources including permits on file with the City's Building and Safety department, newspaper articles and historic photographs.

6.1 Construction History

The construction, alteration and ownership history of the building is summarized below in Table 3.

Table 3 Building Permit History

Property Address on Permit	Date	Description of Work	Architect/ Contractor	Property Owner
6577-6579-6581 Van Nuys Blvd.	2/5/1950	New construction - 1-story, 50 ft x 180 ft brick and stucco store, "no food, no dry cleaning"	Manfred De Ahna/ A.L. Stricker & Son	Russell E. Post
6579 Van Nuys Blvd.	7/23/1951	Install office partitions, counters, floor covering, paining, lighting	Stanley Moe/ C.W. Carlson	Western Mortgage Co.
6569 Van Nuys Blvd.	3/16/1954	New construction - Office building and Savings and Loan, 50 ft x 130 ft, 2-stories, Brick masonry walls, $125k value	Culver Heaton/ Meyer Bros.	Van Nuys Savings and Loan
6569 Van Nuys Blvd.	4/14/1954	Revision of foundation work for caissons	Culver Heaton/ Meyer Bros.	Van Nuys Savings and Loan
6569 Van Nuys Blvd.	6/24/1954	Installation of five metal and plastic signs	n/a	Van Nuys Savings and Loan
6577 Van Nuys Blvd.	2/24/1956	Relocate show windows and doors	Russ Ketchum & Sons	Glen D. Meyer, Jeweler
6577 Van Nuys Blvd.	3/13/1956	Installation of three signs, two on façade and one to the rear of the property	n/a	Glen D. Meyer
6575 Van Nuys Blvd.	10/13/1959	Demolish 40 ft x 60 ft 1-story store structure	Ed Waters Demolition	Van Nuys Savings and Loan
6569 Van Nuys Blvd.	11/13/1959	New Construction - 50 ft x 151 ft brick 2 story structure	Culver Heaton/ Samwelson Bros.	Van Nuys Savings and Loan

Property Address on Permit	Date	Description of Work	Architect/ Contractor	Property Owner
6577-6579-6581 Van Nuys Blvd.	11/13/1959	Remodel exterior face of building	Culver Heaton/ Samwelson Bros.	Western Valley Mortgage Co.
6577-6579-6581 Van Nuys Blvd.	5/27/1960	Relocate canopy roof sign at 6579 Van Nuys Boulevard	n/a	Budget Finance Co.
6577 Van Nuys Blvd.	8/5/1960	Install new sign	n/a	Glen D. Meyer
6577 Van Nuys Blvd.	11/28/1961	Install new sign	n/a	Glen D. Meyer
6569 Van Nuys Blvd.	8/5/1966	Add new partitions and ceiling; alter store front at 6581 Van Nuys (no additions)	n/a	Equitable Savings and Loan
6569 Van Nuys Blvd.	7/31/1963	Install interior partitions and equipment on roof	n/a	Van Nuys Savings and Loan
6569 Van Nuys Blvd.	10/23/1964	New ceiling, air condition, repitch existing roof	n/a	Van Nuys Savings and Loan
6569 Van Nuys Blvd.	12/20/1968	Remove office walls and relocate and rebuild for new filing cabinet room	n/a	Equitable Savings and Loan
6569 Van Nuys Blvd.	6/5/1969	Demolish and replace partitions for offices – interior only	n/a	Equitable Savings and Loan
6569 Van Nuys Blvd.	9/24/1969	New T-bar ceiling and lights. Screen wall (interior only)	n/a	Equitable Savings and Loan
6569-6581 Van Nuys Blvd.	4/14/1971	Change use to assembly area in 1-story portion of building	Owner	Great Western Savings and Loan
6569-6581 Van Nuys Blvd.	5/8/1972	Add: new rooms, wall to rear of building near 6577 Van Nuys. Add entry to rear of 6569 Van Nuys, add detached trash area. Remove: eyebrow roof, close openings in wall, add new concrete paving	Maxwell Starkman/ Brian Cochran	Great Western Bank
6569 Van Nuys Blvd.	7/2/1973	Installation of interior partitions	n/a	Great Western Savings and Loan

Property Address on Permit	Date	Description of Work	Architect/ Contractor	Property Owner
6569 Van Nuys Blvd.	7/7/1980	Repair vehicle damage	n/a	Great Western Savings and Loan
6569 Van Nuys Blvd.	7/29/1981	Install automatic teller	n/a	Great Western Savings and Loan
6569 Van Nuys Blvd.	4/4/1990	Interior remodel and addition of a pre-fab steel vault inside existing building	Kisvarday Assoc.	Great Western Bank
6577 Van Nuys Blvd.	1999	Add 30 ft x 34 ft to existing 100 ft x 130 ft L-shaped building	unknown	Great Western Savings and Loan

Source: City of Los Angeles Building Permits.

In addition to the alterations documented on the building permits, a number of undocumented alterations were noted during the field survey. It is unknown when these changes occurred:

- Stucco cladding added to northern and southern building wings
- Recessed entrances on east elevation were infilled
- One pair of the main entrance doors were enclosed on center segment, east elevation
- Installation of a large billboard on the diamond-truss roof
- Removal of original windows and doors on western façade
- Removal or covering of original Sheets mural (ca. 1999)

6.2 Developmental History

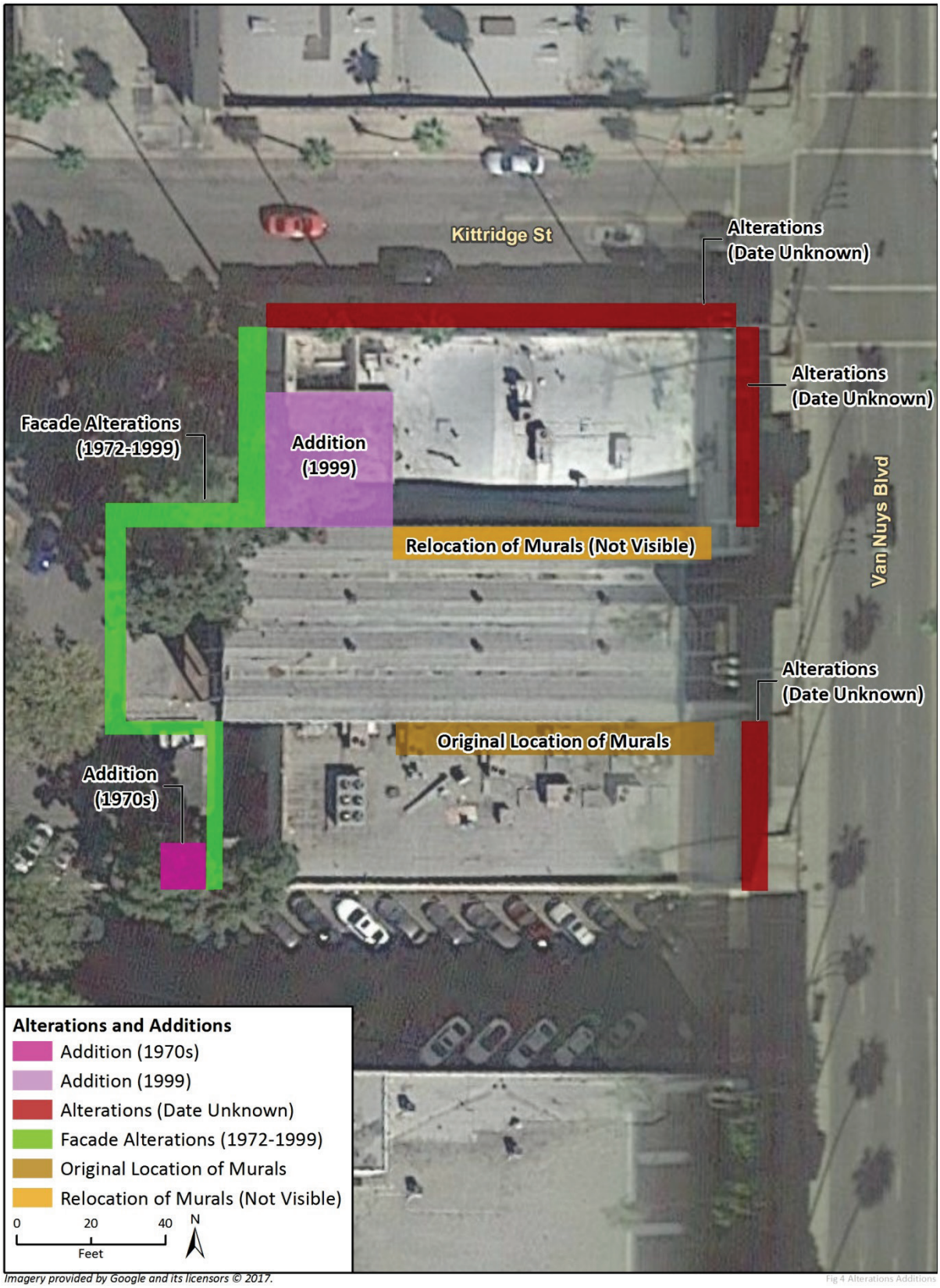
The subject property comprises three separate buildings that were remodeled to appear as a single structure. The first two buildings that make up the lower end wings of the structure were constructed in 1950 and 1954. These were later joined and remodeled when the taller, central third segment was constructed in 1959 (Figure 3 and Figure 4).

On February 5, 1950, a building permit was filed by Russel E. Post to construct a new building at 6581-6579-6577 Van Nuys Boulevard. The permit described the new building as a two-story, brick and stucco store, “no food, no dry cleaning.” The architect was listed as Manfred De Ahna and the contractor was A.L. Stricker and Son. De Ahna was an architect who designed residences, hotels and commercial properties throughout southern California. His notable commissions included the Victor Hugo Inn in Laguna Beach (now Las Brisas restaurant).

Russell Post was the President of the newly established Van Nuys Savings and Loan, which operated under the San Fernando Valley Savings and Loan Association (*Van Nuys News* 1950). Although Post is listed as the owner on the original permit, it is likely that the bank was the owner and that the store was constructed as an early commercial investment. Subsequent permits were granted for the

Figure 3 Building Construction Chronology

Figure 4 Alterations and Additions

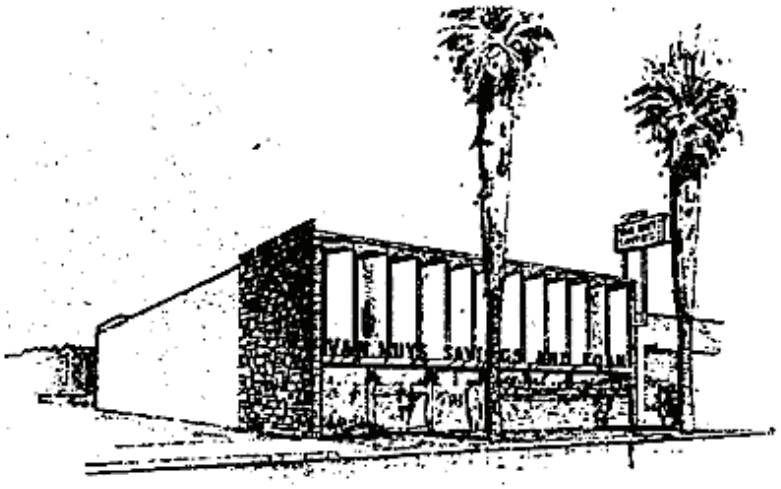


installation of signage and tenant improvements. The original building was divided into three store-front bays, and the earliest known tenant included a jeweler.

Four years later on February 26, 1954, a building permit was filed to construct a new bank building two parcels to the south of the 1950 structure, at 6569 Van Nuys Boulevard. The structure was 50' x 130' in size, two stories high, with brick masonry walls and a composite roof. The owner was listed as the Van Nuys Savings and Loan Association, and the building was valued at $125,000. The architect for the project was Culver Heaton, the engineer was Sergei Kolesoff, and the contractor was Myers Bros.

The original bank was described in newspaper articles as having "the very latest in business facilities" with modern design and décor. It was praised as an admirable collaboration between Heaton, Post, and artist Millard Sheets, who executed the interior mural. The exterior was faced with Pennsylvania fieldstone and featured large expanses of glass and aluminum louvered sun reflectors (Figure 5). The sidewalk in front of the entrance was re-worked with a dark, sparkling, non-skid cement to reduce glare but also to provide a non-slip sidewalk for pedestrians. Planters in front of the building were filled with exotic plants, and the rear parking lot was also landscaped with a planter-topped wall. The parking lot design featured a circle turn-around (*The Valley News* 1954, *Van Nuys News* 1954, *Los Angeles Times* 1954).

Figure 5 Original Van Nuys Savings and Loan, 1954 (Source: *Los Angeles Times* 1.3.1955)



Mural and paintings by Millard Sheets help distinguish unusual new edifice housing Van Nuys Savings and Loan Association. Architect was Culver Heaton, AIA, Pasadena

Other unique features that were mentioned were a hanging garden inside the building and an innovative use of administrative space. The hanging garden was located behind a glassed-in area on the second floor and could be seen from the main floor. The president's office to the right of the main entrance of the building was planned to fulfill several functions including a private office, a board of director's room and a conversation center. Since the board room was normally only used once a month, it was believed that the space was better utilized as additional space for public use. The air conditioning system and wired music were controlled by zone, and the lighting was provided by cathode fixtures to produce an even, glare less light. The interior of the building also was

decorated with Pennsylvania fieldstone on the south wall, and the north wall was dominated by the large mural that covered an area 16' high by 68' long, painted by Millard Sheets. The mural depicted the history of the San Fernando Valley (*The Valley News* 1954, *Van Nuys News* 1954).

A brochure produced by the Van Nuys Savings and Loan Association described the murals and provided a profile of Millard Sheets, calling him one of the "most distinguished and versatile artists." The murals were described in detail in a narrative titled "The Pageant of Yesterday – The Panorama of Today". Sheets depicted the history of the San Fernando Valley starting from the Native American inhabitants to the residential, commercial and industrial area that had developed in modern day. The first scene of the mural depicted the arrival of the Spaniards in 1769 and their encounter with the Native Americans (Figure 6). The second scene depicted the late 1700s mission life and cultivation of the land by the new settlers (Figure 7). The third scene depicted the transition from a mainly agricultural area to increased settlement, showing surveyors at work to provide subdivided land for a growing population (Figure 8). The fourth and final scene depicted the modern San Fernando Valley with homes, wide avenues, shopping centers and modern industry. The fourth mural was painted above the President's office and was not shown in the brochure.

Figure 6 Mural, Scene 1 (Source: Van Nuys Savings and Loan brochure, n.d.)

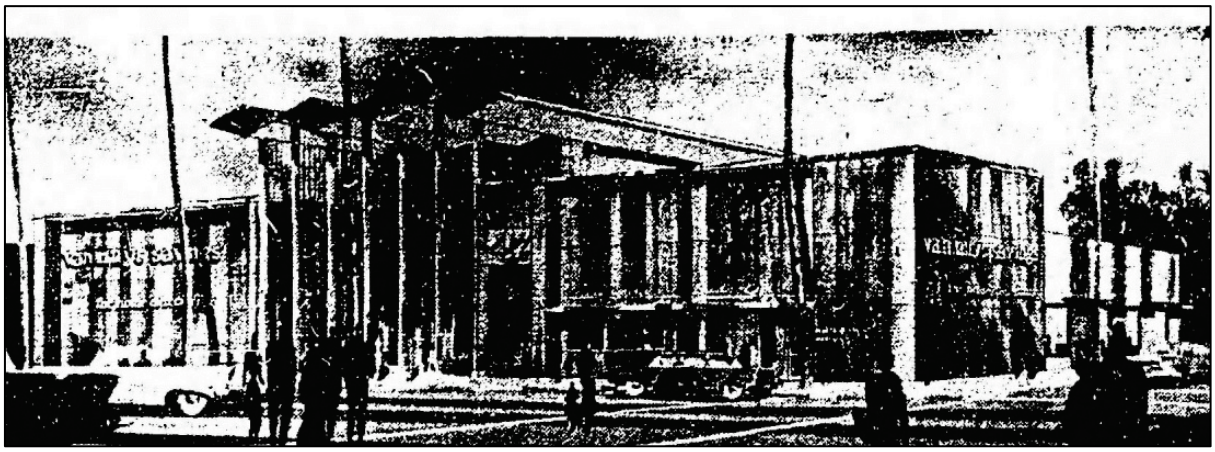
Figure 7 Mural, Scene 2 (Source: Van Nuys Savings and Loan brochure, n.d.)

Figure 8 Mural, Scene 3 (Source: Van Nuys Savings and Loan brochure, n.d.)

Building permits filed between 1954 and 1959 note only minor changes to both the bank building and the detached commercial building to the north. In the late fall of 1959 a series of building permits were filed to substantially expand the bank building footprint and combine it with the 1950 commercial structure. According to the building permits, architect Culver Heaton returned to design a 50-foot by 151-foot addition, two stories and 35 feet high with brick walls. The contractor for the project was Samuelson Bros. based in Glendale, California.

The new Van Nuys Savings and Loan building, with a dramatically changed appearance, was featured in the *Los Angeles Times,* which remarked that an "unusual roof structure" extended the length of the new building segment and featured interior murals by Millard Sheets (*Los Angeles Times* 1960). Culver Heaton's design incorporated the existing bank building to the south and created additional building space. The commercial building to the north remained a separate space, however both the east and west elevations were remodeled to give the newly joined segments a unified appearance (Figure 9).

Figure 9 Van Nuys Savings and Loan building after addition and remodel in 1960 (Source: *Los Angeles Times* 1960)



The newly redesigned Van Nuys Savings and Loan building was documented by architectural photographer Maynard L. Parker in ca. 1960. The photographs depict the building's street facing elevation and its parking lot entrance, as well as the central interior spaces and Sheets' murals (Figures 10-13).

Figure 10 Van Nuys Savings and Loan street façade (east elevation), ca. 1960. Maynard L. Parker, photographer. Source: Huntington Digital Library

Figure 11 Van Nuys Savings and Loan parking lot façade (west elevation), ca. 1960. Maynard L. Parker, photographer. Source: Huntington Digital Library

Figure 12 Van Nuys Savings and Loan interior, facing Van Nuys Blvd., ca. 1960. Maynard L. Parker, photographer. Source: Huntington Digital Library

Figure 13 Van Nuys Savings and Loan interior, showing mezzanine, ca. 1960. Maynard L. Parker, photographer. Source: Huntington Digital Library

Subsequent alterations made by the Van Nuys Savings and Loan Association included tenant improvements and modifications to the bank interior to accommodate new lighting, office spaces and air conditioning. By 1966, the property had a new owner, Equitable Savings and Loan, who initiated further alterations to the building, including new signage and various interior improvements.

From 1971 to 1998, the owner of the building was listed as Great Western Savings and Loan, who added new signage, a small addition to the west elevation, enclosed various window and door openings, and implemented further changes to the building interiors.

In 1999 the original bank space converted to a market and the commercial northern segment altered for use as a single commercial space. Numerous alterations occurred as a result of these changes in use, including the alteration and enclosing of key entrances on the east and west elevations and the installation of stucco cladding. An addition was constructed on the west elevation of the northern commercial wing of the building, providing an even wall plane. Inside the bank space, this included the installation of new wall partitions and the removal of interior non-bearing walls, parts of the ceiling, and a portion of the mezzanine. It is unknown if the Sheets mural was removed, painted over or left in place and constructed over.

7 Analysis

7.1 Architectural Description

The subject property is a 1.34-acre site, which features a two-story commercial building located at the southwest corner of Van Nuys Boulevard and Kittridge Street and a large parking lot to the west of the building. The building faces east towards Van Nuys Boulevard and features elements of the Mid-Century Modern and Googie styles. Originally constructed as two separate buildings that were joined following the construction of the center mass, the building has a rectangular footprint and features a taller central section, which is flanked on the north and south by asymmetrical lower sections that have flat roofs (Figure 14).

Figure 14 Street-Facing East Elevation, View to the Northwest

The dominant architectural feature of the east elevation is the overhanging diamond-truss roof that projects out from the central taller portion of the building. The roof is supported by slender square posts and extends out from recessed glass walls with aluminum framework. The entrance originally contained a pair of aluminum-frame double glass doors. However one of the pairs has been replaced with a fixed glass pane (Figure 15).

Figure 15 Close-up View of Central Segment of Eastern Elevation

The southern wing of the building is rectangular in plan and has a flat roof. The structure is mostly clad in non-original stucco; however the upper portion of the east elevation retains the original fieldstone tiles. The end walls and roof project slightly past the wall on the east elevation of the southern wing, creating a visual frame around this portion of the façade. There is no fenestration on the eastern or southern elevations of the southern wing and both feature non-original signage (Figure 16).

Figure 16 View Northwest of the East and South Elevations of the Building's Southern Wing

The northern wing of the building also features a rectangular plan and flat roof. However it is asymmetrical design and mass from the southern wing. It has recessed and projecting surface planes along the north and east elevations. The east elevation features large, non-original store-front windows and doors, which are the result of an infill of the original recessed entryways. The entire wing is clad in non-original painted stucco. A metal awning rests above the storefront windows and openings and extends out from the shop fronts on the east elevation and wraps around to the north elevation of the building. Several non-original signs are attached to the east and north elevations (Figure 17).

Figure 17 East and North Elevations of the Northern Wing, View to the Southwest

The west elevation of the building faces towards the parking lot and historically served as the primary entrance for customers who came by automobile. The central portion of the building is similar in massing as the east elevation and features the same notable diamond-truss roof supported by thin posts. Original steel screening is fixed between the posts. A portion of the original aluminum frame glass wall is also visible along the upper half of the center portion of the building. However, the lower segment has been replaced with a stucco wall and modern glass automatic-style doors. Modern lighting is attached to the stucco facade and several large vents pierce the wall (Figures 18-19).

Figure 18 West Elevation, View to the Northeast

Figure 19 View to the East Depicting the Center Segment of the Western Elevation

The west elevation of the southern building wing has undergone numerous alterations and no longer resembles its original appearance. The wall has been covered in stucco and repainted numerous times to cover graffiti. The original fenestration has been replaced with roll-up metal bay and steel doors. Venting and modern flood lights are fixed to the façade and air conditioning equipment is visible on the roof. A small shed-roofed addition projects from the southern end of the elevation (Figure 20).

Figure 20 View of the West Elevation of the Southern Building Wing, Originally Constructed in 1954. View to the Southwest

The west elevation of the northern building wing has also undergone numerous alterations and no longer resembles its original appearance. The elevation is clad in stucco and features modern signage and aluminum frame glass doors with fixed sidelights. A metal awning projects from the elevation wall above the entrance (Figure 21).

Figure 21 View of the Western Elevation of the Northern Building Wing. View to the East

The building is situated on a level rectangular lot that includes concrete walkways, pavers, and mature trees. Mature palm trees line Van Nuys Boulevard and Kittridge Street (Figure 22).

Figure 22 View to the West from the Building Towards the Parking Lot

7.2 Interior Architectural Description

Although historical evaluations generally only include an examination of the building exterior, Rincon examined the interior in an attempt to confirm the presence or absence of the Millard Sheets mural that was first installed in the original 1954 Van Nuys Savings and Loan building (southern wing of the building), and subsequently relocated to the north interior wall of the 1960 building addition. The southern and central segments of the current building are combined into one space occupied by a grocery store. The undulating mezzanine that once existed at the west end of the building's interior has been replaced with a significantly different design. The simplified wall is just one horizontal plane and is supported by what appear to be steel I-beams. The circular ceiling lights or skylights are no longer functioning. Instead, fluorescent tube lighting has been hung from the ceiling. Ductwork has also been installed across the width of the higher, central segment of the building (Figure 23). The northern wall, which contained the Sheets mural, has undergone alterations including the addition of partition walls for a small office space at the west end, and the installation of refrigerated cases against the wall (Figure 24). The original wall is only partially visible compared to how it originally appeared ca. 1960, obscured by an addition that was built out into the store's main floor area. There is no evidence that the mural is intact. The drywall, paint, and lettering on the north end look contemporary and were likely completed in 1999 when the current tenant moved in.

Figure 23 Building Interior, Looking West

Figure 24 Building Interior, Looking Northeast along Wall where the Sheets Mural was Installed in 1960

7.3 SurveyLA Framework for Historic Resource Evaluations

This evaluation utilized the methodology and framework currently being employed by the City of Los Angeles OHR for its citywide historic resources survey, SurveyLA. In addition to a consideration of all applicable criteria, three relevant Context/Theme/Property Type (CTP) combinations and their associated eligibility standards and integrity thresholds were utilized in evaluations of the subject properties:

7.3.1 CTP#1 – Architecture and Engineering, 1850-1980

Sub context: L.A. Modernism, 1919-1980

Theme: Post-War Modernism, 1946-1976

Sub Theme: Mid-Century Modernism, 1945-1970

Property Type: Commercial

Under this context, a property meeting the eligibility standards and retaining integrity is eligible under Criteria C/3/3 in the area of significance of architecture.

Period of Significance: 1945-1970

Eligibility Standards:

- Exhibits quality of design through distinctive features, retains character-defining features of Mid-Century Modernism
- Was constructed during the period of significance

Character-Defining/Associate Features:

- Direct expression of the structural system, often wood or steel post and beam
- Flat roof, at times with wide overhanging eaves
- Floor-to-ceiling windows, often flush-mounted metal framed
- Horizontal massing
- Expressionistic examples with sculptural forms intersecting with geometric volumes or curved, sweeping wall surface
- Simple, geometric volumes

Integrity Considerations:

- Original setting and use may have changed
- Replacement of some windows and doors may be acceptable if the openings have not been resized and original fenestration patterns have not been disrupted
- The addition of decorative elements to originally sparse façades

7.3.2 CTP#2 – Architecture and Engineering, 1850-1980

Sub context: L.A. Modernism, 1919-1980

Theme: Post-War Modernism, 1946-1976

Sub Theme: Googie, 1935-1969

Property Type: Commercial

Under this context, a property meeting the eligibility standards and retaining integrity is eligible under Criteria C/3/3 in the area of significance of architecture.

Period of Significance: 1935-1969

Eligibility Standards:

- Exhibits quality of design through distinctive features
- Is a good example of Googie architectural style
- Was constructed during the period of significance

Character-Defining/Associate Features:

- Dramatic rooflines, including butterfly, folded plate (zig-zag), dome and cantilever
- Extensive use of glass, such as floor-to-ceiling plate glass windows
- Employs a variety of materials, including stucco, brick, stone, wood

Integrity Considerations:

- Extant examples of Googie are relatively rare, therefore a greater degree of alterations or fewer character-defining features may be acceptable
- Original use may have changed
- Should retain integrity of location, design, materials, workmanship and feeling

7.3.3 CTP#3 – Commercial Development, 1859-1980

Theme: Neighborhood Commercial Development, 1880-1980

Sub-Theme: Banks, 1900-1980

Property Type: Commercial

Property Sub-Type: Commercial-Finance – Banks/Savings and Loans

Under this context, a property meeting the eligibility standards and retaining integrity is eligible under Criteria A/1/1 and Criteria C/3/3, in the area of significance of commerce and architecture.

Period of Significance: 1900-1980

Eligibility standards:

- Was constructed during the period of significance
- Was historically designed and used as a bank building

Character-defining/associative features:

- Retains most of the essential character defining features from the period of significance
- Contains features that reflect trends in neighborhood commercial and bank design from its period of construction
- Of a style or mixture of styles typical of the 1900-1980 period
    - May also be significant under themes within the Architecture and Engineering context
- Characterized by pedestrian-oriented position on the street in the pre-World War II period
- Associated with activities typical of neighborhood economic and social life

Integrity considerations:

- Should retain integrity of Design, Materials, Location, Feeling and Association
- Should maintain if possible original relationship to the street and to neighboring structures
- Architectural integrity should be intact
    - Some original materials may have been altered, removed, or replaced, particularly in early examples
- Use may have changed
- Setting ay have changed (surrounding buildings and land uses)

7.3.4 Significance Evaluation

The subject property was evaluated for historic significance against the eligibility standards for three CTPs. The building does not meet the SurveyLA eligibility criteria for historic designation as either as an individual resource or as a contributor to any existing or potential historic district under any of the three CTPs, or any other significance criteria.

Significance Criterion A/1/1

The property does not appear eligible for associations with significant events (Criterion A/1/1). It is one of many commercial and bank buildings to be developed in Van Nuys in the 1950s as part of the rapid post-war expansion of the San Fernando Valley. Its development was consistent with the common post-war development patterns of the San Fernando Valley during this era, which sought to maintain the existing street pattern of attached storefronts and continuous businesses that created a commercial “wall”, but which adapted to provide parking in the rear. As completed in 1960, the subject property exhibited many of these features and reflected neighborhood and bank design in the post-war era, such as auto-friendly site planning and Mid-Century Modern and Googie design elements.

However, extensive alterations have altered the features that convey these potentially significant associations. The Van Nuys Boulevard elevation has significantly changed through the stuccoing

over of the fieldstone cladding and the partial infill and modification of the storefronts on the northern block. On the rear (west) elevation, the northern block was partially infilled in 1972 and the storefront, which provided access from the parking lot, was completely altered through the removal of original windows and doors, and infill and the creation of new openings. These collective changes have extensively changed how the building relates to both Van Nuys Boulevard and also the rear parking lot, two key features of post-war commercial development in the San Fernando Valley. As discussed in further detail below, the building no longer retains integrity of design, materials, workmanship, feeling, and association and it therefore does not meet the eligibility requirements of Commercial-Finance – Banks/Savings and Loans property types as outlined in CTP #3. Archival research also failed to identify any other direct associations with significant events that would warrant consideration under Criterion A/1/1.

Significance Criterion B/2/2

Archival research does not indicate that the property was directly associated with persons significant in our past (Criterion B/2/2).

Significance Criterion C/3/3

The subject property does not appear eligible as a distinctive example of an architectural type specimen (Criterion C/3/3). The property was initially developed in 1950 through the construction of the northern block, which was designed as a distinct commercial building by architect Manfred De Ahana. The detached southern block was subsequently constructed as a bank in 1954, designed by noted local architect Culver Heaton and containing three mural scenes in the interior by Millard Sheets. In 1960, the two detached northern and southern buildings were connected through the construction of a center block. At the end of this third phase of construction, the subject property could be considered a representative example of Mid-Century Modernism with Googie influences as applied to a bank as conveyed through features such as the distinctive diamond-truss roof, transparent storefronts, louvered design elements, and fieldstone cladding. However, due to its multi-phased design and development, many of its distinctive features were in fact ornament applied to the original northern and southern blocks. As a result, the building as completed in 1960 lacked the conscious, holistic design of other notable Mid-Century Modern-style banks such as the adjacent Bank of America Building at 6551 North Van Nuys Boulevard, which was designed by Paul R. Williams and also included murals by Millard Sheets.

Further, since 1960, the building has undergone a number of substantial alterations, most notably the extensive removal or stuccoing over of the fieldstone and the infill of and alteration of storefronts on both the street-facing east and auto-accessible west facades. In applying the integrity considerations outlined in CTPs #1 and 2, the noted alterations go beyond the acceptable level of modifications that would still allow the property to convey its historic significance. These alterations include the removal of original materials and extensive alteration of storefronts, and as discussed in further detail below have resulted in a loss of integrity of design, materials, workmanship, feeling, and association. Therefore, due to its limited architectural distinction and alterations that have negatively its integrity, the subject property, does not appear as a noteworthy example of Mid-Century Modern or Googie-style commercial architecture.

The subject property is also not significant as an example of a bank/savings and loan building within the historic context of neighborhood commercial development within Van Nuys (CTP #3). The 1960 design featured some of the post-war, neighborhood commercial property ideals, such as auto-friendly site planning and facilities, including an ample parking lot located to the west of the

building, and a separate entrance for its automobile-focused customers. However, the property was developed in three phases over a decade (1950-1960) resulting in a disjointed development plan and design that is inconsistent with the typical trends in post-war neighborhood commercial and bank design. Further, in applying the integrity considerations outlined in CTP #3, the property should retain sufficient integrity to convey its significance. The substantial alterations to the auto-accessible entrance on the west elevation have negatively affected the property's integrity of design, materials, association and feeling. Therefore, the subject property does not appear as a noteworthy example of a bank building.

Significance Criterion D/4

There is no evidence to suggest that the property may yield important information about prehistory or prehistory (Criterion D/4).

7.3.5 Integrity Analysis

Integrity is the ability of a property to convey its historic significance. Not only must a property resemble its historic appearance, but it must also retain physical materials, design features, and aspects of construction dating from the period when it attained significance. Both the NRHP and CRHR discuss the importance of integrity and require that a resource retain sufficient integrity to convey its historic significance and be eligible for designation. According to the National Park Service, there are seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association (National Park Service 1995). To retain integrity, a property will always possess several of these aspects, with those relevant aspects dependent on the property's significance. In the case of properties with potential architectural significance such as the subject property, those aspects that relate to the property's significant physical features are paramount in its ability to retain its integrity and convey its significance, such as design, materials, and workmanship. All seven aspects as they relate to the subject property are detailed below:

Location

The structure has not been moved, and it therefore retains integrity of location.

Setting

The setting of the subject property has remained largely consistent throughout its existence. Historic aerial photographs indicate that by the time the first northern block of the building was constructed in 1950 Van Nuys Boulevard was already developing into a commercial thoroughfare. Both the subject property and the adjacent commercial properties featured rectangular floor plans that were sited towards Van Nuys Boulevard and featured surface parking lots to the rear. This general configuration has remained the same for both the subject property and its immediate surroundings since this time. Therefore the property retains integrity of setting.

Design

The subject property is a conglomerate of three separate structures that were modified into a single building. The building has three distinct construction periods and was constructed from 1950 to 1960, by two different architects and multiple builders. Although the 1960 alterations intended to unify the two detached flat roof structures through the construction of the distinctive center mass, due to original design and subsequent alterations the building remains an asymmetrical structure that lacks a cohesive plan, form or style and is not reflective of a conscious design choice. Further,

many of those design features that were original to the building's 1950, 1954, and 1960 development phases have been removed or altered, specifically the storefronts, louvered elements, and overall building footprint. Therefore the subject property is found to lack integrity of design.

Materials

Although the subject property was constructed in three phases, the prominent material was the fieldstone cladding along the east elevation, which was added between 1954 and 1960. Most of this cladding has been removed or covered in stucco. In addition, many of original windows and doors that defined the building's transparent storefronts have been removed. Therefore the subject property is found to lack integrity of materials.

Workmanship

The physical evidence and workmanship of the building's Mid-Century Modern style was largely conveyed through its fieldstone cladding and interior spaces, particularly the mural by Millard Sheets. Because these features have been largely removed and/or covered, the building no longer retains integrity of workmanship.

Feeling

The building retains the notable diamond-truss roof and glass wall along the east elevation that serves to convey the property's Mid-Century age and construction. However, numerous alterations have occurred to the subject property, particularly along the west elevation, which served as the one of two entrances to the building when it was originally constructed. In addition, the eastern elevation alterations to the southern and northern wings of the building have substantially changed its 1960s appearance. Therefore, the subject property no longer retains its integrity of feeling.

Association

Numerous alterations have occurred to the subject property, particularly along the west elevation, which served as one of the entrances to the building when it was originally constructed. In addition, the eastern elevation alterations to the southern and northern wings of the building have substantially changed its 1960s appearance. The changes have weakened the building's ability to convey its historic associations with the post-war development of the neighborhood and the Mid-Century style. Therefore, the subject property no longer retains its integrity of association.

Summary

As summarized above, the collective alterations that have occurred since 1960 have resulted in a loss of integrity of design, materials, workmanship, feeling and association. In applying the SurveyLA integrity considerations for Mid-Century Modernism, 1945-1970, Commercial Properties, a property with potential significance should exhibit quality of design through distinctive features and retain the essential character defining features of Mid-Century Modernism from the period of significance. For a commercial bank building under this context, the building should retain most of its aspects of integrity to convey its significance, particularly design, materials, workmanship and feeling. The subject property retains only two of the seven aspects of integrity and retains none of the most important aspects of integrity. Therefore, the subject property does not retain sufficient integrity to meet the eligibility criteria required for federal, state, and local designation.

8 Conclusions

The former Van Nuys Savings and Loan building, located at 6569-6581 Van Nuys Boulevard was evaluated for listing in the NRHP and CRHR, and as a City of Los Angeles HCM. Rincon finds that the former bank building is not eligible for listing in the NRHP or the CRHR and does not satisfy the criteria for designation as a City of Los Angeles HCM due to extensive exterior and interior alterations, which have reduced its integrity of design, materials and workmanship. It is no longer able to convey any potential significance as a noteworthy example of Mid-Century Modern-style commercial architecture as a result. Therefore, the former Van Nuys Savings and Loan building is not considered a historical resource for the purposes of CEQA.

Although the building is not considered a historical resource in accordance with CEQA due to a loss of architectural integrity, Rincon was unable to verify the presence or absence of the original painted canvas murals that were showcased in the main lobby. The area where the murals hung has been significantly altered and it was not determined if the murals were removed prior to alterations or if they were painted and dry walled over. The bank murals were painted by Millard Sheets, whose art is locally recognized throughout southern California and is considered a master artist. The murals could separately be considered historical resources under CEQA if they are found intact. Therefore measures should be taken to 1) determine if the murals are present and intact and if confirmed, 2) develop measures to remove and restore the murals and relocate to a suitable location. If implemented, the following would result in a ***less than significant impact to historical resources*** under CEQA for the current project.

8.1 Mural Identification

Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby will be physically examined and tested to determine if the canvas murals placed in the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall will be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work will be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins.

8.2 Mural Preservation

If present, a comprehensive plan will be developed to carefully remove, restore and preserve the murals. Removal will be completed by a qualified construction firm with experience in historic preservation. Restoration of the murals will be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals will be relocated either inside the new project or to a nearby suitable location.

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Appendix A (Confidential)

Records Search Results

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Appendix B

DPR Forms

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State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
PRIMARY RECORD	Trinomial
	NRHP Status Code 6Z
Other Listings	
Review Code	Reviewer Date

 ***Resource Name or #:** 6569-6581 Van Nuys Blvd.

P1. Other Identifier: Van Nuys Savings and Loan building

***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:** *Van Nuys* **Date:** 1966 (PR 1972) **T** 1N; **R** 14W; **¼ of ¼ of Sec ;** M.D. **B.M.**

c. Address: 6569-6581 Van Nuys Boulevard City: Van Nuys Zip: 91401

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
APN: 2236-011-020, 2236-011-005, 2236-011-006, 2236-011-007

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The subject property is a two-story commercial building located at the southwest corner of Van Nuys Boulevard and Kittredge Street. The building faces east towards Van Nuys Boulevard and reflects the Mid-Century Modern style. It has a rectangular footprint and features a taller central section which is flanked on the north and south by two lower sections with flat roofs. The central section contains the primary entry – the wall is recessed and is constructed of glass with metal framework. The central portion features a diamond-truss roof which overhangs broadly beyond the glass wall, and is supported by seven slender square posts. The southern portion of the façade is clad with painted stucco on the lower half and stone slabs on the upper half. The end walls and roof project slightly past the wall, creating a visual frame around this portion of the façade. The northern portion of the façade is dissimilar in construction. It features several large store-front windows at the ground level and has recessed and projecting surface planes. This northern section of the building is clad in painted stucco and has a narrow flat roof above the storefront windows across the majority of the east elevation, wrapping around to the north elevation. Near the recessed entry is a rectangular sign featuring the letters GW, a remnant of an earlier tenant of the building, Great Western Bank. See cont. sheet, p. 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.)

P5b. Description of Photo: (View, date, accession #)
Eastern façade, view to northwest, 10-5-2016.

***P6. Date Constructed/Age and Sources:** ☑Historic
☐Prehistoric ☐Both
1954. Los Angeles City Assessor; Van Nuys News, 9-30-1954.

***P7. Owner and Address:**
Saviers Van Nuy, LLC/6569 Van Nuys, LLC
6569 Van Nuys Boulevard
Van Nuys, CA 91401

***P8. Recorded by:** (Name, affiliation, and address)
Susan Zamudio-Gurrola
Rincon Consultants, Inc.
180 N. Ashwood Ave.
Ventura, CA 93003

***P9. Date Recorded:** 10-10-2016

***P10. Survey Type:** Intensive

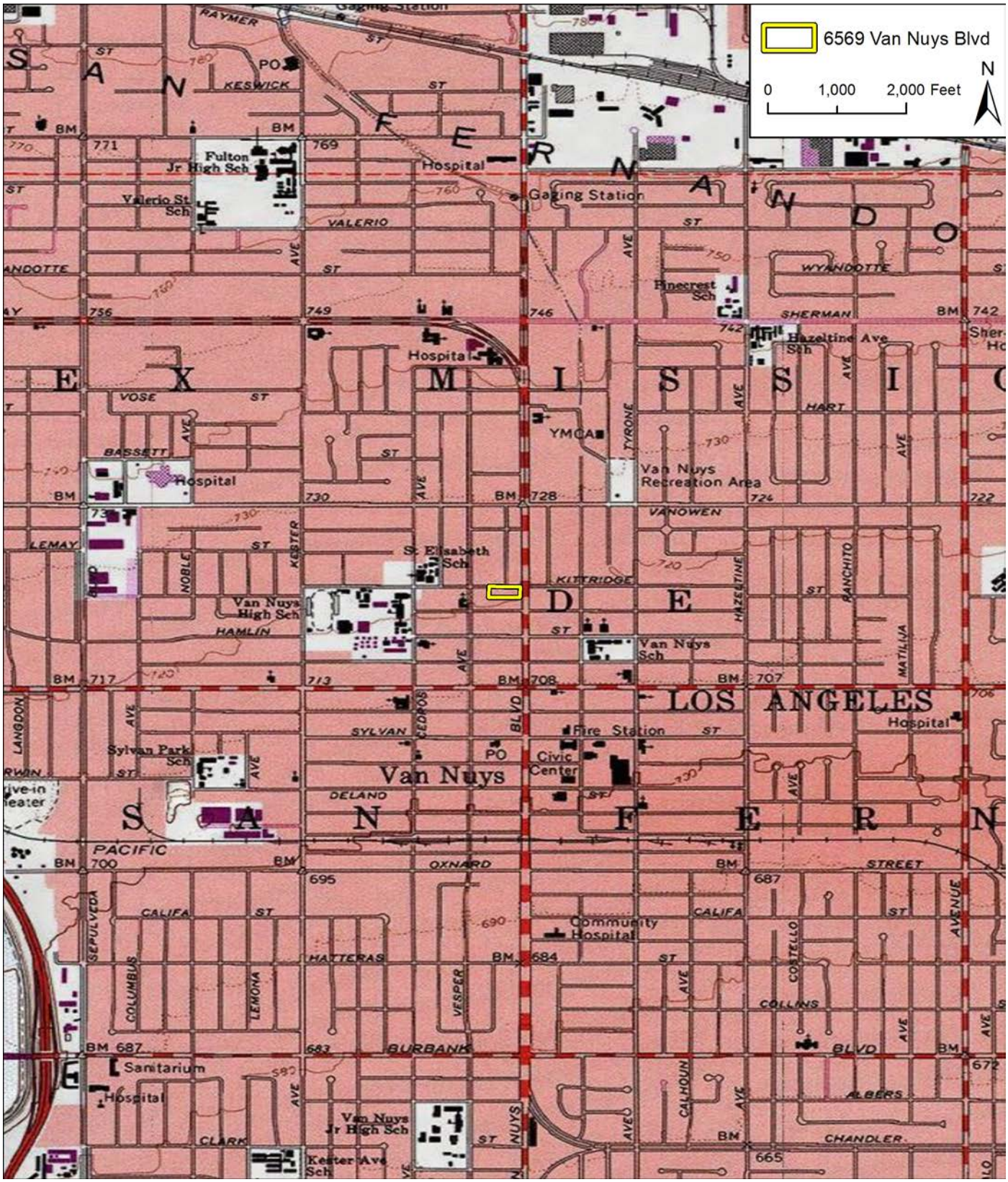
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Carmack, Shannon and S. Zamudio-Gurrola. Historic Resource Assessment of 6569-6581 Van Nuys Boulevard, Van Nuys, California.

***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):

State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI#
LOCATION MAP	Trinomial

Page 2 **of** 7 ***Resource Name or #:** 6569-6581 Van Nuys Blvd.

***Map Name:** *Van Nuys* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1966 (PR 1972)



DPR 523J (1/95) ***Required information**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 6569-6581 Van Nuys Blvd.

B1. Historic Name: Van Nuys Savings and Loan
B2. Common Name: La Tapachulteca Market
B3. Original Use: bank
B4. Present Use: grocery store

***B5. Architectural Style:** Mid-Century Modern

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Original building constructed in 1954; addition (enlargement of building) and remodel of exterior in 1960. Additional alterations include: interior partitions built and removed over several years, installation of a new ceiling, air-conditioning and re-reroofing (1964), alterations to the storefront, installation of a T-bar ceiling, lights and a screen wall (1969), construction of a new wall, new closet, and a new entry on the west elevation, removing an eyebrow roof, and closing openings in a wall (1972), installation of an ATM machine on the façade (1981), an interior remodel (1990), change of use from bank to retail market in 1999 involving removing interior partitions, part of the ceiling and part of the mezzanine. The ATM was also removed. (City building permits).

***B7. Moved?** ☑No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**
Interior wall murals by Millard Sheets.

B9a. Architect: Culver Heaton both in 1954 and 1960
b. Builder: Myers Bros. (1954); Samuelson Bros.(1960)

***B10. Significance:** **Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The subject property was developed in 1954 with a new building for the Van Nuys Savings and Loan Association, valued at $125,000. Records on file at the City of Los Angeles show that the a building permit application was made on 2-26-1954 to construct an office building 50′ x 130′ in size, 2 stories high, with brick masonry walls and a composite roof. The architect for the project was Culver Heaton, the engineer was Sergei Kolesoff, and the contractor was Myers Bros. The building had a narrow rectangular footprint situated on block 3, which is near the center of the block between Kittridge and Haynes streets. Lot 7, which is located perpendicular to Lot 3 to the west (rear) of the building, was utilized for the parking lot. The dimensions of the building match what today would be the southern block of the current building, which is also approximately 50′ x 130′ in size.

Culver Heaton was a California-born architect who obtained his architecture degree from USC in 1936. He served as president of the Pasadena Chapter of the AIA in 1950 and was made a fellow of the AIA in 1956. He was also a member of the Religious Architecture Guild and its western regional director from 1969-1970 (The Archi 1956; PraBook 2016; ModernSanDiego.com, n.d).

Heaton, who was best known for his religious architecture, had an office in Pasadena and partnered with Thomas Zartl. Heaton designed over 300 churches in California and at least four savings and loan buildings (Lesher 1987; ModernSanDiego.com, n.d.). Heaton won 3 consecutive annual awards from the Church Architectural Guild of America in national competitions (Thrapp 1954; The Archi 1956). See continuation sheet, p. 4.

B11. Additional Resource Attributes: (List attributes and codes)

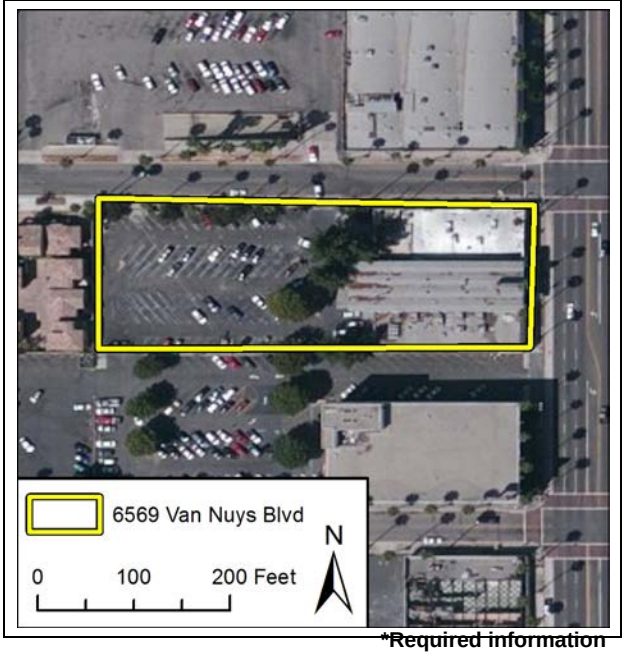
***B12. References:** See continuation sheet p. 6.

B13. Remarks:

***B14. Evaluator:** Susan Zamudio-Gurrola

***Date of Evaluation:** 10-10-2016

(This space reserved for official comments.)



P3a. Description, continued:
The north elevation features one large storefront window covered by a flat roof. Near the corner of the building a sign and letters announce the WSS shoe store. The wall plane has four evenly-spaced, vertical projections near the center of the north elevation.

On the west elevation (rear) of the building, the central square support posts contain additional horizontal framework that helps hold metal screens acting as sun shades. The entry below-grade and is comprised of contemporary store-front doors with large panes and metal framing. A folding security screen has been installed to cover the entry. The southern portion of the west elevation contains a large, roll-up door, and a single industrial-type entry door. A handicap ramp slants down from the parking lot to the entry. The northern portion of the west elevation features a separate entry comprised of a contemporary steel and glass door topped by a small transom window and flanked by large glass panes as sidelights. The entry is covered by a flat roof suspended from the wall by cables. A sign and letters project from the wall above announcing the WSS shoe store. A set of concrete steps leads pedestrians from the north end of the building to the central store's entry doors.

The south elevation has no fenestration and is clad with painted stucco. A portion of the stucco has spalled off and exposed the masonry construction. An internally-lit box sign announcing La Tapachulteca market is mounted on the east end of the wall. The lot is flat and rectangular. It includes concrete walkways, pavers, and mature trees. Mature palm trees line Van Nuys Boulevard and Kittridge Street.

Although historical evaluations generally only include an examination of the building exterior, Rincon examined the interior in an attempt to confirm the presence or absence of the Millard Sheets murals which were installed in the original Van Nuys Savings and Loan building, constructed in 1954. The southern and central blocks of the current building are combined into one space occupied by a grocery store. The undulating mezzanine that once existed at the west end of the building's interior has been replaced with a significantly different design - the simplified wall is just one horizontal plane and is supported by what appear to be steel I-beams. The circular ceiling lights or skylights are not being utilized; instead, fluorescent tube lighting has been hung from the ceiling. Ductwork has also been installed across the width of the higher, central segment of the building (Figure 3). The northern wall has undergone alterations including the addition of partition walls for a small office space at the west end, and the installation of refrigerated cases against the wall (Figure 4). It was on this wall that Sheet's murals were originally located. The wall is only partially visible compared to how it originally appeared ca. 1960 - a portion of the wall is obscured by an addition that was built out into the store's main floor area. There is no evidence of the murals still being in place. The drywall, paint, and lettering on the north end look contemporary and were likely completed in 1999 when the current tenant moved in.

B10. Significance, continued:
The original bank building was described in articles as having "the very latest in business facilities" with modern design and décor. It was praised as an admirable collaboration between the architect, the bank president, and artist Millard Sheets, who executed the interior murals. The exterior was faced with Pennsylvania fieldstone and featured large expanses of glass and aluminum louvred sun reflectors (*The Valley News* 1954; *Van Nuys News* 1954).

Other unique features that were mentioned were a hanging garden inside the building and an innovative use of administrative space. The hanging garden was located behind a glassed-in area on the second floor and could be seen from the main floor. The president's office to the right of the main entrance of the building was planned to fulfill several functions including a private office, a board of directors room and a conversation center. Since the board room was normally only used once a month, it was believed that the space was better utilized as additional space for public use. The air conditioning system and wired music were controlled by zone, and the lighting was provided by cathode fixtures to produce an even, glareless light. The interior of the building also was decorated with Pennsylvania fieldstone on the south wall, and the north wall was dominated by a large mural that covered an area 16' high by 68' long, which was designed and painted by Millard Sheets. The mural depicted the history of the San Fernando Valley (*The Valley News* 1954; *Van Nuys News* 1954).

A brochure produced by the Van Nuys Savings and Loan Association described the murals and provided a profile of Millard Sheets, calling him one of the "most distinguished and versatile artists." The murals were described in detail in a narrative titled "The Pageant of Yesterday – The Panorama of Today". Sheets depicted the history of the San Fernando Valley starting from the Native American inhabitants to the residential, commercial and industrial area that had developed in modern day. The first scene of the mural depicted the arrival of the Spaniards in 1769 and their encounter with the Native Americans. The second scene depicted the late 1700s mission life and cultivation of the land by the new settlers. The third scene depicted the transition from a mainly agricultural area to increased settlement, showing surveyors at work to provide subdivided land for a growing population. The fourth and final scene depicted the modern San Fernando Valley with homes, wide avenues, shopping centers and modern industry. The fourth mural was painted above the President's office and was not shown in the brochure. See cont. sheet, p. 5.

B10. Significance, continued:

Additional permit records describe the building with similar dimensions through 1956. However, at some point between 1956 and 1959 the building appears to have been expanded, although specific details are unknown. In 1957, a permit for an illuminated sign described the building size as 140'x97'6", suggesting an addition was made to the original structure. A few years later, in 1959, a building permit described the property as containing 2 buildings on the combined lots 2, 3 and 7. The existing building area was described as 137'x100'. According to this building permit from 1959, the Van Nuys Savings and Loan Association recommissioned Culver Heaton to design an addition to the existing building, which was described as a 50'x151' addition, 2 stories and 35' high with brick walls. The contractor for the project was Samuelson Bros. based in Glendale, CA. The site plan for the addition shows the existing building on lot 3 in approximately the center of the block and the new building adjacent to the north on lot 2. This would correspond to the current southern block of the building and the taller, central block of the building.

The new Van Nuys Savings and Loan building, with a dramatically changed appearance, was featured in the *Los Angeles Times* which remarked that an "unusual roof structure" extended the length of the building and featured interior murals by Millard Sheets (*Los Angeles Times* 1960). Heaton's design apparently incorporated the existing bank building, created additional building space, and remodeled the exterior so that the façade and overall building had a cohesive design and appearance. The newly redesigned Van Nuys Savings and Loan building was also documented by architectural photographer Maynard L. Parker in ca. 1960. The photographs depict the building's façade and rear, as well as the design of the interior spaces and Sheets' murals.

Later changes made by the Van Nuys Savings and Loan Association included the construction of interior partitions in 1963 and the installation of a new ceiling, air-conditioning, and re-roofing completed in 1964. By 1966 the property owner was listed as Equitable Savings and Loan, who began several more alterations to the building. That year, non-illuminated wall signs were mounted on the north and east elevations, new partitions and a ceiling were installed in the interior, the storefront was altered, and a sign was installed on the roof. A few years later, in 1968, alterations were undertaken that removed, relocated and rebuilt office walls for a new filing cabinet room. The following year, a new T-bar ceiling, lights, and a screen wall were constructed.

By 1971, Great Western Savings and Loan was listed as the property owner; they subsequently began a new series of alterations to the building. That year approximately 1,713 sq. ft. of the east end of the building (closest to Van Nuys Blvd.) was converted into an assembly room. It is noted that the size of the existing building varied between the permit application and the certificate of occupancy for the change of use project. It appears that the alterations affected the northern block of the building located on lot 1, closest to Kittridge St. It may be that the large 1960 bank building had been divided into different tenant spaces and as such, alterations undertaken by the successive bank businesses were looked at as separate from one portion of the building to another.

Further alterations in 1972 included constructing a new wall, new closet and a new entry on the rear (west) elevation, adding a new trash area behind the building, removing an eyebrow roof, closing openings in a wall, and adding new concrete paving. The work was undertaken by Great Western Savings and Loan; the architect was Maxwell Starkman & Associates, and the engineer was Brian L. Cochran & Associates. At the time, the building was depicted on the site plan to have a "division wall" running from east to west through the building dividing the approximate northern third of the building from the southern two-thirds. Aluminum letters were also installed on the rear of the building. The following year, interior partitions were added and in 1981 an automatic teller, or ATM machine was installed in the recessed portion of the façade.

In 1990 Great Western Bank occupied the southern approximately two-thirds of the building and the northern third was occupied by a separate tenant. Great Western conducted an interior remodel and the addition of a pre-fabricated steel vault inside the building. The bank had vacated the space by 1999 but remained the property owner, and applied for a permit to change the use of the building to a retail market-office. This included removing interior non-bearing partitions, part of the ceiling, and a portion of the mezzanine. Since then the tenant of the southern building space has been La Tapachulteca Market. The northern space is currently occupied by WSS shoe store. In 2006 a new permit was issued to construct a new masonry wall for a trash enclosure on the property. At some point, the ATM machine on the façade was removed.

Millard Sheets

Millard Owen Sheets was born in 1907 in Pomona, California. His mother passed away shortly after his birth, leaving his grandparents to raise him at their horse ranch in Pomona. After high school, Sheets began attending the Chouinard School of Art in 1925. While at the school, Sheets experimented with various mediums and techniques. He developed a personal preference for watercolors. Mrs. Chouinard admired Sheets so much that she hired him as a watercolor teacher before he had graduated from the art school. Sheets was part of a group of young artists whose work was called the "California Style" of watercolor painting, known for its bold new look and innovative approaches (Boyd 2015; Los Angeles Conservancy 2012). See continuation sheet, p. 6.

B10. Significance, continued:
Sheets served as the head of the art department at Scripps College in Claremont. A leading representative of California art, Sheets also served as one of the five directors of the Public Works of Art program in Southern California during 1933-1935. He also directed the fine arts exhibitions at the Los Angeles County Fair from 1931 to 1956 (Boyd 2015; Los Angeles Conservancy 2012).

During the 1930s, Sheets further developed his skills in mural and fresco painting. He was offered several commissions to create commercial murals, which brought him additional work as an interior designer. As his reputation grew, Sheets began to transition to designing new buildings in conjunction with a registered architect or contractor. Sheets believed in the collaboration of architects and artists to incorporate artwork into the fundamental design of buildings (Los Angeles Conservancy 2012).

Howard Ahmanson, head of the Home Savings and Loan Association, hired Sheets in 1954 to design a new Savings and Loan in Beverly Hills. Pleased with the popularity of the building with customers, Ahmanson commissioned Sheets to design over 40 more Home Savings and Loan branch buildings during a period of the company's expansion (Los Angeles Conservancy 2012).

Sheets' murals typically showcased local subject matter such as the settlement history of a particular region, and were made of varied materials such as paint, mosaic, stained glass and tapestry. During his career, Sheets completed over 100 murals for buildings, which were very popular with the general public. The greatest concentration of his work is in Southern California. Through Millard Sheets Studio, he collaborated with other artists and hired assistant artists to complete a considerable amount of the labor. Sheets died in 1989 at his home in Northern California. The Millard Sheets Center for the Arts at the Los Angeles County Fairgrounds in Pomona honors his life's work (Boyd 2015; Los Angeles Conservancy 2012).

Evaluation:
While the subject property retains integrity it does not meet the eligibility criteria for listing in the NRHP, or the CHRH as an individual resource or as a contributor to a historic district. The property is not directly associated with any specific events or trends that have contributed to history (Criteria A/1). It was not directly associated with persons significant in our past (Criteria B/2). When completed in 1960, the updated bank building was an impressive example of Midcentury Modern architecture, designed by a locally noted architect, containing murals by renowned southern California artist, Millard Sheets. However, the building exterior and interior has been altered and lost integrity of materials, design, association and feeling (Criteria C/3). There is no reason to believe that the property may yield important information about prehistory or history (Criteria D/4). For these same reasons, the subject property does not meet the eligibility criteria for designation as a City of Los Angeles HCM.

B12. References, continued:
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Van Nuys Savings and Loan. N.d. Brochure on Millard Sheets murals.

***Recorded by:** Susan Zamudio-Gurrola ***Date:** 10-10-2016 ☑ Continuation ☐ Update

West elevation, view looking southeast.


West elevation, looking northeast.

North elevation, view looking southwest.

South elevation, view looking northwest.


Interior, view looking southeast.

Interior, view looking west. All photos date 9-24-2016.

Appendix D

Geotechnical Report
and
Soils Report Approval Letter

GEOTECHNICAL INVESTIGATION

Proposed 5-Story Mixed Use Building
Over 1 to 2 Levels of Subterranean Parking
Tract: 1200; Block: 45; Lots: 1, 2, 3, 7, 8 & 9
6569 N. Van Nuys Boulevard
Van Nuys, California

July 1, 2016
Project No. 26-4242-00

Prepared for:

Ketter Designs, Inc.
Attn: Mr. Boaz Miodovsky
14541 Delano St.
Van Nuys, CA 91411

A. G. I. GEOTECHNICAL, INC.

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16555 Sherman Way, Suite A • Van Nuys, CA 91406 • Office (818)785-5244 • Facsimile (818)785-6251

July 11, 2016 Project No. 26-4242-00

Ketter Designs, Inc.
14541 Delano St.
Van Nuys, CA 91411

Attention: Mr. Boaz Miodovsky

Subject: **GEOTECHNICAL INVESTIGATION**
Proposed 5-Story Mixed Use Building
Over 1 to 2 Levels of Subterranean Parking
Tract: 1200; Block: 45; Lots: 1, 2, 3, 7, 8 & 9
6569 N. Van Nuys Boulevard
Van Nuys, California

Dear Mr. Miodovsky:

This report presents the results of the investigation and our opinions regarding the soils engineering factors affecting the development of the subject site. This investigation was performed from March to July, 2016, and consisted of field exploration, laboratory testing, engineering analyses of the field and laboratory data and the preparation of this report. *Determination of the presence or not of hazardous or toxic materials in the on-site soils is out of the scope of this investigation.*

If you have any questions regarding this report, please contact this office.

Respectfully submitted,
A.G.I. GEOTECHNICAL, INC.

Brandon Watkins, E.I.T.
Staff Engineer

Bruce Smith, R.G.E. 2673
Senior Engineer

REGISTERED PROFESSIONAL ENGINEER
MELVIN BRUCE SMITH
No. GE 2673
Exp. 06-30-18
GEOTECHNICAL
STATE OF CALIFORNIA

BW/MBS:bw

Distribution: (6) Ketter Designs, Inc.

Enclosures:
- Location Map (Figure 1)
- Site Plan (Figure 2)
- Cross Section (Figure 3)
- Boring Logs
- Laboratory Test Results
- USGS Design Maps Summary Report
- USGS Design Maps Detailed Report
- USGS Deaggregations
- Liquefaction Analyses
- Slot Cut Stability Analysis
- Groundwater Map

TABLE OF CONTENTS

INTRODUCTION

DESCRIPTION OF SITE

The subject site is located on the southwest corner of the intersection of Van Nuys Boulevard and Kittridge Street in the Van Nuys area of the City of Los Angeles, California. The subject property is approximately rectangular in shape, practically level and presently occupied by a 1-story commercial building with adjacent asphalt parking areas and driveways. The site is bound on the west and south by developed properties. The location of the site is shown on the enclosed Location Map, Figure 1.

PROPOSED SITE DEVELOPMENT

Based on information provided to us, we understand development will consist of a 5-story mixed use building over 1 to 2 levels of subterranean parking. The ground floor level will consist of commercial space with up to 184 residential units above. The lowermost level of subterranean parking is expected to be about 10 to 20 feet below existing grade. Foundation loads are expected to be less than 200 kips for column loads and 20 kips per linear foot for wall loads.

FIELD EXPLORATION

Subsurface conditions were explored by drilling four (4) exploratory borings at the approximate locations shown on the Site Plan, Figure 2. The borings were drilled to a maximum depth of 70.5 feet. Standard Penetration Tests (SPT) were performed at selected depths. The borings were drilled using a truck mounted 8-inch diameter hollow stem flight auger.

The drilling of the borings was supervised by our field engineer who logged the materials brought up from the borings. Undisturbed and bulk samples were collected at depths appropriate to the investigation. The undisturbed samples were sealed immediately in watertight containers for shipment to our laboratory. The soil sampler used in our investigation included our 2.50 inch I.D. drive barrel lined with 1-inch brass rings. The sampler used in the exploratory boring was driven to a depth of 18 inches with a 140-pound hammer falling from a

height of 30 inches. The number of blows to drive the sampler 12 inches as well as the number of blows from the Standard Penetration Tests are shown on the enclosed Boring Logs.

SUBSURFACE CONDITIONS

Soil Profile

The existing soil profile, as depicted in the borings to the depth explored, consists of sandy silts, silty sands, poorly graded sands and sandy silty clays in a moist and medium dense to very dense and very stiff condition. For a description of the soils encountered in the exploratory borings, please refer to the Boring Logs enclosed with this report.

Groundwater

No groundwater was encountered to the maximum depth explored, 70.5 feet below the existing ground surface. According to the "Seismic Hazard Evaluation of the 7.5-Minute Van Nuys Quadrangle, Los Angeles County, California" dated 1997 (revised 2001) by the Department of Conservation - Division of Mines and Geology, historically highest groundwater level has been about 22 feet below the ground surface. Groundwater levels may fluctuate because of seasonal changes, injection or extraction of water, variations in temperature and other causes. Groundwater issues may cause difficulties during design and construction.

LIQUEFACTION POTENTIAL (CYCLIC MOBILITY)

Liquefaction and dry sand settlement analyses were performed using the analytical procedures described in *Tokimatsu, K., and Seed, H. (1987), Evaluation of Settlements in Sands Due to Earthquake Shaking* and the requirements contained in the City's memorandum dated July 16, 2014. Seismic settlements discussed herein include both liquefaction and dry sand settlements.

Liquefaction calculations were performed for a 475 year return period and a 2475 year return period. The peak ground acceleration for 475 years was evaluated using two-thirds of the PGA_M and a required factor of safety of 1.1. The peak ground acceleration for 2475 years was

evaluated using the full PGA_M and a required factor of safety of 1.0. The predominant earthquake magnitude for each case was obtained from the USGS Interactive Deaggregation website. Seismic settlement calculations are enclosed. The results of the liquefaction evaluation are summarized below:

Return Period	Peak Ground Acceleration[1]		Moment Magnitude Mw[2]	Factor of Safety	Calculated Total Settlement	Calculated Differential Settlement
475 years	2/3 PGA_M	0.520 g	6.75	1.10	0.18 inch	0.12 inch
2475 years	100% PGA_M	0.780	6.77	1.00	0.29 inch	0.19 inch

NOTES: 1) From USGS Design Maps website: http://earthquake.usgs.gov/designmaps/us/application.php
2) From USGS Interactive Deaggregation website: http://geohazards.usgs.gov/deaggint/2008/

The total and differential settlements from the 475 year calculation should be acceptable but must be combined with the predicted static settlements for final verification. Static settlements are discussed subsequently in this report. The 0.29 inch total settlement and 0.19 inch differential settlement from the 2475 year analysis present no hazard of severe damage to or collapse of the structure.

ON-SITE INFILTRATION FACILITIES

Because the subject site is located within the State Official Seismic Hazard Zone, an infiltration system could potentially saturate soils that are subject to liquefaction. The City of Los Angeles Department of Building & Safety does not allow infiltration in a liquefaction hazard zone; therefore, the site is not suitable for infiltration of surface and storm water into the ground.

SEISMICITY AND SEISMIC DESIGN CRITERIA

The southern California region is seismically active and commonly experiences strong ground shaking resulting from earthquakes along active faults. Earthquakes along these faults are part of a continuous, naturally occurring process which has contributed to the characteristic landscape of the region. Research on earthquakes during the past forty years has greatly enhanced our knowledge on the nature of faulting in California; however; seismology is a relatively new science and standard procedures for prediction of geoseismic parameters have

not yet been widely accepted. The time, location, and magnitude of an earthquake cannot be accurately predicted at this time; therefore, data on faults and the nature of earthquakes in California is presently incomplete. However, numerous investigations performed by the United States Geological Survey, California Division of Mines and Geology, and other research institutions have presented techniques to quantify the nature of earthquakes and the estimated impact to development in a seismically active environment.

It is our opinion that future structures should be designed in accordance with the applicable seismic building code as determined by the structural engineer. The subject site is located within **Site Class D** per 2013 California Building Code (based on the ASCE 7-2010 with July 2013 errata). The following values of short and long period accelerations are recommended for the Risk-Targeted Maximum Considered Earthquake (MCE_R). The design spectral response acceleration parameters presented on the following table, generated by the USGS Seismic Design Map Website (https://geohazards.usgs.gov/designmaps/us/application.php), may be utilized for seismic design:

2013 CBC Seismic Design Parameters

Site Latitude	34.1904 N
Site Longitude	118.4493 W
Site Class Definition (Table 1613.5.2)	D
Mapped Spectral Response Acceleration at 0.2s Period, S_s (Figure 1613.5(3))	2.226
Mapped Spectral Response Acceleration at 1s Period, S_1 (Figure 1613.5(4))	0.778
Short Period Site Coefficient at 0.2s Period, F_a (Table 1613.5.3(1))	1.000
Long Period Site Coefficient at 1s Period, F_v (Table 1613.5.3(2))	1.500
Adjusted Spectral Response Acceleration at 0.2s Period, S_{MS} (Eq. 16-37)	2.226
Adjusted Spectral Response Acceleration at 1s Period, S_{M1} (Eq. 16-38)	1.166
Design Spectral Response Acceleration at 0.2s Period, S_{DS} (Eq. 16-39)	1.484
Design Spectral Response Acceleration at 1s Period, S_{D1} (Eq. 16-40)	0.778

LABORATORY TESTING

CLASSIFICATION

Soils were classified visually according to the Unified Soil Classification System. Unit weight and moisture determinations were performed for each undisturbed sample. Results of density and moisture determinations, together with classifications, are shown on the enclosed Boring Logs.

LOAD CONSOLIDATION TESTS (ASTM:D-2435)

To investigate the settlement of the soils under the pressure of the proposed foundations, consolidations tests were performed on undisturbed samples of the on-site soils. Axial loads were carried to a maximum of 9,400lb/ft^2. To hasten consolidation, investigate the collapse potential and simulate possible adverse field conditions, water was added at an axial load of 2,350lb/ft^2. Compressibility of the soils within the zone of significant stress was investigated and the results considered in our engineering analyses. Graphic plots of the load consolidation curves are enclosed.

DIRECT SHEAR TESTS (ASTM:D-3080)

In order to determine the shear strength of the soils, direct shear tests were performed on representative undisturbed and remolded samples of the on-site soils. The remolded sample was tested at 90% of the maximum dry density. To simulate possible adverse field conditions, the samples were saturated prior to shearing. Graphic summaries of the test results, including moisture content at the time of shearing, are enclosed.

GRAIN SIZE DISTRIBUTION (ASTM:D-422-63 (2002))

To aid in classification and evaluation of engineering behavior, grain size analyses were performed on selected samples of the site soils. The results of the tests are shown on the enclosed Grain Size Distribution Charts. Fines contents are also reported on the Boring Logs.

MAXIMUM DENSITY/OPTIMUM MOISTURE (ASTM:D-1557)

The maximum density/optimum moisture content relationship was determined for a typical sample of the on-site soils. The test was conducted in accordance with the ASTM:D-1557 standard. A graphic summary of the test result is enclosed.

EXPANSION

An expansion test was performed on a representative sample of the on-site soils in accordance with ASTM:D-4829 to evaluate its volume change with increasing moisture conditions. The result is as follows:

Location	Depth (ft.)	Expansion Index	Potential Expansion
B-1	0-5	19	Very Low

CONCLUSIONS AND RECOMMENDATIONS

GENERAL

The property is suitable for the proposed construction from a geotechnical engineering standpoint. The construction plans should take into account the appropriate soils engineering features of the site. The upper on-site soils have a very low potential expansion. No groundwater was encountered in the exploratory borings to the maximum depth explored, 70.5 feet below the ground surface.

SITE PREPARATION

Debris from demolition, vegetation and underground utility lines to be abandoned should be removed from the site. It is anticipated that the basement level excavation will remove any disturbed and unsuitable soils. In any on-grade portions of the development, removal and recompaction should extend two (2) feet below finished grade. After removal, the exposed

surface should be scarified to a depth of 8 inches, brought to about optimum moisture content and compacted to at least 90% of the maximum density as determined by ASTM:D-1557.

FILL PLACEMENT

Any fill soils should be cleansed of deleterious debris, placed in 6 to 8 inch lifts, brought to about optimum moisture content, and compacted to at least 90% of the maximum dry density as determined by ASTM:D-1557. *The placement of the fill should be performed under our observation and testing.*

FOUNDATION DESIGN

Type of Foundation

The proposed structure may be supported on conventional shallow isolated and continuous footings. Exterior and interior footings should be founded on the natural soils with a minimum embedment of 18 inches below lowest adjacent grade. Minimum reinforcement in continuous footings should consist of four (4) No. 4 bars; two (2) placed about 4 inches from the top and two (2) placed about 4 inches from the bottom.

Footings founded on the dense natural soils may be designed for a maximum soil bearing pressure of 3,000lb/ft^2. The recommended soil bearing pressure may be increased by 400lb/ft^2 per each additional foot of embedment over 24 inches and by 100lb/ft^2 per each additional foot in width over 24 inches up to 4,500lb/ft^2. In addition, the recommended soil bearing pressures may be increased by one-third when designing for wind and seismic forces.

Expected Settlements

If the foundations are supported on the medium dense to dense natural soils and are sized for the recommended bearing pressures, static differential settlements are not expected to exceed 0.25 inch in a 30-foot span. Total static settlements are anticipated to be less than 0.5 inch. When combined with the previously discussed seismic

settlements (0.18 inch total, 0.12 inch differential) the overall total and differential settlements should be no greater than 0.68 inch and 0.37 inch, respectively. The overall anticipated settlements are considered acceptable and no mitigation is necessary.

FLOOR SLABS-ON-GRADE

Concrete floor slabs-on-grade thickness and reinforcement should reflect the anticipated use of the slabs and should be designed by the structural engineer. Conventional concrete floor slabs-on-grade should be a minimum of 4 inches (full) thick with minimum reinforcement consisting of No.4 deformed bars spaced a maximum of 16 inches each way. In areas where floor coverings or equipment that are sensitive to moisture are contemplated, a 10-mil visqueen moisture barrier should be placed beneath the slab with one inch of clean sand between the concrete slabs and the visqueen to aid in curing and to prevent puncture of the visqueen. Cracking of reinforced concrete is a relatively common occurrence. Some cracking of reinforced concrete, including slabs, can be anticipated. Irregularities in new slabs are also common. If cracking of slabs cannot be tolerated, heavily reinforced structural slabs are an option.

The recommendations presented above are intended to reduce the potential for random cracking to which concrete flatwork is often prone. Judicious spacing of crack control joints has proven effective in further reducing random cracking. A structural engineer may recommend the desirable spacing. Usually the crack control joints are placed 12 to 15 feet apart in each direction. Factors influencing cracking of concrete flatwork, (other than expansion, settlement and creep of soils), and which should be avoided, include: poor-quality concrete, excessive time passing between the mixing and placement of the concrete (the concrete should be rejected if this time interval exceeds 2 hours), temperature and wind conditions at the time of placement of the concrete, curing of the concrete and workmanship. The concrete should be maintained in a moist condition (curing) for at least the first 7 days after concrete placement. During hot weather, proper attention should be given to the ingredients, production methods, handling, placement, protection and curing to prevent excessive concrete temperature or water evaporation. In hot weather and windy conditions, water evaporates more rapidly from the surface of the concrete flatwork. This requires more frequent moistening of the concrete during the curing period or the use of a protective chemical film to prevent evaporation.

LATERAL RESISTANCE

An allowable lateral bearing of 300lb/ft^2 per foot of depth may be assumed up to a maximum of 3,500lb/ft^2. A coefficient of friction between soil and concrete of 0.4 may be used.

LATERAL LOADS

Cantilevered retaining walls, if any, should be designed to resist 30lb/ft^3 equivalent fluid pressure. Restrained walls should be designed for a trapezoidal distribution using a 35Hlb/ft^2 pressure acting on a 0.2H, 0.6H and 0.2H distribution. Walls subject to surcharge loads should be designed to include the additional lateral pressure using a lateral earth pressure coefficient of 0.3. The seismic backfill pressure for subterranean parking wall design is determined using one-third of PGA_M times the soil density. For this site, PGA_M = 0.780g and the recommended seismic backfill pressure is 32lb/ft^3 equivalent fluid pressure at a soil density of 125lb/ft^3. Walls should have adequate drainage to prevent build-up of hydrostatic pressure.

BACKFILL

All backfill of walls, footings or trenches should be brought to about optimum and compacted to 90% of the maximum density *and should be tested by the soils engineer.*

SITE DRAINAGE

Adequate site drainage is absolutely essential at the site and it should be provided. Roof drainage should be connected to an appropriate drainage system and carried away from the building and to the street. Yard drainage should be kept adequate to prevent ponding of water and saturation of the soils. Water should be directed to the street in an approved manner. Future performance of the building and other structures will be significantly influenced by the site drainage conditions.

PLANTERS

Planters and lawns adjacent to the building should be avoided. If planters are planned adjacent to the building, they should have the bottom and walls waterproofed and a drain installed to carry irrigation water away from the building.

CONSTRUCTION CUTS

Construction cuts up to 5 feet in height may be excavated vertically for their entire length and height provided they do not remove support from adjacent buildings or properties. Deeper excavations should be trimmed to a 1H:1V gradient or they should be shored. If the excavations remove lateral support from adjacent buildings or properties, the construction cuts may need to be excavated using the 'A, B, C' slot-cutting method or they should be shored. Removal of lateral support occurs if the cut extends below a 1H:1V line projected downward from the nearest edge of the adjacent feature.

If the slot-cutting method is used, the cut should be opened at a gradient of 1H:1V first, then each slot should be opened, the wall constructed and backfilled before the subsequent slot is opened. The slots should not exceed 10 feet in width nor 12 feet in height.

For the design of cantilevered shoring, an active pressure of 30lb/ft^3 equivalent fluid pressure may be used. For braced or tied-back shoring we recommend a trapezoidal distribution using a 30H lb/ft^2 pressure acting on a 0.2H, 0.6H and 0.2H distribution.

In addition to the earth pressure, the shoring should be designed to resist surcharge from traffic and adjacent structures. The lateral loads acting on the temporary shoring may be assumed to be one-third of the vertical surcharge loads. More detailed loads can be provided if surcharge details are available.

Pile design for lateral loads may use a passive resistance of 600lb/ft^2 per foot of depth up to a maximum of 9,000lb/ft^2. The piles may be assumed to be fixed at a point located 3 feet below the bottom of the excavation. Pile resistance to axial loads should be determined using an allowable skin friction of 500lb/ft^2. Footing foundations for internal bracing may be designed using a maximum soil bearing pressure of 2,000lb/ft^2. Tie-back anchors can be designed for an

allowable bond stress of 600lb/ft^2 for gravity-grouted anchors and 1,200lb/ft^2 for pressure-grouted anchors.

Where lateral support of adjacent structures is removed, we recommend that the allowable shoring deflection be no more than 0.5 inch. A 1-inch maximum deflection is recommended in other areas.

If the unshored construction cuts are to remain open for more than 2 weeks or if rain is expected while the construction cuts are open, they should be covered by a plastic membrane kept in placed by holding blocks or driven re-bar at the top and bottom of the membrane. No equipment or personnel should stand closer than 10 feet from the top of the temporary cut. All construction cuts should comply with the State of California Construction Safety Orders (CAL/OSHA).

DE-WATERING

No groundwater was encountered in the exploratory borings; however, a wet excavation could occur due to precipitation or other causes. The silty subgrade soils will be easily disturbed by construction traffic in the presence of water. If needed during construction, temporary de-watering can likely be accomplished using gravel-filled trenches draining to strategically located sumps with pumps (French drains).

RECOMMENDED INSPECTIONS

It is strongly recommended (and is a condition of use of this report), that the developer ensures that each phase of construction be properly inspected and approved by the local Building Department official.

WORKMAN SAFETY-EXCAVATIONS

It is necessary for the contractor to provide adequate shoring and safety equipment as required by the State or Federal OSHA regulations. All regulations of the State or Federal OSHA should be followed before allowing workmen in a trench or other excavation. If excavations are to be made during the rainy season, particular care should be given to ensure that berms or other

devices will prevent surface water from flowing over the top of the excavation or ponding at the top of the excavations.

OBSERVATION

Footing excavations should be examined by us prior to forming or placement of steel to confirm that the soil conditions meet the requirements set by this report. Footing excavations should be kept moist and concrete should be placed as soon as possible after excavations are completed, examined and approved by us and the City Inspector.

GEOTECHNICAL REVIEW

The geotechnical consultants should review and sign the plans and specifications.

REGULATORY AGENCY REVIEW

This report is subject to review by the regulatory agencies (i.e., City of Los Angeles). No guarantee is expressed or implied that the regulatory agency will grant building or other permits based on the contents of this report. *Any further work required responding to regulatory agency questions or concerns will be performed on a time and expense basis.*

ADDITIONAL CONSULTING

Any additional consulting, such as for foundation reviews, grading reviews, meetings, response to review sheets, etc., will be performed on a time and expense basis.

COMMENTS

The conclusions and recommendations presented in this report are based on research, site observations and limited subsurface information. The conclusions and recommendations presented are based on the supposition that subsurface conditions do not vary significantly from those indicated. Although no significant variations in subsurface conditions are anticipated, the possibility of significant variations cannot be ruled out. If such conditions are encountered, this consultant should be contacted immediately to consider the need for modification of this project.

This report was prepared for the exclusive use of Ketter Designs, Inc. and their design consultants for the specific project outlined herein. This report may not be suitable for use by other parties or other uses. This report is subject to review by regulatory agencies and these agencies may require their approval before the project can proceed. No guarantee that the regulatory public agency or agencies will approve the project is intended, expressed or implied.

One of the purposes of this report is to provide the client with advice regarding geotechnical conditions on the site. It is important to recognize that other consultants could arrive at different conclusions and recommendations. No warranties of future site performance are intended, expressed or implied.

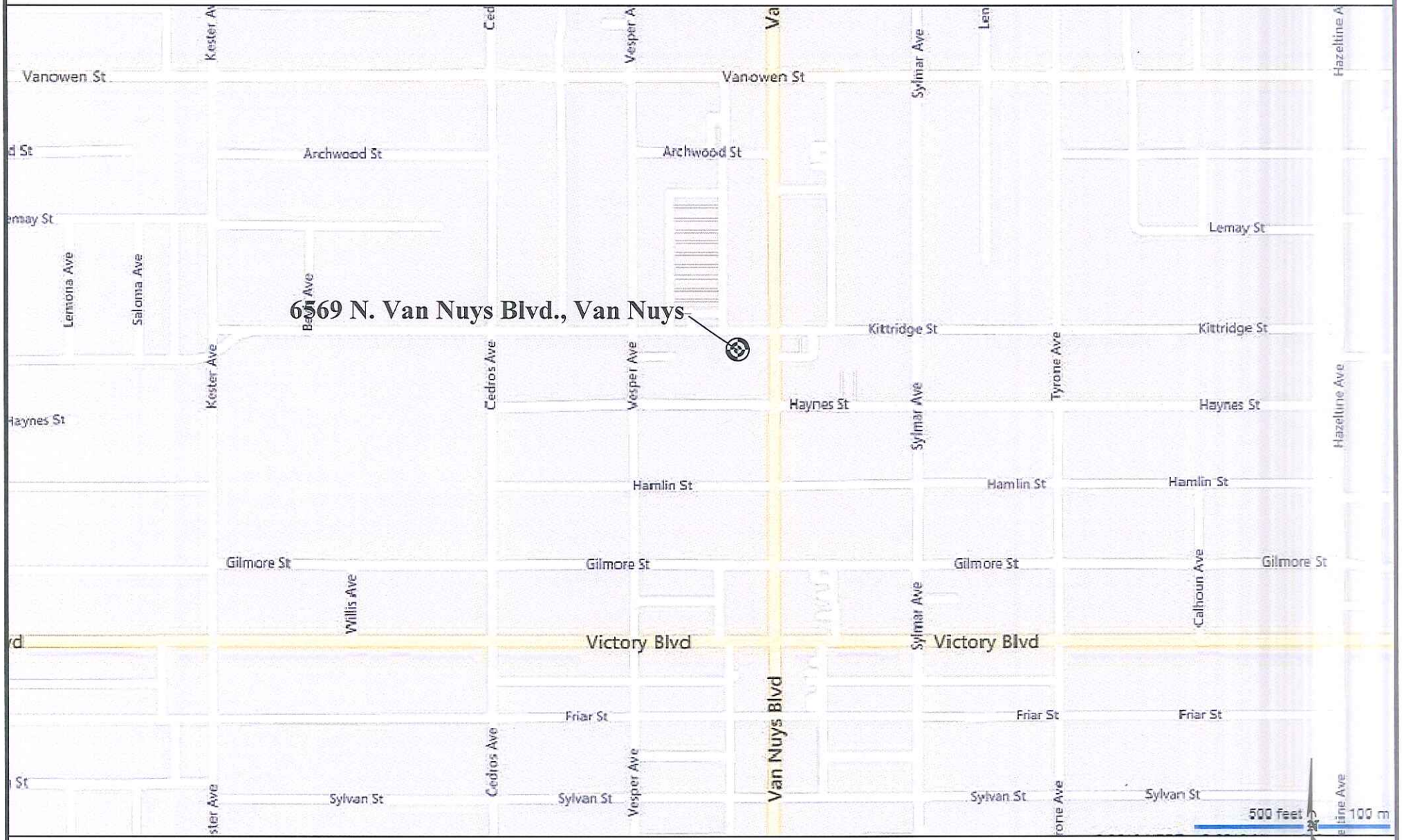


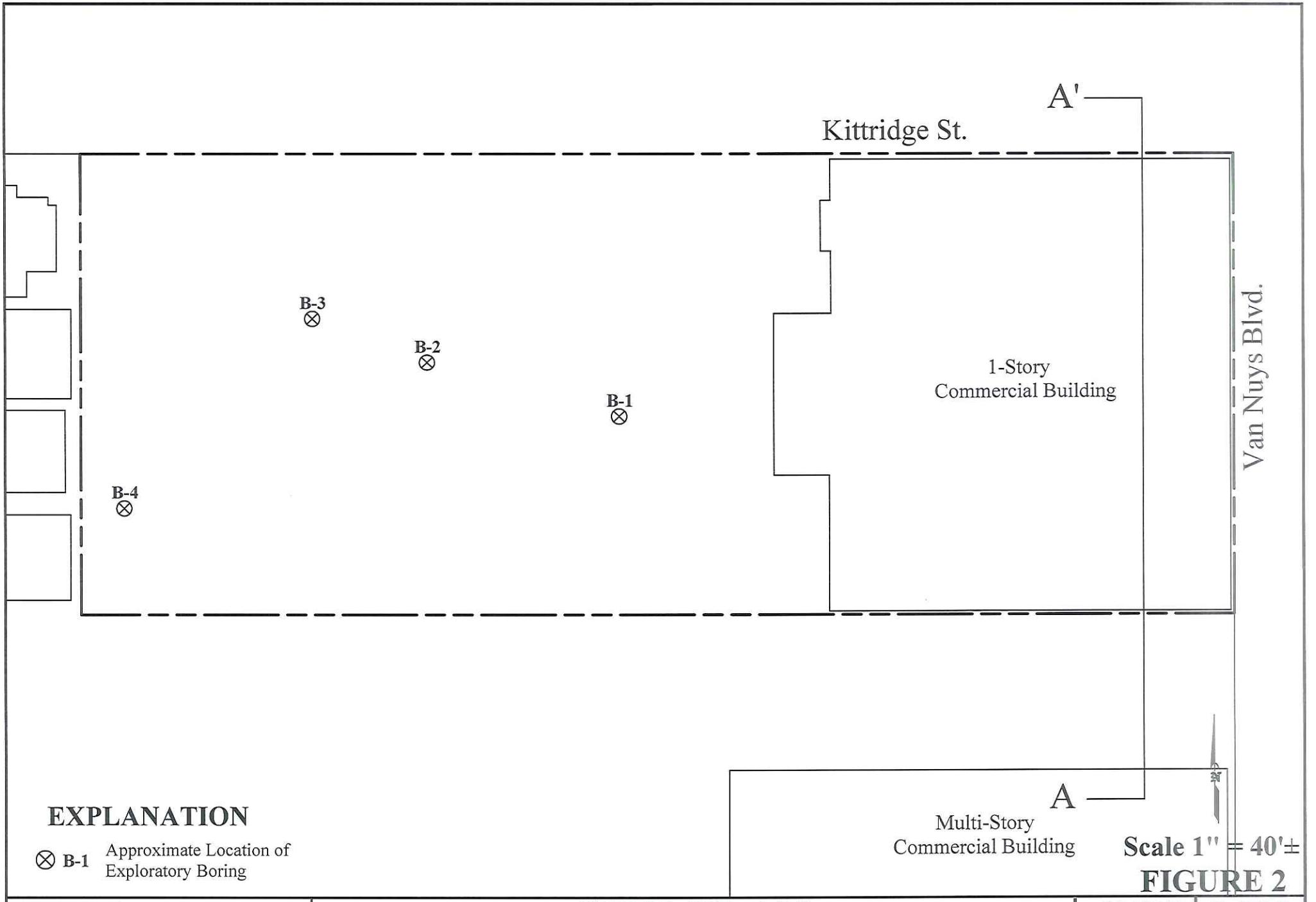
FIGURE 1

LOCATION MAP

6569 N. Van Nuys Blvd., Van Nuys

A.G.I. GEOTECHNICAL, INC.
Engineering Geology • Geotechnical Engineering
16555 Sherman Way, Ste. A • Van Nuys, CA 91406
(818) 785-5244 Fax (818) 785-6251

PROJECT NO.	26-4242-00
DATE	3-2016
PREPARED BY	TL
APPROVED BY	JAV



EXPLANATION

⊗ B-1 Approximate Location of Exploratory Boring

Scale 1" = 40'±

FIGURE 2

SITE PLAN

6569 N. Van Nuys Blvd., Van Nuys

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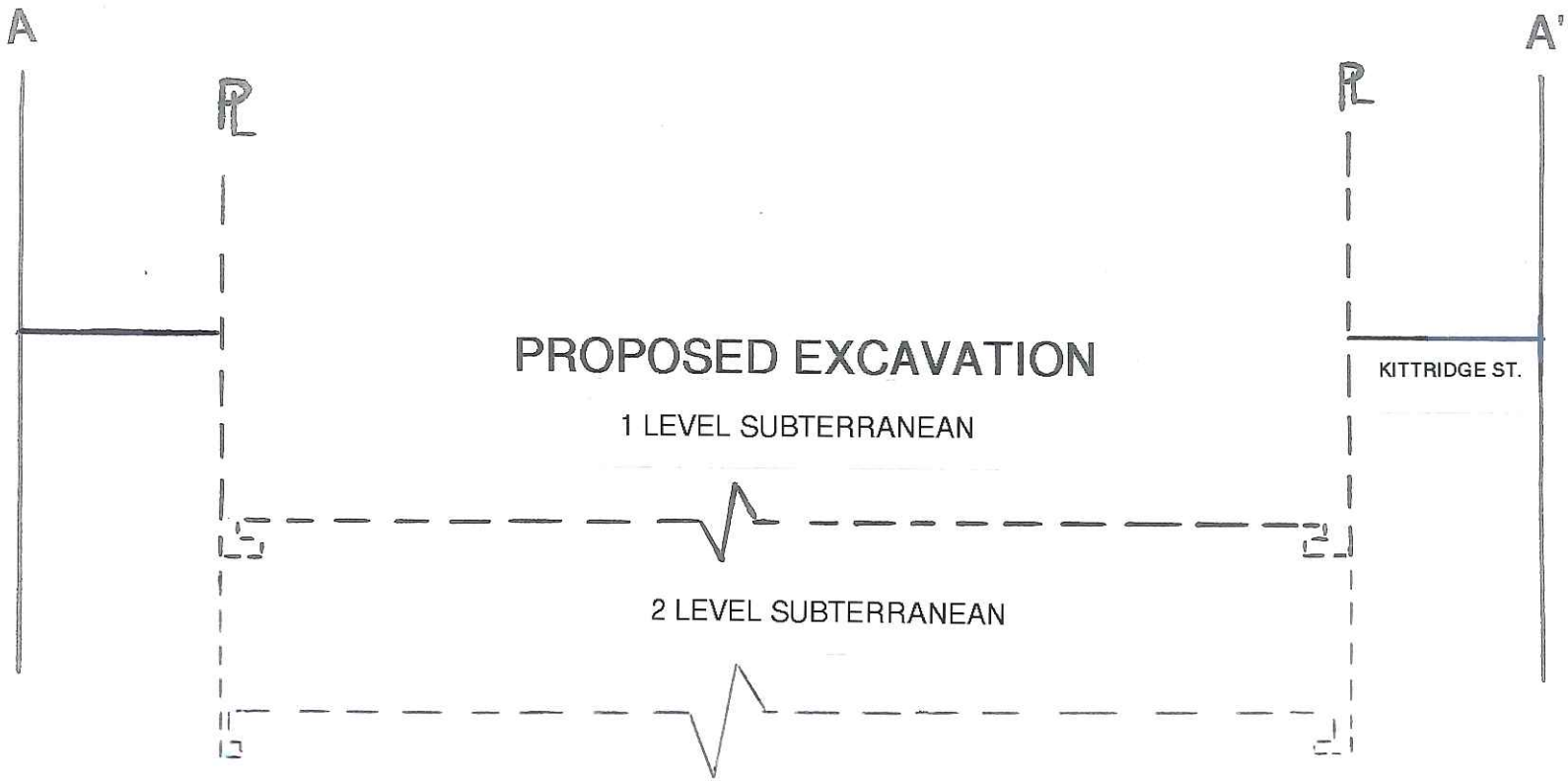

CROSS SECTION A A'

FIGURE 3

A.G.I. GEOTECHNICAL, INC.	Project No. 26-4242-00	Date. 5/6/16
	Scale: 1"=10' ±	Revised:
	Approved by:	Drawn by: J.C.V.

BORING LOGS

LEGEND

Ring Sample, or Bulk Sample

Standard Penetration Test (SPT)

Ground Water Level

SOIL SIZE	
COMPONENT	SIZE RANGE
Boulders	Above 12"
Cobbles	3"-12"
Gravel	#4 - 3"
coarse	¾" - 3"
fine	#4 - ¾"
Sand	#200-#4
coarse	#10-#4
medium	#40-#10
fine	#200-#40
Fines (Silt or Clays)	Below #200

PLASTICITY OF FINE GRAINED SOILS	
PLASTICITY INDEX	VOLUME CHANGE POTENTIAL
0-15	Probably Low
15-30	Probably Moderate
30 or more	Probably High

WATER CONTENT
Dry: No feel of moisture
Damp: Much less than normal moisture
Moist: Normal moisture
Wet: Much greater than normal moisture
Saturated: At or near saturation

RELATIVE DENSITY	
SANDS & GRAVELS	BLOWS PER FOOT
Very loose	0-4
Loose	4-10
Medium dense	10-30
Dense	30-50
Very dense	Over 50

	GROUP SYMBOLS	DESCRIPTIONS	DIVISIONS
COARSE-GRAINED SOILS (Less than 50% Fines)	GW	Well-graded gravels or gravel-sand mixtures, less than 5% fines	GRAVELS More than half of coarse fraction is larger than No. 4 sieve size
	GP	Poorly-graded gravels or gravel-sand mixtures, less than 5% fines	
	GM	Silty gravels, gravel-sand silt mixtures, more than 12% fines	
	GC	Clayey gravels, gravel-sand-clay mixtures, more than 12% fines	
	SW	Well-graded sands or gravelly sands, less than 5% fines	SANDS More than half of coarse fraction is smaller than No. 4 sieve size
	SP	Poorly-graded sands or gravelly sands, less than 5% fines	
	SM	Silty sands, sand-silt mixtures, more than 12% fines	
	SC	Clayey sands, sand-clay mixtures, more than 12% fines	
FINE-GRAINED SOILS (More than 50% Fines	ML	Inorganic silt, very fine sands, rock flour, silty or clayey fine sands	SILTS AND CLAYS Liquid limit less than 50
	CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays	
	OL	Organic silts or organic silt-clays of low plasticity	
	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts	SILTS AND CLAYS Liquid limit less than 50
	CH	Inorganic clays of high plasticity, fat clays	
	OH	Organic clays of medium to high plasticity	
	PT	Peat, mulch, and other highly organic soils	HIGHLY ORGANIC SOILS

CONSISTENCY	
CLAYS & SILTS	BLOWS PER FOOT
Very soft	0-2
Soft	2-4
Firm	4-8
Stiff	8-15
Very stiff	15-30
Hard	Over 30

BORING NUMBER B-1

A.G.I. GEOTECHNICAL, INC.

A.G.I. Geotechnical, Inc. 16555 Sherman Way, Unit A Van Nuys, California 91406 Telephone: (818) 785-5244 Fax: (818) 785-6251

CLIENT: Ketter Designs, Inc. PROJECT NAME: Proposed 5-Story Mixed Use Bldg./ 1 to 2 Levels of Subterranean Pkg.

PROJECT NUMBER: 26-4242-00 PROJECT LOCATION: 6569 N. Van Nuys Blvd., Van Nuys

DATE STARTED: 3/25/16 COMPLETED: 3/25/16 GROUND ELEVATION: N/A BORING DIAMETER: 8"

EXCAVATION METHOD: 8" Hollow-Stem Auger GROUND WATER LEVELS: N/A

DRILLING CONTRACTOR: Choice Drilling

LOGGED BY: RI CHECKED BY: MBS

DEPTH (ft)	DRIVE SAMPLE	BLOW COUNT (N VALUE)	BULK SAMPLE	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	Wet UNIT WT. (pcf)	SAT. MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	MATERIAL DESCRIPTION	<200	D 50	Classification
0											Brown SILT with Sand (E.I. = 19, very low) (Moist, medium dense to dense)			ML
	X	6/9/12	X	11.1	88.6	98.4	33.4					84		
5	=	5/5/6		8.2										
	X	7/12/17		9.1	84.5	92.2	36.8							
10	=	7/9/12		5.8										
	X	15/19/28		13.7	105.1	119.5	22.3					82		
15	=	8/11/16		11.3										
	X	18/25/40		6.5	111.9	119.1	18.7				Brown SILT with Sand (Moist, dense)			ML
20	=	14/19/24		9.1										
	X	20/28/35		7.3	120.0	128.7	15.0				Brown Sandy Silty CLAY (Moist, very stiff)	66		CL-ML
25	=	8/11/13		3.9							Brown poorly-graded SAND with Silt and Gravel (Moist, dense to very dense)			SP-SM
	X	32/50/6"		1.8	132.3	134.7	10.1							
30	=	12/19/21		2.1										
	X	35/50/6"		4.3	132.6	138.3	10.0							

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CLIENT: Ketter Designs, Inc. PROJECT NAME: Proposed 5-Story Mixed Use Bldg./1 to 2 Levels of Subterranean Pkg.
PROJECT NUMBER: 26-4242-00 PROJECT LOCATION: 6569 N. Van Nuys Blvd., Van Nuys
DATE STARTED: 3/25/16 COMPLETED: 3/25/16 GROUND ELEVATION: N/A BORING DIAMETER: 8"
EXCAVATION METHOD: 8" Hollow-Stem Auger GROUND WATER LEVELS: N/A
DRILLING CONTRACTOR: Choice Drilling
LOGGED BY: RI CHECKED BY: MBS

DEPTH (ft)	DRIVE SAMPLE	BLOW COUNT (N VALUE)	BULK SAMPLE	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	Wet UNIT WT. (pcf)	SAT. MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	MATERIAL DESCRIPTION	<200	D 50	Classification
35		6/9/12		6.4							Brown Sandy SILT (Moist, medium dense)	56		ML
		40/50/5"		5.2	105.8	111.2	22.0				Brown poorly-graded SAND with Silt and Gravel (Moist, very dense to dense)			SP-SM
40		12/15/19		2.1										
45		10/14/16		8.6							Brown Sandy SILT (Moist, medium dense)			ML
50		9/12/15		10.7										
55		10/12/18		19.4							Brown Sandy Silty CLAY (Moist, very stiff)			CL-ML
60		10/13/16		28.4										
65		11/14/16		18.7							Brown Silty SAND (Moist, dense)			SM
		38/50/6"		6.0	118.8	126.0	15.5							
70		12/14/17		4.2							Total Depth: 70.5' No Water			

BORING NUMBER B-2

A.G.I. GEOTECHNICAL, INC.

A.G.I. Geotechnical, Inc. 16555 Sherman Way, Unit A Van Nuys, California 91406 Telephone: (818) 785-5244 Fax: (818) 785-6251

CLIENT: Ketter Designs, Inc. PROJECT NAME: Proposed 5-Story Mixed Use Bldg./ 1 to 2 Levels of Subterranean Pkg.

PROJECT NUMBER: 26-4242-00 PROJECT LOCATION: 6569 N. Van Nuys Blvd., Van Nuys

DATE STARTED: 5/23/16 COMPLETED: 5/23/16 GROUND ELEVATION: _____ BORING DIAMETER: 8"

EXCAVATION METHOD: 8" Hollow Stem Auger GROUND WATER LEVELS: _____

DRILLING CONTRACTOR: Choice Drilling

LOGGED BY: BW CHECKED BY: MBS

DEPTH (ft)	DRIVE SAMPLE	BLOW COUNT (N VALUE)	BULK SAMPLE	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	WET UNIT WT. (pcf)	SAT. MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	MATERIAL DESCRIPTION	<200	D50	Classification
0											Brown SILT with Sand (Moist, medium dense)			ML
5	X	4/7/9		7.9	96.3	103.9	27.8							
10	X	7/10/17		9.9	99.0	108.8	26.0							
	=	4/6/6										70		
15	X	5/8/10		7.9	93.4	100.8	29.8							
	=	4/8/8										77		
20	X	8/11/15		7.8	101.6	109.5	24.4							
	=	5/6/8									Brown Sandy Silty CLAY (Moist, very stiff)	62		CL-ML
25	X	8/12/14		9.8	109.4	120.1	20.0							
	=	5/8/11									Brown poorly-graded SAND with Silt and Gravel (Moist, very dense)	43		SP-SM
30	X	28/39/43		4.0	131.8	137.1	10.3							

BORING NUMBER B-3

A.G.I. GEOTECHNICAL, INC.

A.G.I. Geotechnical, Inc. 16555 Sherman Way, Unit A Van Nuys, California 91406 Telephone: (818) 785-5244 Fax: (818) 785-6251

CLIENT: Ketter Designs, Inc. PROJECT NAME: Proposed 5-Story Mixed Use Bldg./1 to 2 Levels of Subterranean Pkg.

PROJECT NUMBER: 26-4242-00 PROJECT LOCATION: 6569 N. Van Nuys Blvd., Van Nuys

DATE STARTED: 3/25/16 COMPLETED: 3/25/16 GROUND ELEVATION: N/A BORING DIAMETER: 8"

EXCAVATION METHOD: 8" Hollow-Stem Auger GROUND WATER LEVELS: N/A

DRILLING CONTRACTOR: Choice Drilling

LOGGED BY: RI CHECKED BY: MBS

DEPTH (ft)	DRIVE SAMPLE	BLOW COUNT (N VALUE)	BULK SAMPLE	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	Wet UNIT WT. (pcf)	SAT. MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	MATERIAL DESCRIPTION	<200	D 50	Classification
0											Brown SILT with Sand (Moist, medium dense)			ML
5	X	4/5/6		8.3	110.3	119.5	19.5							
10	X	10/12/15		8.6	78.2	84.9	42.8					72		
											Brown SILT with Sand (Moist, dense)			ML
15	X	15/18/30		13.1	114.3	129.3	17.6							
											Brown SILT with Sand (Moist, very dense)			ML
20	X	16/24/31		8.3	120.6	130.6	14.7					77		
											Total Depth: 20.5' No Water			
25														
30														

BORING NUMBER B-4

A.G.I. GEOTECHNICAL, INC.

A.G.I. Geotechnical, Inc. 16555 Sherman Way, Unit A Van Nuys, California 91406 Telephone: (818) 785-5244 Fax: (818) 785-6251

CLIENT: Ketter Designs, Inc. PROJECT NAME: Proposed 5-Story Mixed Use Bldg./1 to 2 Levels of Subterranean Pkg.

PROJECT NUMBER: 26-4242-00 PROJECT LOCATION: 6569 N. Van Nuys Blvd., Van Nuys

DATE STARTED: 3/25/16 COMPLETED: 3/25/16 GROUND ELEVATION: N/A BORING DIAMETER: 8"

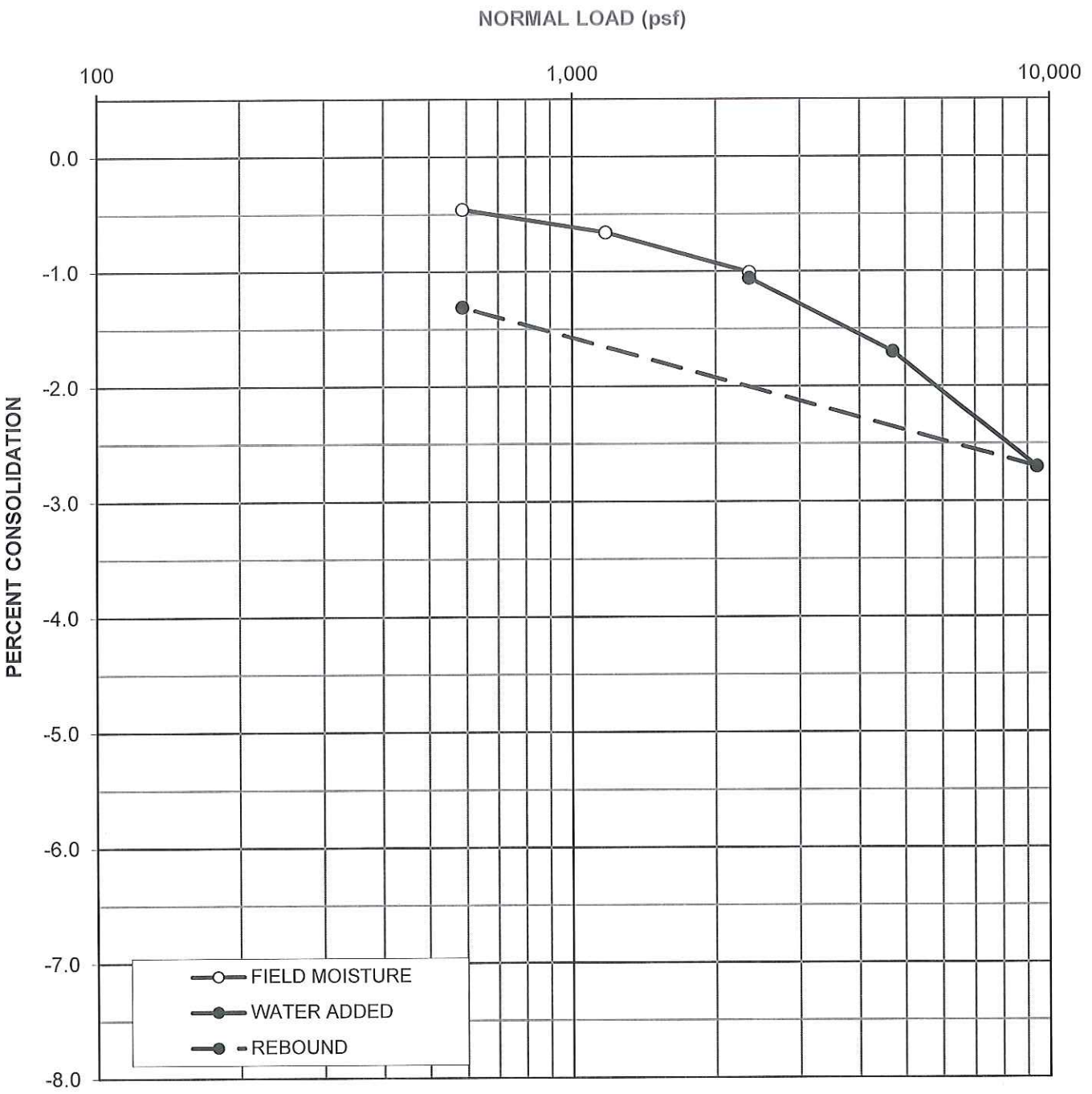
EXCAVATION METHOD: 8" Hollow-Stem Auger GROUND WATER LEVELS: N/A

DRILLING CONTRACTOR: Choice Drilling

LOGGED BY: RI CHECKED BY: MBS

DEPTH (ft)	DRIVE SAMPLE	BLOW COUNT (N VALUE)	BULK SAMPLE	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	Wet UNIT WT. (pcf)	SAT. MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	MATERIAL DESCRIPTION	<200	D 50	Classification
0											Brown SILT with Sand (Moist, medium dense)			ML
5	X	5/5/7		7.9	86.9	93.7	34.8							
10	X	10/11/16		8.9	110.9	120.9	19.2					71		
15	X	16/18/29		11.0	88.0	97.6	33.9				Brown SILT with Sand (Moist, dense)			ML
20	X	16/22/32		9.6	76.9	84.3	44.0				Brown SILT with Sand (Moist, very dense)	79		ML
25	X	15/19/28		9.5	115.1	126.1	17.2				Brown SILT with Sand (Moist, dense)			ML
30	X	20/29/41		9.5	131.0	143.4	10.6				Brown poorly-graded SAND with Silt and Gravel (Moist, very dense)			SP-SM
											Total Depth: 31.5' No Water			

LABORATORY TEST RESULTS



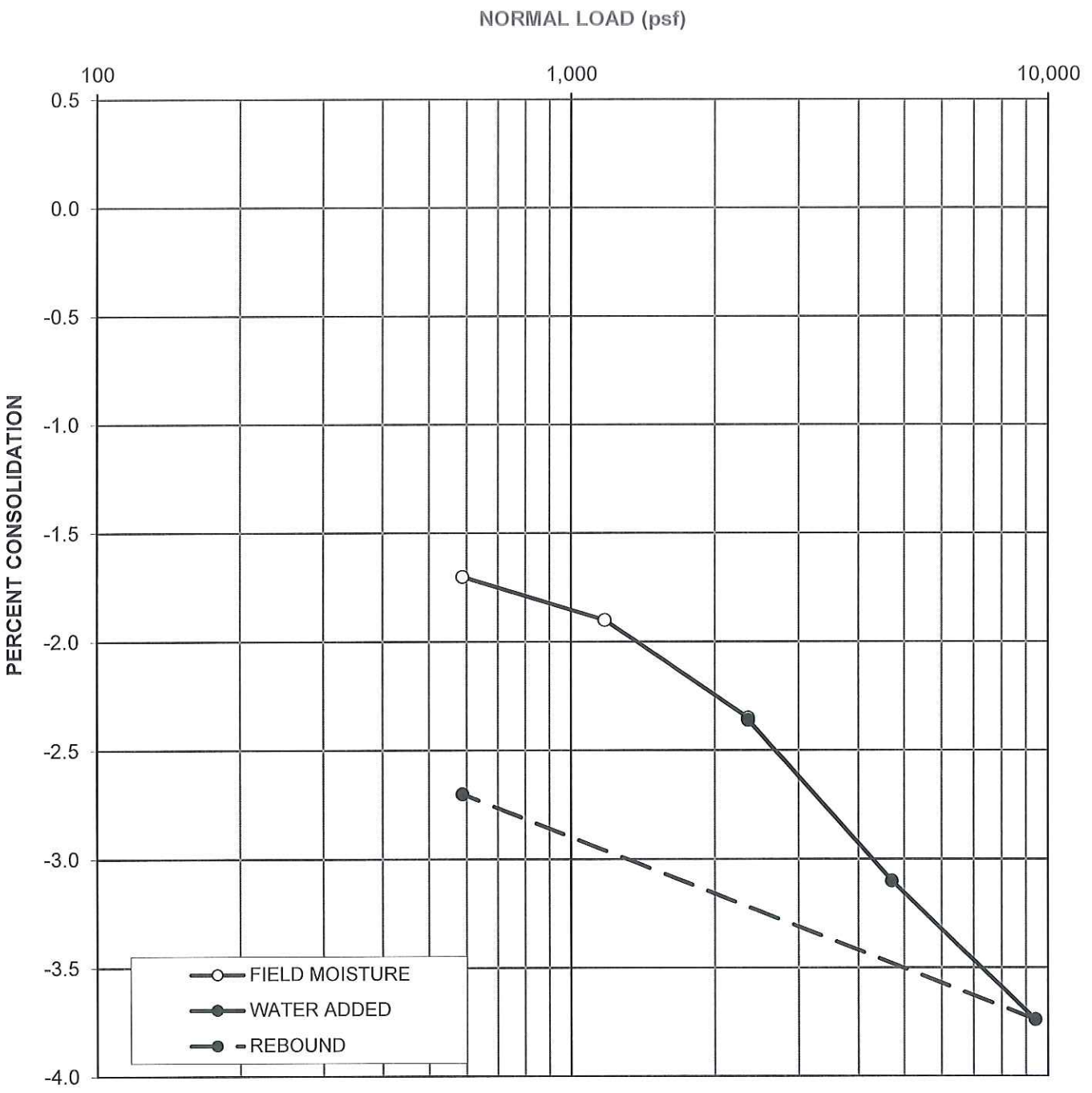
PROJECT NO. 26-4242-00 **BORING NO.** B1 **DEPTH (FT)** 12.5

REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (ML) SILT with sand

HYDROCONSOLIDATION (%) 0.05

A.G.I. GEOTECHNICAL, INC.



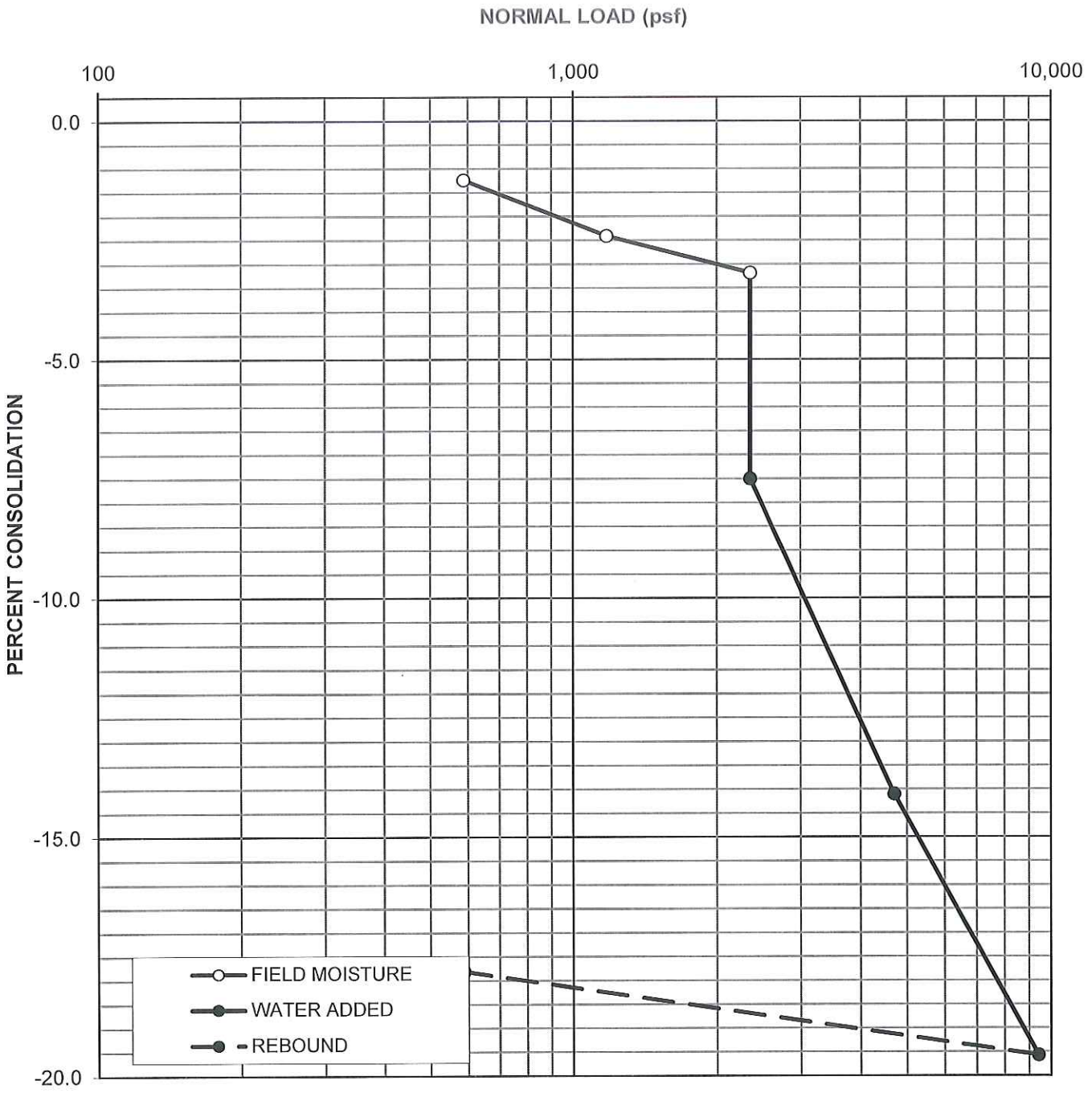
PROJECT NO. 26-4242-00 **BORING NO.** B1 **DEPTH (FT)** 22.5

REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (CL-ML) Sandy Silty CLAY

HYDROCONSOLIDATION (%) 0.01

A.G.I. GEOTECHNICAL, INC.



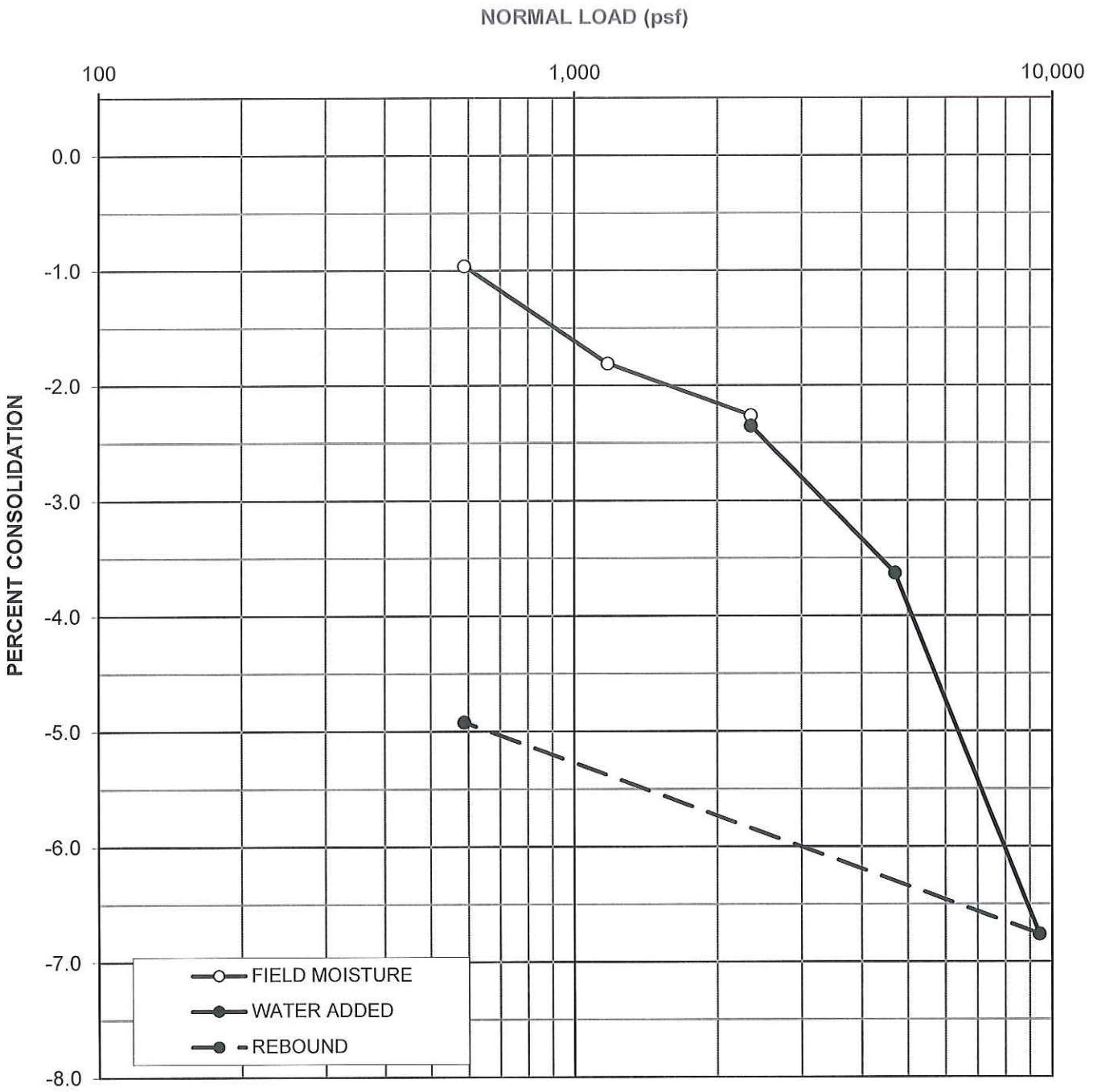
PROJECT NO. 26-4242-00 **BORING NO.** B2 **DEPTH (FT)** 5

REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (ML) SILT with sand

HYDROCONSOLIDATION (%) 4.31

A.G.I. GEOTECHNICAL, INC.



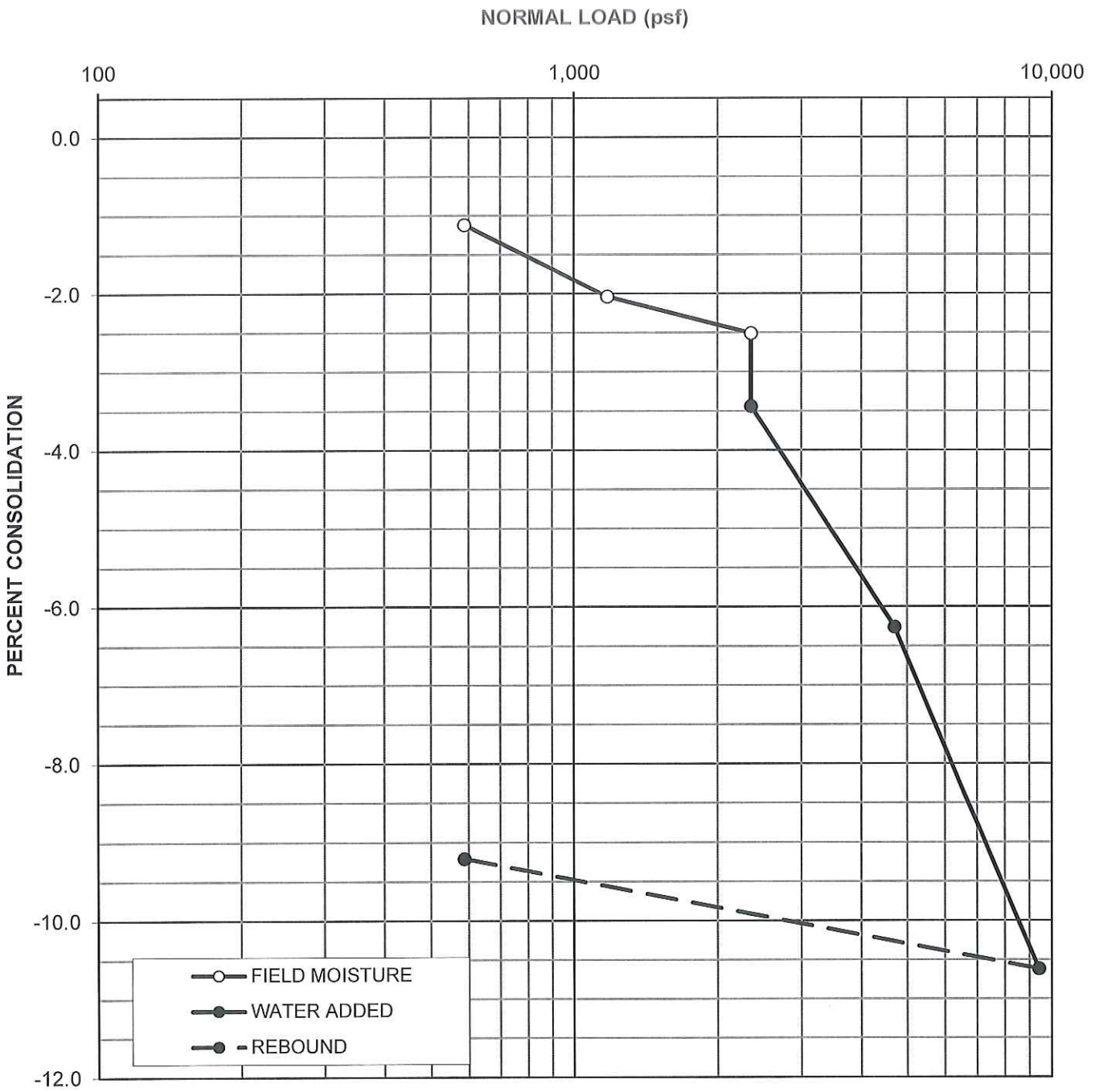
PROJECT NO. 26-4242-00 **BORING NO.** B2 **DEPTH (FT)** 10

REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (ML) SILT with sand

HYDROCONSOLIDATION (%) 0.09

A.G.I. GEOTECHNICAL, INC.



PROJECT NO. 26-4242-00 **BORING NO.** B2 **DEPTH (FT)** 15

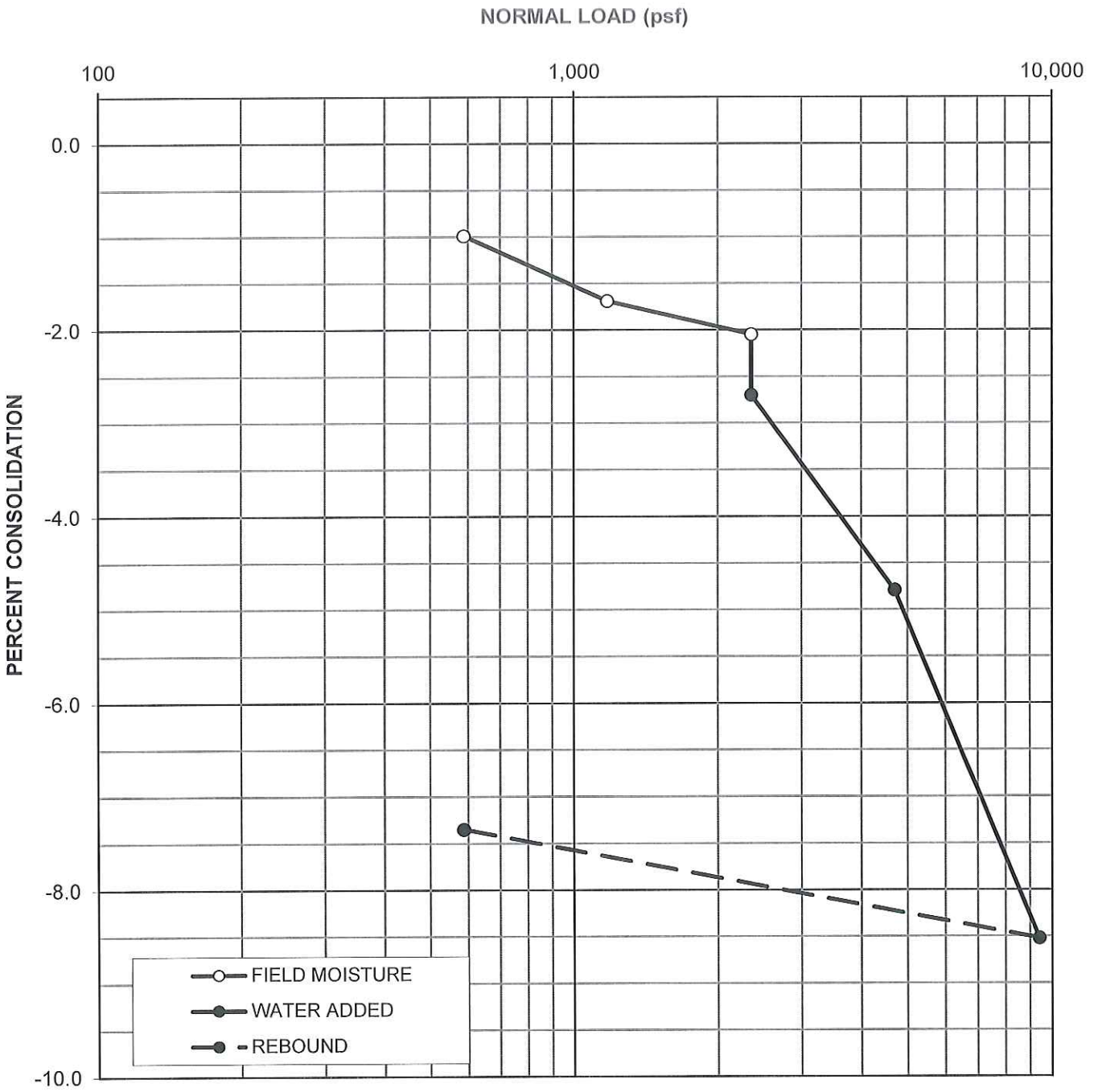
REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (ML) SILT with sand

HYDROCONSOLIDATION (%) 0.93

AGI

A.G.I. GEOTECHNICAL, INC.



PROJECT NO. 26-4242-00 **BORING NO.** B2 **DEPTH (FT)** 20

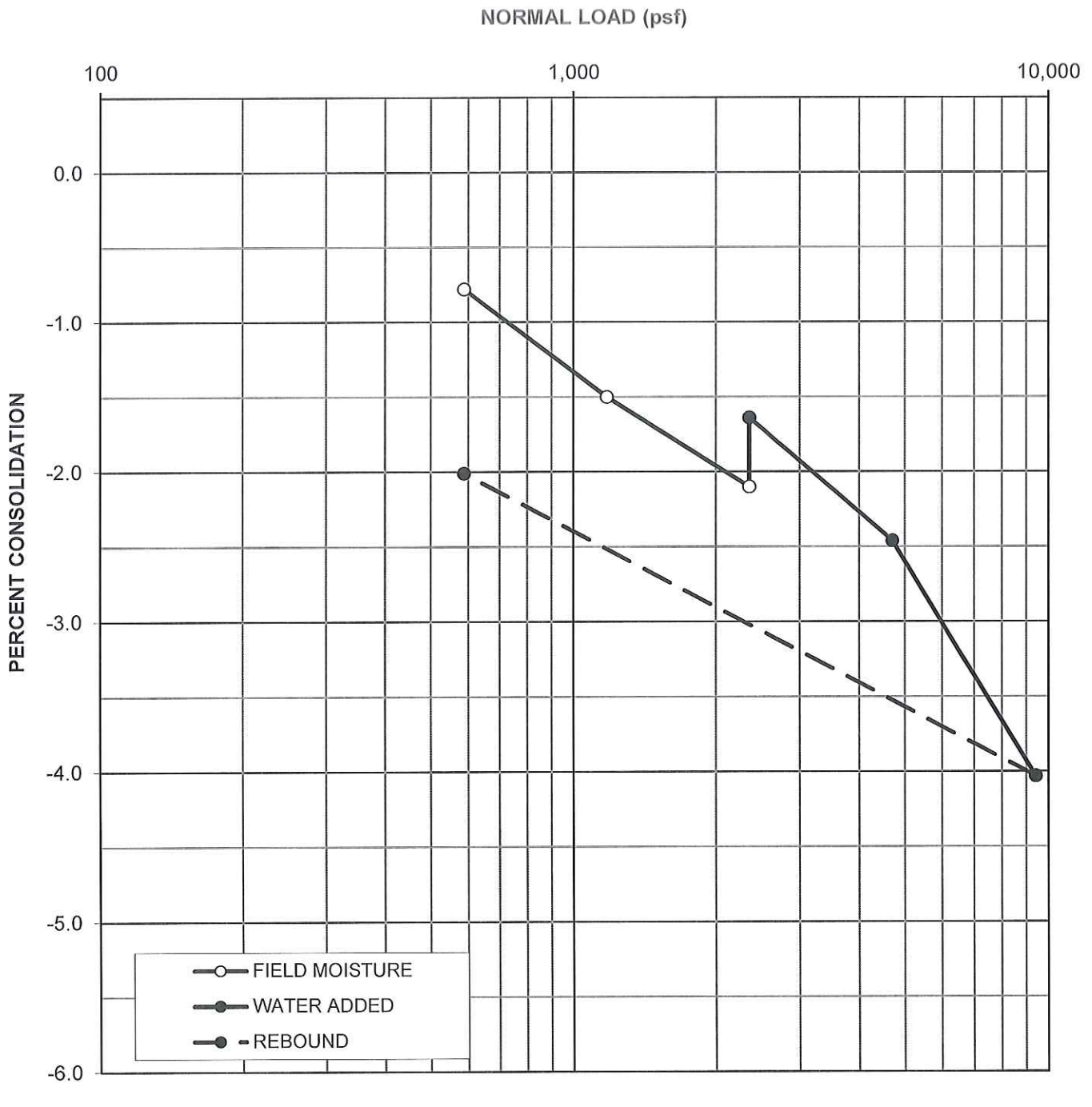
REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (ML) SILT with sand

HYDROCONSOLIDATION (%) 0.65

AGI

A.G.I. GEOTECHNICAL, INC.



PROJECT NO. 26-4242-00 **BORING NO.** B2 **DEPTH (FT)** 25

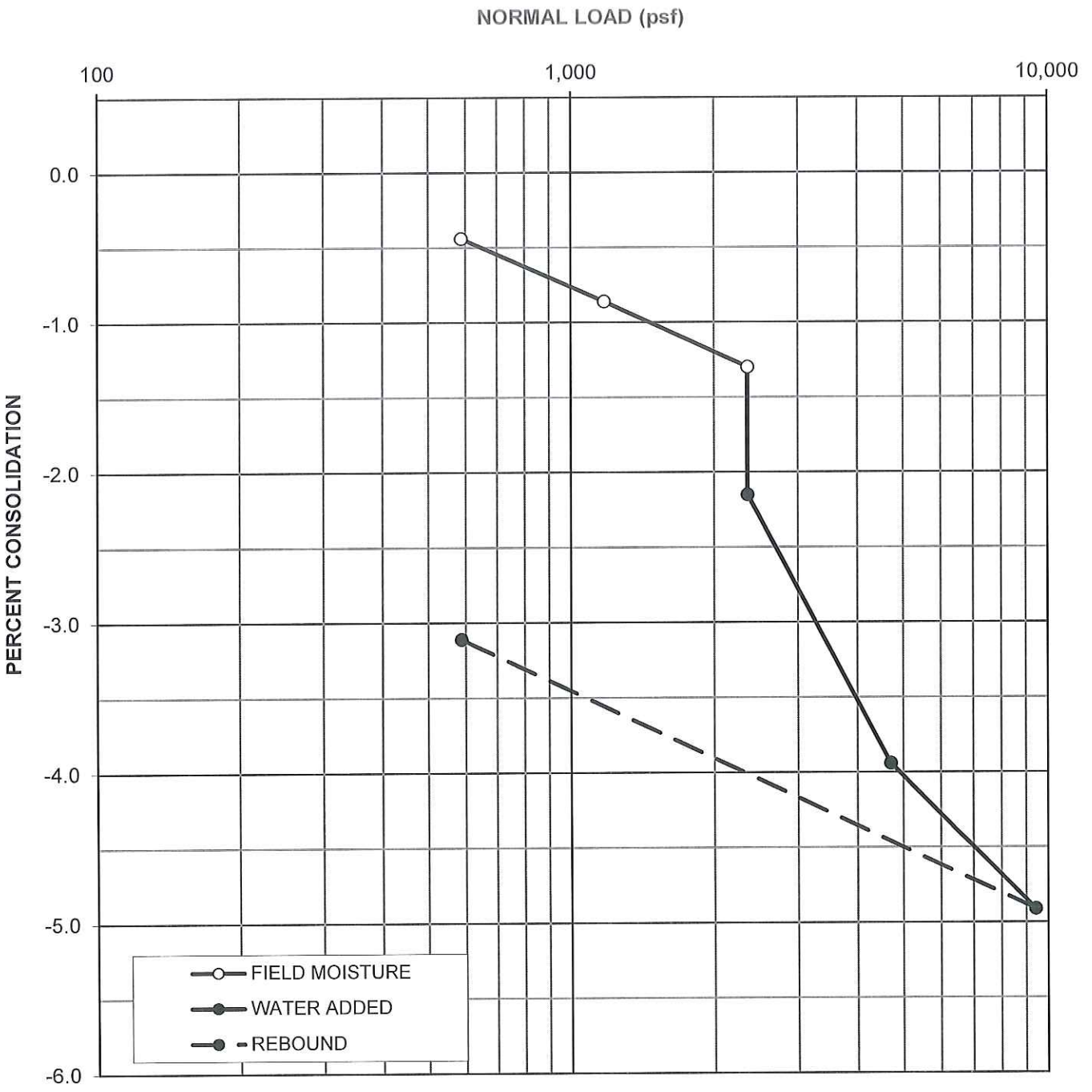
REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (CL-ML) Sandy Silty CLAY

HYDROCONSOLIDATION (%) -0.46

AGI

A.G.I. GEOTECHNICAL, INC.

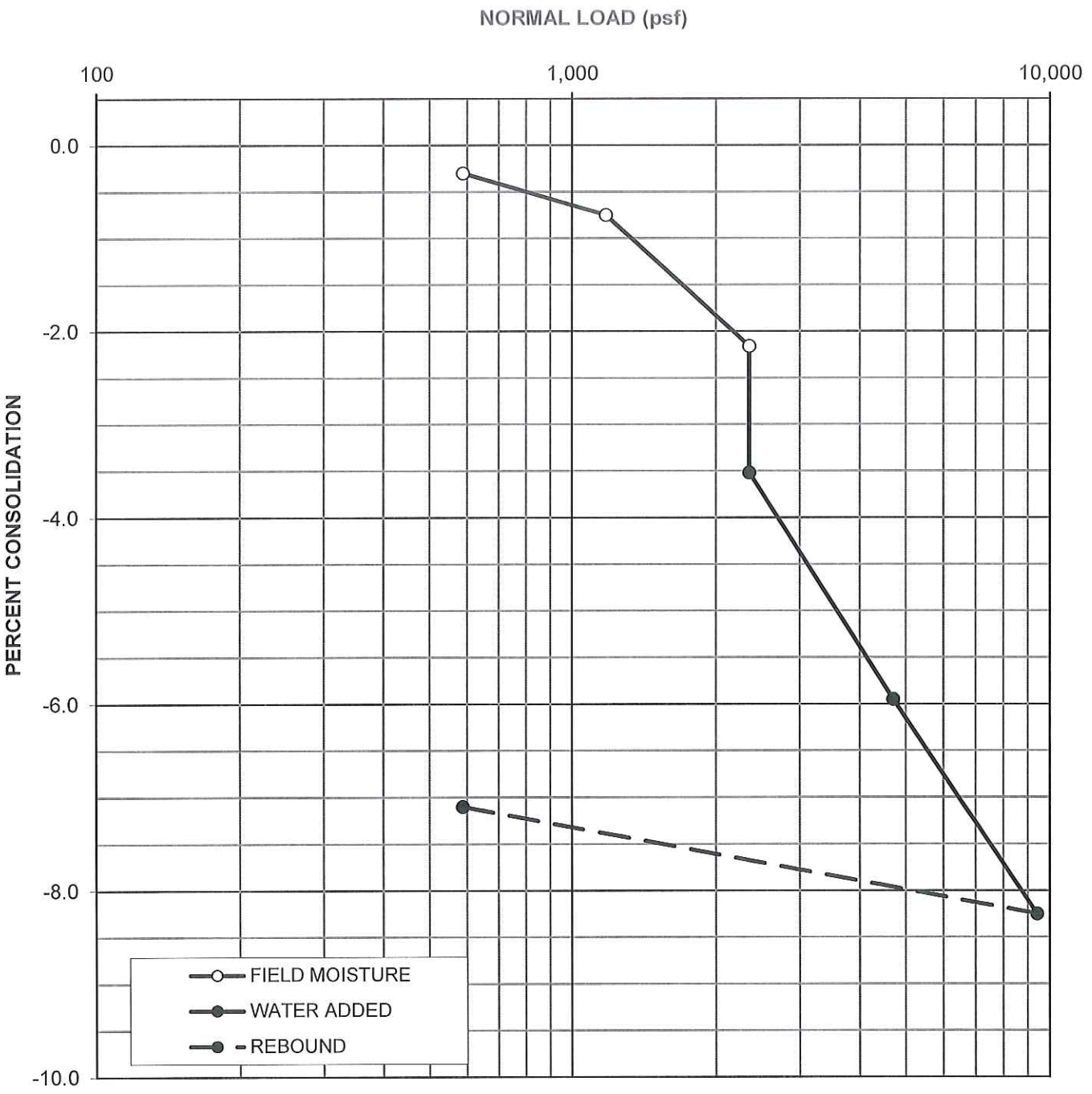


PROJECT NO. 26-4242-00 **BORING NO.** B2 **DEPTH (FT)** 30

REPRESENTATIVE FOR SOIL TYPE AND DESCRIPTION Existing Soils (SP-SM) Poorly-Graded SAND with silt

HYDROCONSOLIDATION (%) 0.85

A.G.I. GEOTECHNICAL, INC.



PROJECT NO. 26-4242-00 **BORING NO.** B4 **DEPTH (FT)** 10

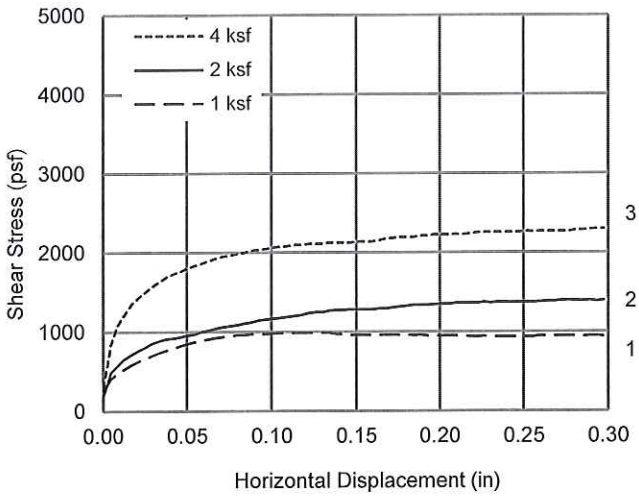
REPRESENTATIVE FOR Existing Soils

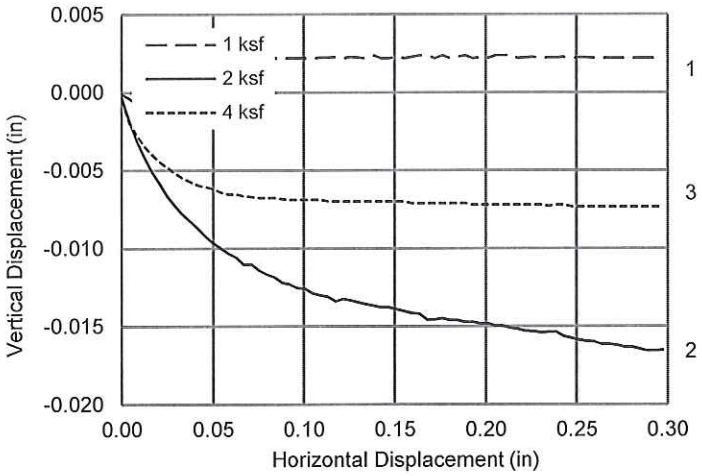
SOIL TYPE AND DESCRIPTION (ML) SILT with sand

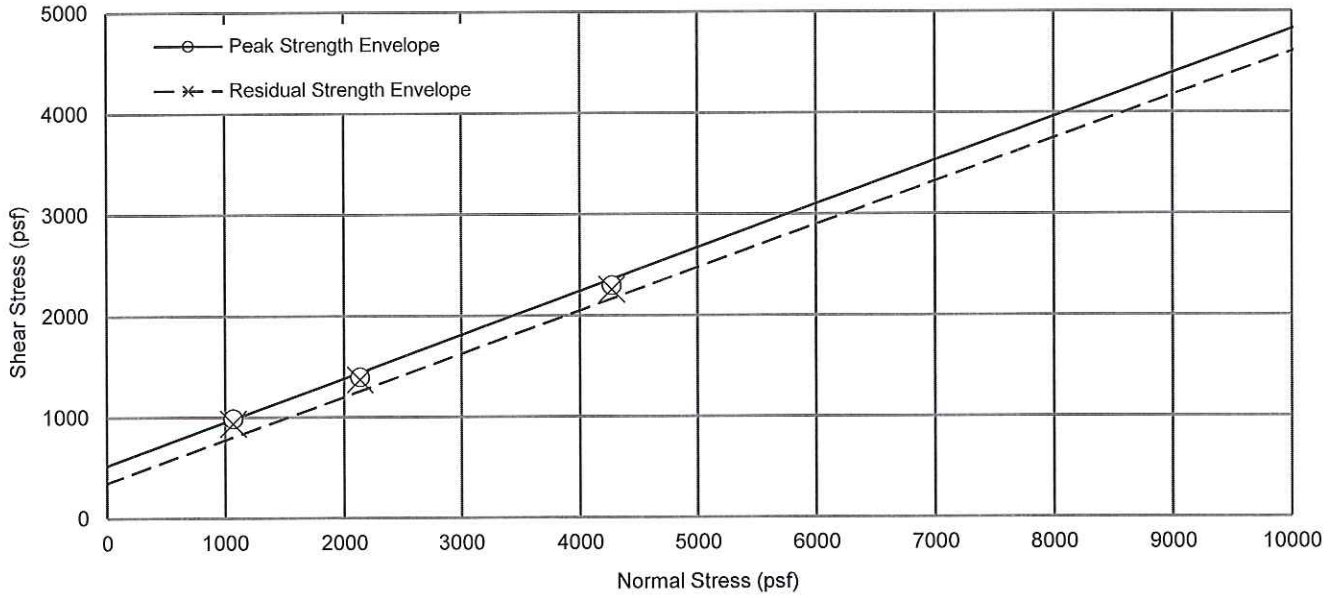
HYDROCONSOLIDATION (%) 1.36

A.G.I. GEOTECHNICAL, INC.

	Sample ID :	1 ksf	2 ksf	4 ksf			
Initial	Water Content (%)	11.0	11.0	11.0			
	Dry Density (%)	107.7	107.2	106.7			
	Saturation (%)	52.6	52.0	51.3			
Final	Water Content (%)	22.8	23.1	23.3			
	Dry Density (pcf)	106.5	105.6	104.6			
	Saturation (%)	105.8	104.7	103.0			
Normal Stress (psf)		1067	2134	4269			
Peak Shear Stress (psf)		986	1395	2297			
Residual Shear Stress (psf)		934	1370	2254			







Peak Cohesion, c' (psf):	522	Residual Cohesion, c (psf):	350
Peak Friction, ϕ' (deg):	23.3	Residual Friction, ϕ' (deg):	23.0

DIRECT SHEAR TEST (ASTM D 3080)

SAMPLE TYPE: Remolded
DESCRIPTION: SILT with Sand

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
USCS:
GEOLOGY:
SYMBOL:
REMARKS:
FIGURE NO.:

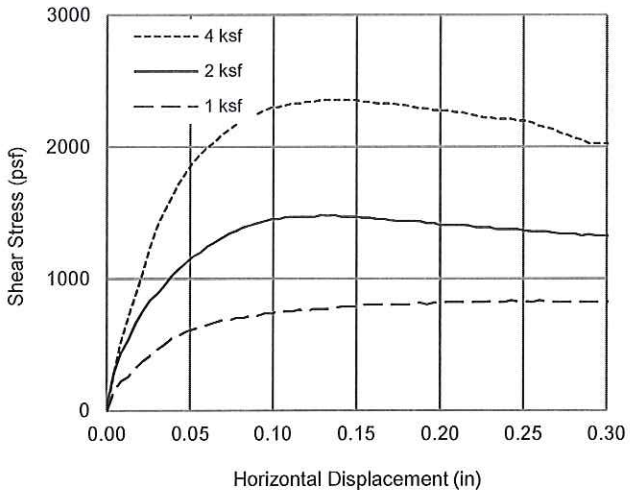
CLIENT: Ketter Design, Inc
PROJECT NAME:
LOCATION: 6569 N. Van Nuys, Blvd., Van Nuys

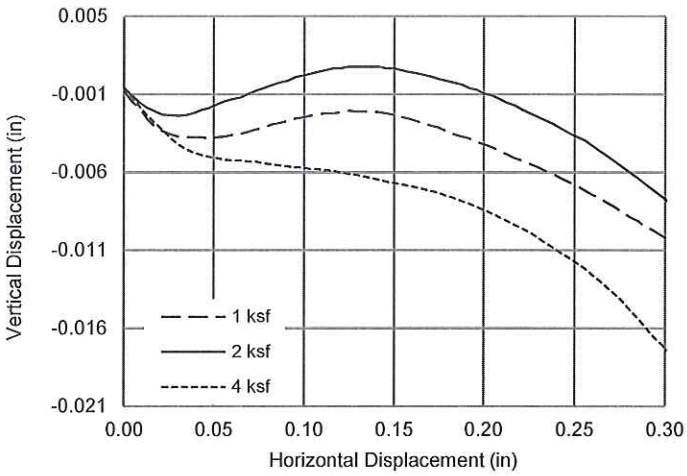
SAMPLE LOCATION: B1 @ 0-5'

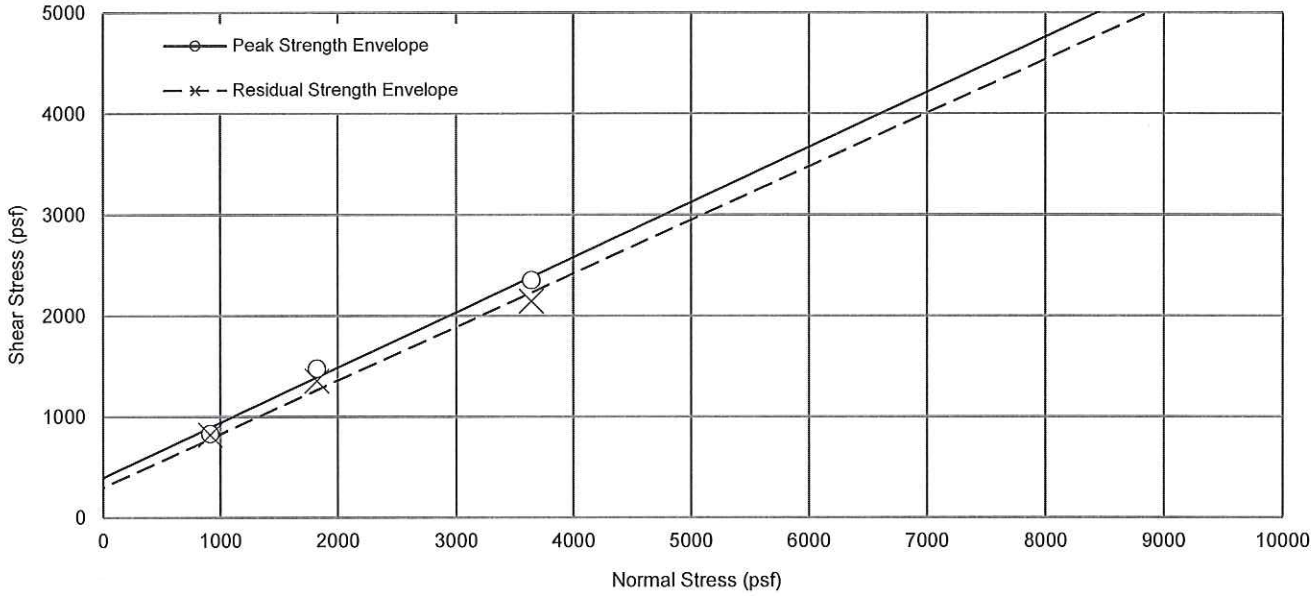
PROJECT NO.: 26-4242-00 TESTED: 04/25/16

AGI GEOTECHNICAL, INC.

Sample No.:		1	2	3			
Initial	Water Content (%)	13.7	13.7	13.7			
	Dry Density (%)	104.2	103.8	103.3			
	Saturation (%)	60.0	59.4	58.6			
Final	Water Content (%)	24.8	24.9	25.1			
	Dry Density (pcf)	103.1	102.4	101.5			
	Saturation (%)	105.6	104.2	102.7			
Normal Stress (psf)		910	1821	3642			
Peak Shear Stress (psf)		835	1481	2355			
Residual Shear Stress (psf)		821	1358	2144			







Peak Cohesion, c' (psf):	398	Residual Cohesion, c (psf):	300	**DIRECT SHEAR TEST (ASTM D 3080)**
Peak Friction, ϕ' (deg):	28.6	Residual Friction, ϕ' (deg):	27.9	

SAMPLE TYPE: Undisturbed
DESCRIPTION: Silty SAND

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

CLIENT: Ketter Design, Inc.
PROJECT NAME:
LOCATION: 6569 N. Van Nuys Blvd., Van Nuys

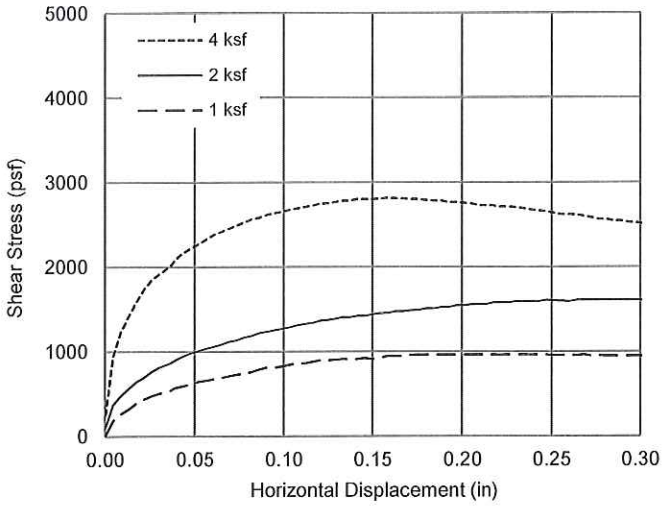
SAMPLE LOCATION: B1 @ 12.5'

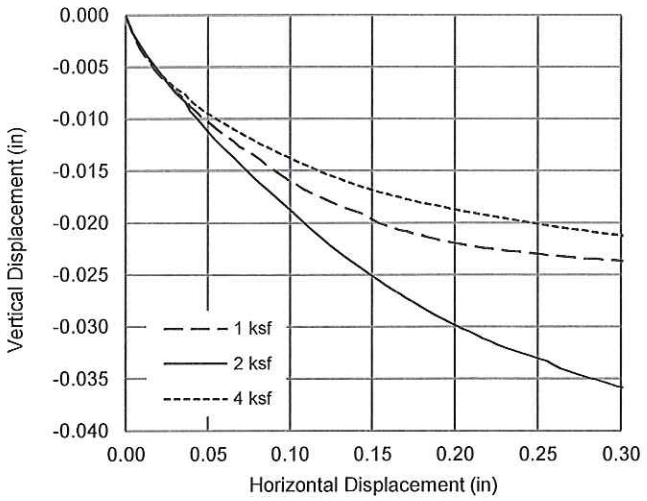
PROJECT NO.: 26-4242-00 DATE: 04/21/16

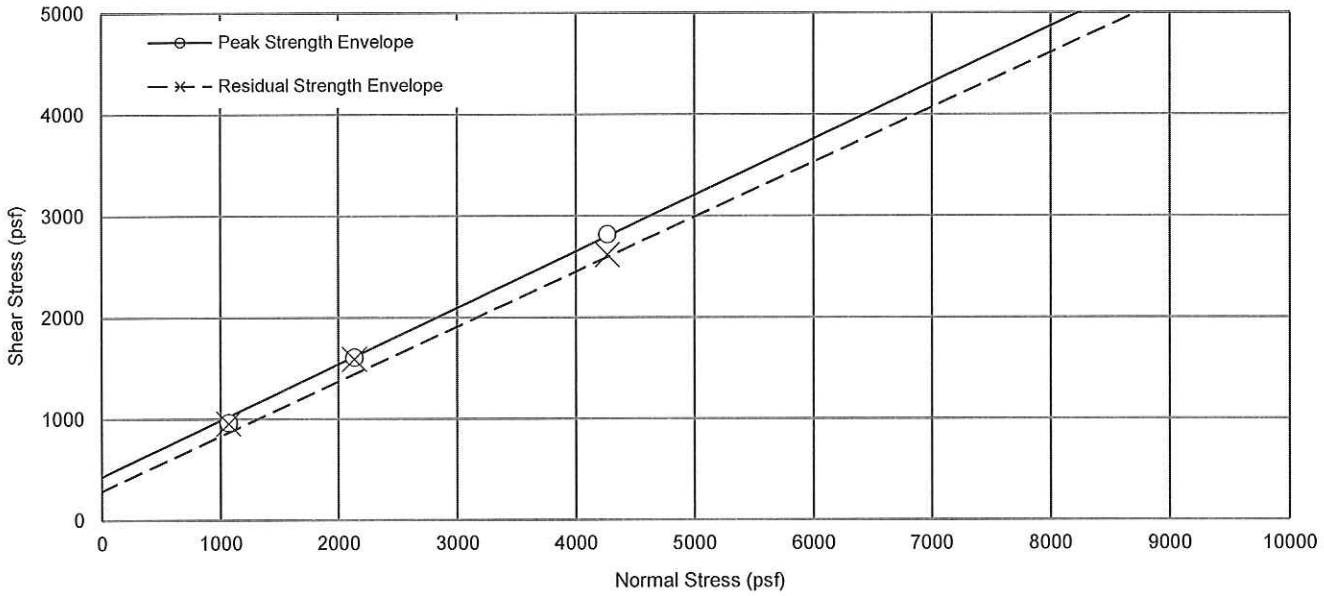
AGI

AGI GEOTECHNICAL, INC.

Sample No.:		1	2	3			
Initial	Water Content (%)	6.5	6.5	6.5			
	Dry Density (%)	111.2	110.7	110.4			
	Saturation (%)	34.1	33.6	33.4			
Final	Water Content (%)	20.6	20.8	20.9			
	Dry Density (pcf)	110.4	109.4	108.6			
	Saturation (%)	105.7	104.0	102.3			
Normal Stress (psf)		1067	2134	4269			
Peak Shear Stress (psf)		964	1606	2819			
Residual Shear Stress (psf)		955	1589	2616			







Peak Cohesion, c' (psf):	432	Residual Cohesion, c (psf):	290	**DIRECT SHEAR TEST (ASTM D 3080)**
Peak Friction, ϕ' (deg):	29.0	Residual Friction, ϕ' (deg):	28.4	

SAMPLE TYPE: Undisturbed
DESCRIPTION: Silty SAND

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

CLIENT: Ketter Design
PROJECT NAME:
LOCATION: 6569 Van Nuys Blvd., Van Nuys

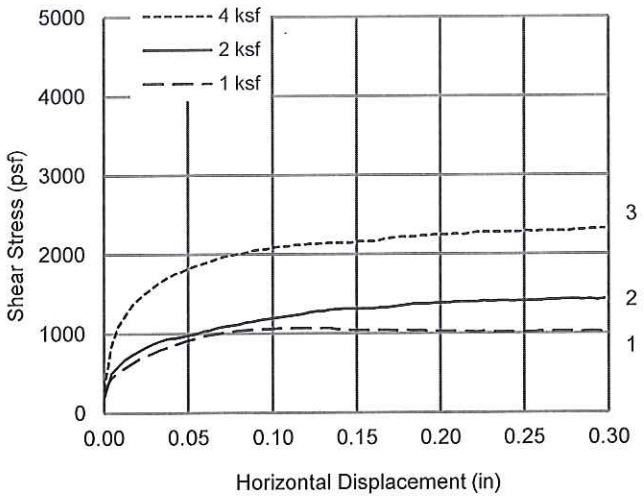
SAMPLE LOCATION: B1 @ 17.5'

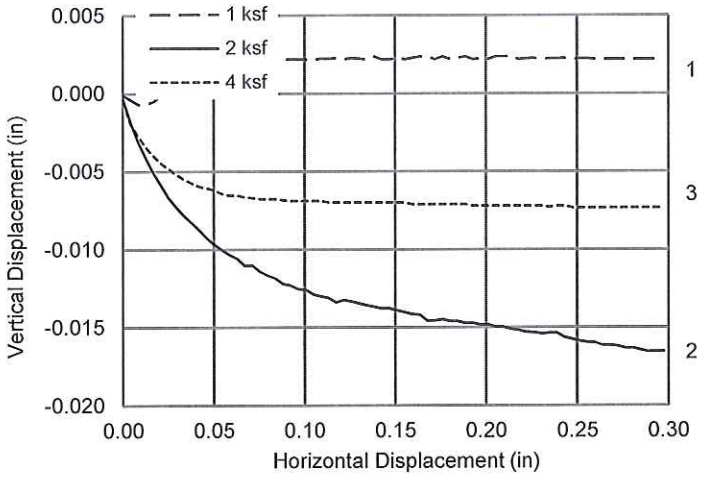
PROJECT NO.: 26-4242-00 TESTED: 04/22/16

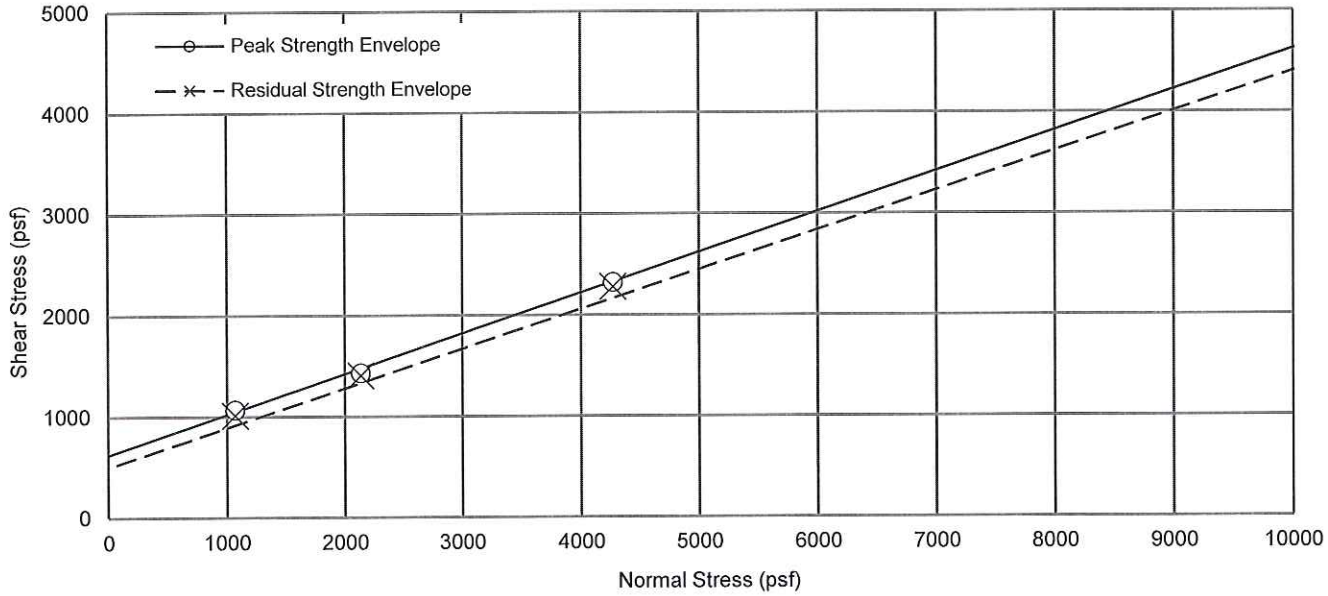
AGI

AGI GEOTECHNICAL, INC.

	Sample ID :	1 ksf	2 ksf	4 ksf			
Initial	Water Content (%)	7.9	7.9	7.9			
	Dry Density (%)	92.5	91.8	91.4			
	Saturation (%)	26.0	25.5	25.3			
Final	Water Content (%)	33.2	33.4	33.7			
	Dry Density (pcf)	91.4	90.4	89.6			
	Saturation (%)	106.3	104.4	103.4			
Normal Stress (psf)		1067	2134	4269			
Peak Shear Stress (psf)		1068	1432	2322			
Residual Shear Stress (psf)		1011	1406	2278			







Peak Cohesion, c' (psf):	623	Residual Cohesion, c (psf):	500	**DIRECT SHEAR TEST (ASTM D 3080)**
Peak Friction, ϕ' (deg):	21.8	Residual Friction, ϕ' (deg):	21.3	

SAMPLE TYPE: Undisturbed
DESCRIPTION: SILT with Sand

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

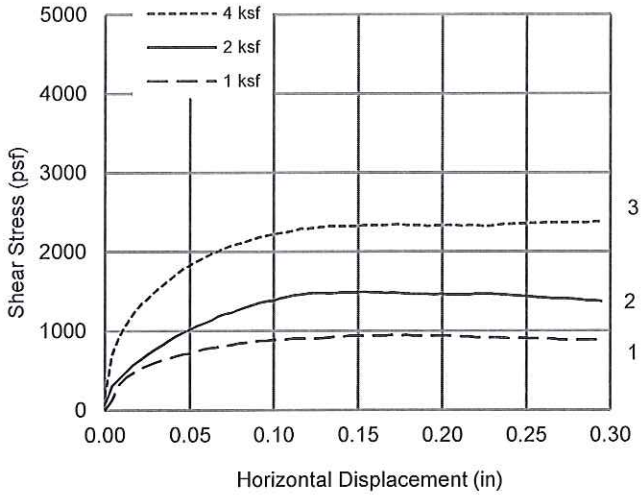
CLIENT: Ketter Designs, Inc.
PROJECT NAME:
LOCATION:

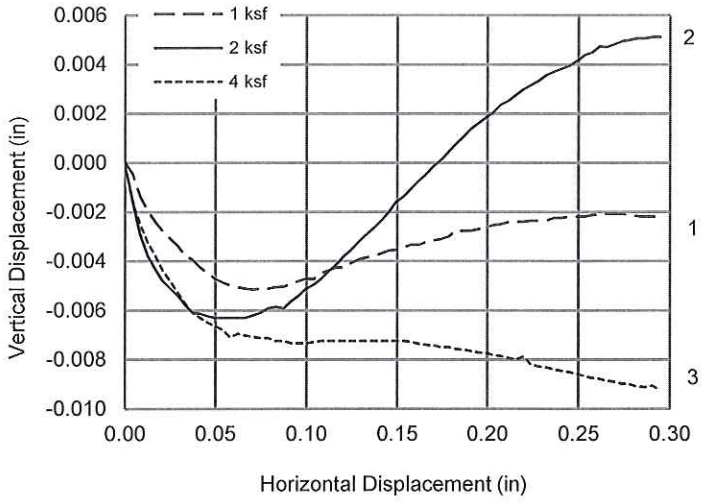
SAMPLE LOCATION: B2 @ 15'

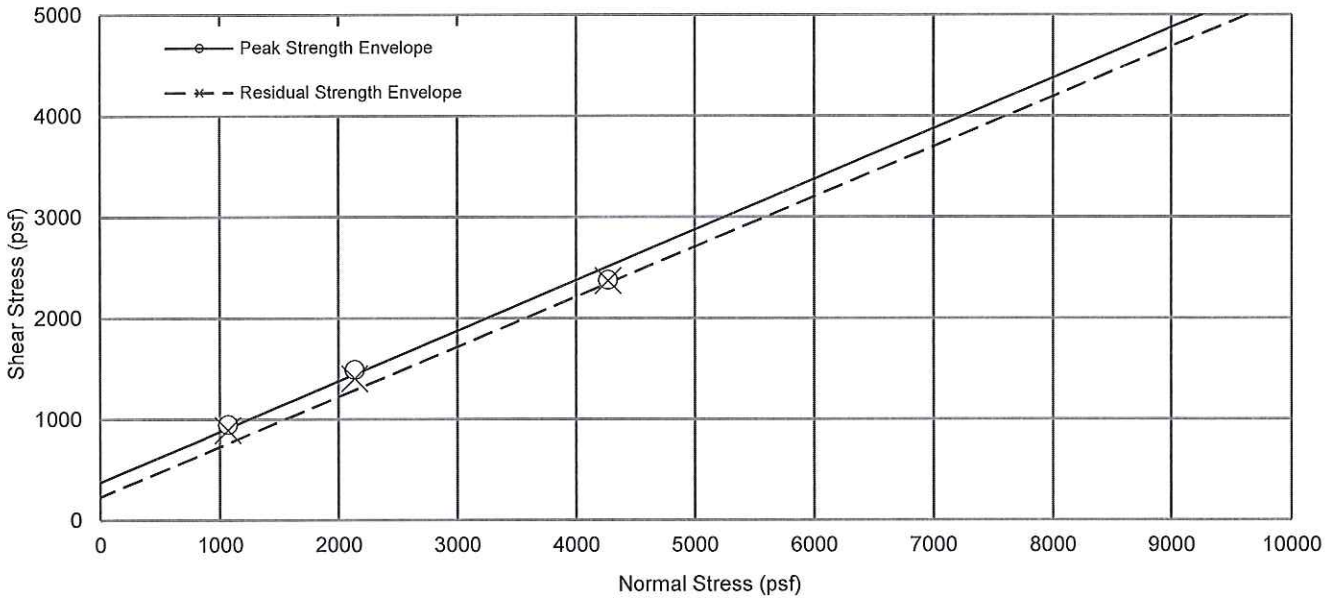
PROJECT NO.: 26-4242-00 TESTED: 06/09/16

AGI GEOTECHNICAL, INC.

Sample ID :		1 ksf	2 ksf	4 ksf			
Initial	Water Content (%)	8.6	8.6	8.6			
	Dry Density (%)	77.8	77.4	76.9			
	Saturation (%)	19.9	19.7	19.5			
Final	Water Content (%)	46.5	46.7	46.8			
	Dry Density (pcf)	76.9	76.0	75.1			
	Saturation (%)	105.4	103.6	101.6			
Normal Stress (psf)		1067	2134	4269			
Peak Shear Stress (psf)		947	1491	2380			
Residual Shear Stress (psf)		892	1403	2369			







Peak Cohesion, c' (psf):	378	Residual Cohesion, c (psf):	233	**DIRECT SHEAR TEST (ASTM D 3080)**
Peak Friction, ϕ' (deg):	26.6	Residual Friction, ϕ' (deg):	26.3	

SAMPLE TYPE: Undisturbed
DESCRIPTION: Silty SAND

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

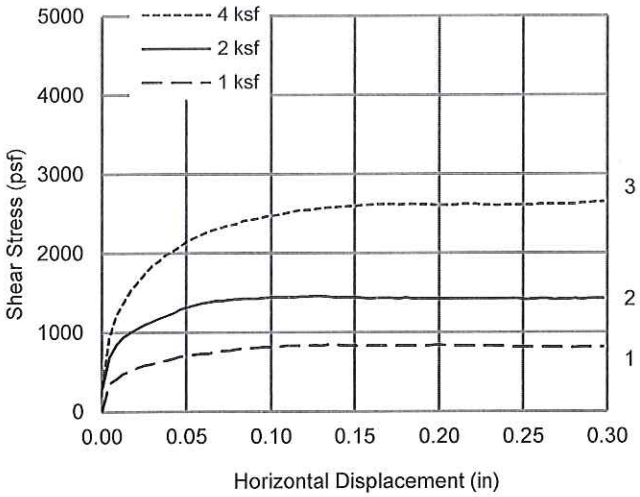
CLIENT: Ketter Design, Inc.
PROJECT NAME:
LOCATION: 6569 Van Nuys Blvd., Van Nuys

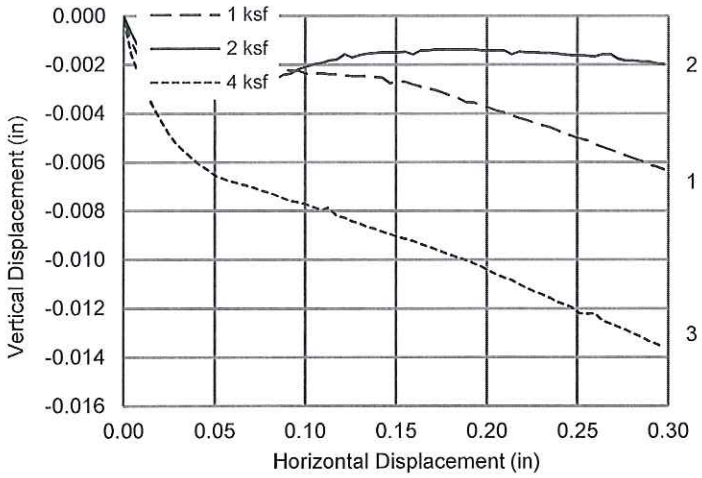
SAMPLE LOCATION: B3 @ 9'

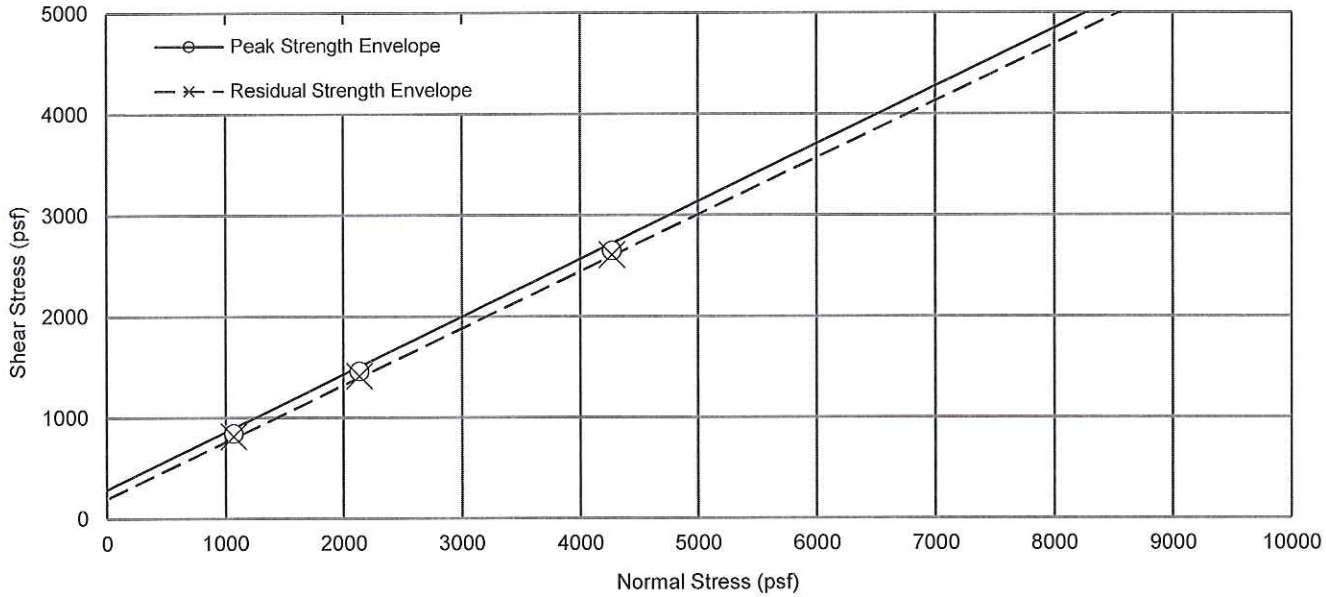
PROJECT NO.: 26-4242-00 TESTED: 04/20/16

AGI GEOTECHNICAL, INC.

	Sample ID :	1 ksf	2 ksf	4 ksf			
Initial	Water Content (%)	8.3	8.3	8.3			
	Dry Density (%)	119.8	119.3	118.7			
	Saturation (%)	55.2	54.4	53.4			
Final	Water Content (%)	16.6	16.5	16.8			
	Dry Density (pcf)	118.9	117.9	116.8			
	Saturation (%)	107.5	103.8	102.5			
Normal Stress (psf)		1067	2134	4269			
Peak Shear Stress (psf)		842	1458	2648			
Residual Shear Stress (psf)		815	1411	2608			







Peak Cohesion, c' (psf):	290	Residual Cohesion, c (psf):	197	**DIRECT SHEAR TEST (ASTM D 3080)**
Peak Friction, ϕ' (deg):	29.7	Residual Friction, ϕ' (deg):	29.3	

SAMPLE TYPE: Undisturbed
DESCRIPTION: Silty SAND

LL:
PL:
PI:
% <0.75μ
% <0.02μ
El
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

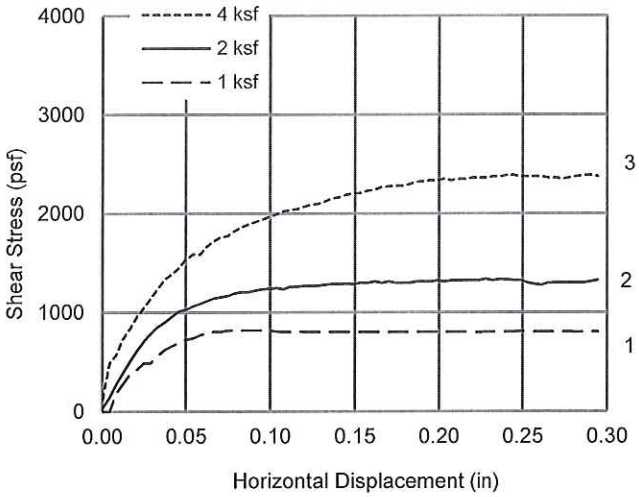
CLIENT: Ketter Design, Inc.
PROJECT NAME:
LOCATION: 6569 Van Nuys Blvd., Van Nuys

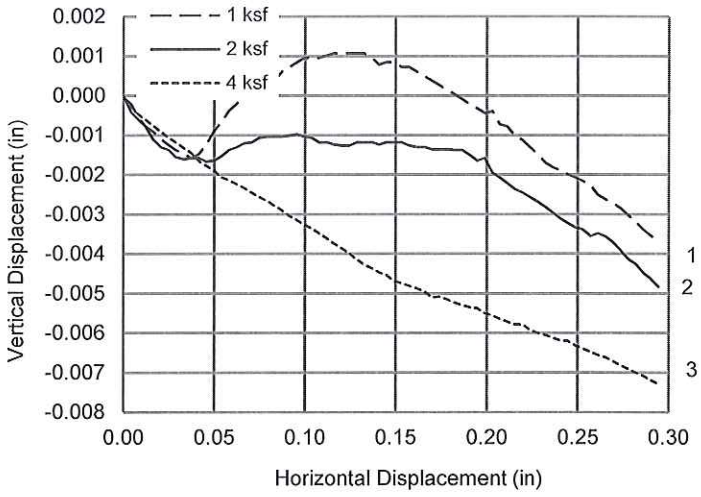
SAMPLE LOCATION: B3 @ 19'

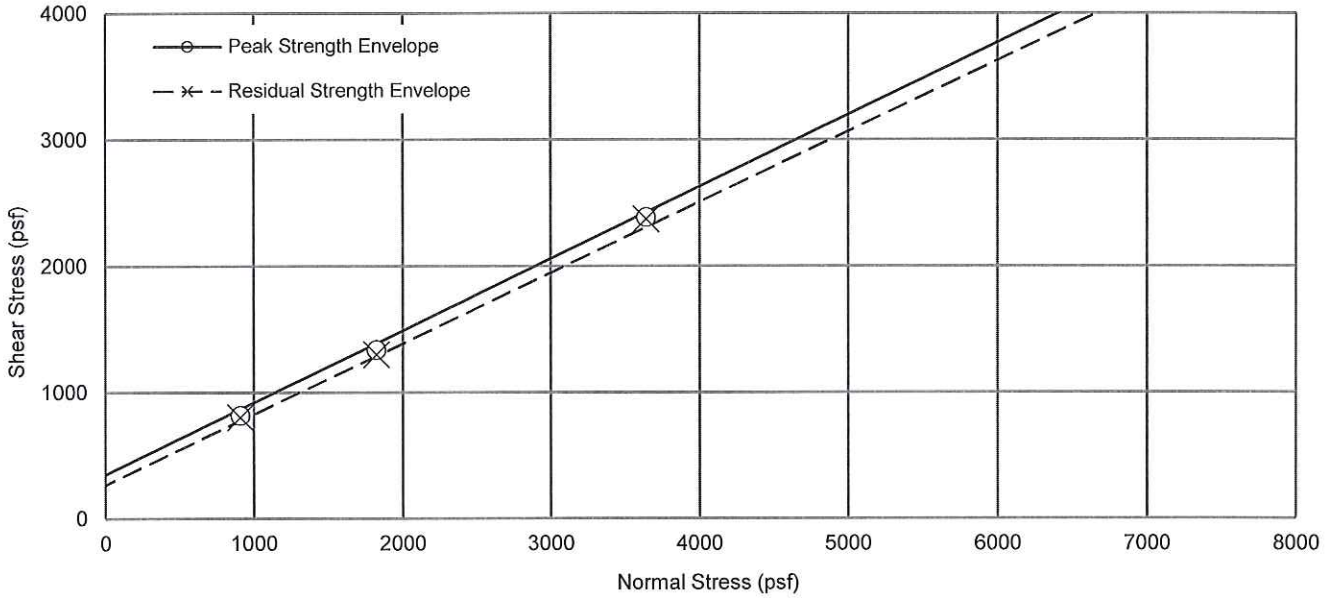
PROJECT NO.: 26/4242-00 TESTED: 04/21/16

AGI GEOTECHNICAL, INC.

	Sample ID :	1 ksf	2 ksf	4 ksf			
Initial	Water Content (%)	8.9	8.9	8.9			
	Dry Density (%)	110.3	109.9	109.5			
	Saturation (%)	45.6	45.1	44.6			
Final	Water Content (%)	20.9	21.0	21.2			
	Dry Density (pcf)	109.5	108.8	108.0			
	Saturation (%)	104.8	103.4	102.2			
Normal Stress (psf)		910	1821	3642			
Peak Shear Stress (psf)		818	1338	2387			
Residual Shear Stress (psf)		803	1298	2370			







Peak Cohesion, c' (psf):	350	Residual Cohesion, c (psf):	267	**DIRECT SHEAR TEST (ASTM D 3080)**
Peak Friction, ϕ' (deg):	29.7	Residual Friction, ϕ' (deg):	29.2	

SAMPLE TYPE: Undisturbed
DESCRIPTION: Silty SAND

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

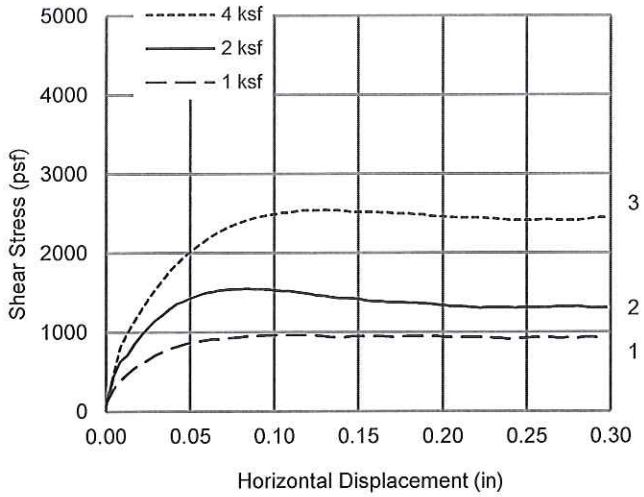
CLIENT: Ketter Design, Inc.
PROJECT NAME:
LOCATION: 6569 Van Nuys Blvd., Van Nuys

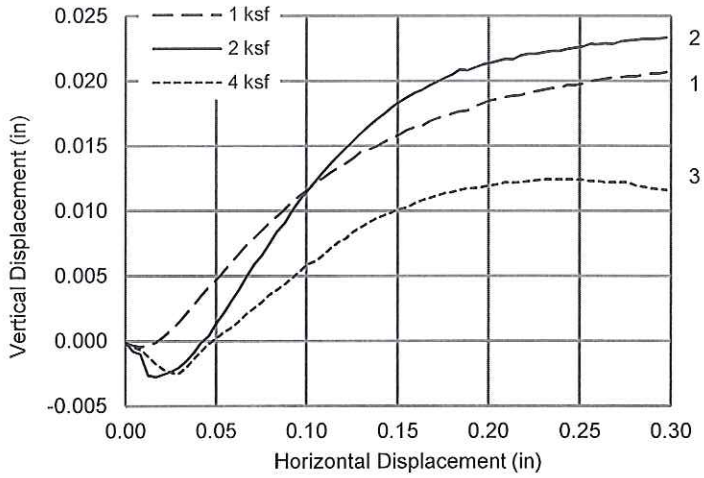
SAMPLE LOCATION: B4 @ 10'

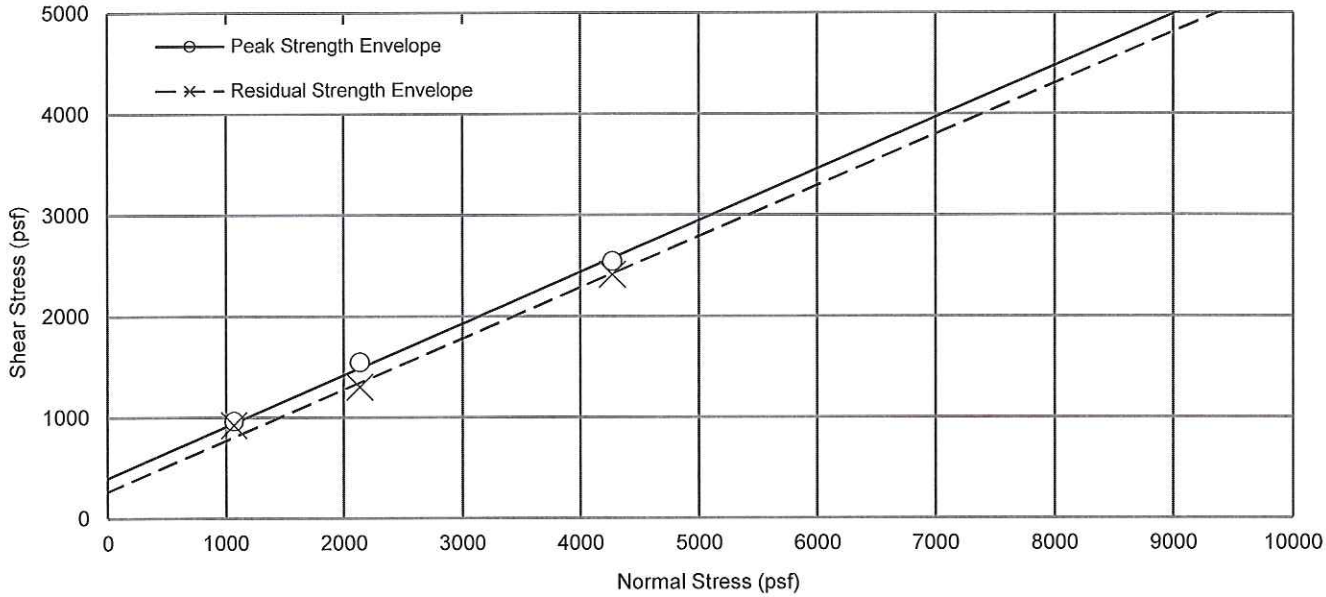
PROJECT NO.: 26-4242-00 TESTED: 04/22/16

AGI GEOTECHNICAL, INC.

	Sample ID :	1 ksf	2 ksf	4 ksf			
Initial	Water Content (%)	9.6	9.6	9.6			
	Dry Density (%)	76.4	76.1	75.8			
	Saturation (%)	21.5	21.4	21.2			
Final	Water Content (%)	47.3	47.5	47.7			
	Dry Density (pcf)	75.7	75.2	74.5			
	Saturation (%)	104.2	103.4	102.1			
Normal Stress (psf)		1067	2134	4269			
Peak Shear Stress (psf)		963	1549	2543			
Residual Shear Stress (psf)		923	1302	2412			







Peak Cohesion, c' (psf):	400	Residual Cohesion, c (psf):	266
Peak Friction, ϕ' (deg):	27.0	Residual Friction, ϕ' (deg):	26.8

DIRECT SHEAR TEST (ASTM D 3080)

SAMPLE TYPE: Undisturbed
DESCRIPTION: Silty SAND

LL:
PL:
PI:
% <0.75μ
% <0.02μ
EI
FIGURE NO.:

USCS:
GEOLOGY:
SYMBOL:
REMARKS:

CLIENT: Ketter Design, Inc.
PROJECT NAME:
LOCATION: 6569 Van Nuys Blve., Van Nuys

SAMPLE LOCATION: B4 @20'

PROJECT NO.: 26-4242-00 TESTED: 04/25/16

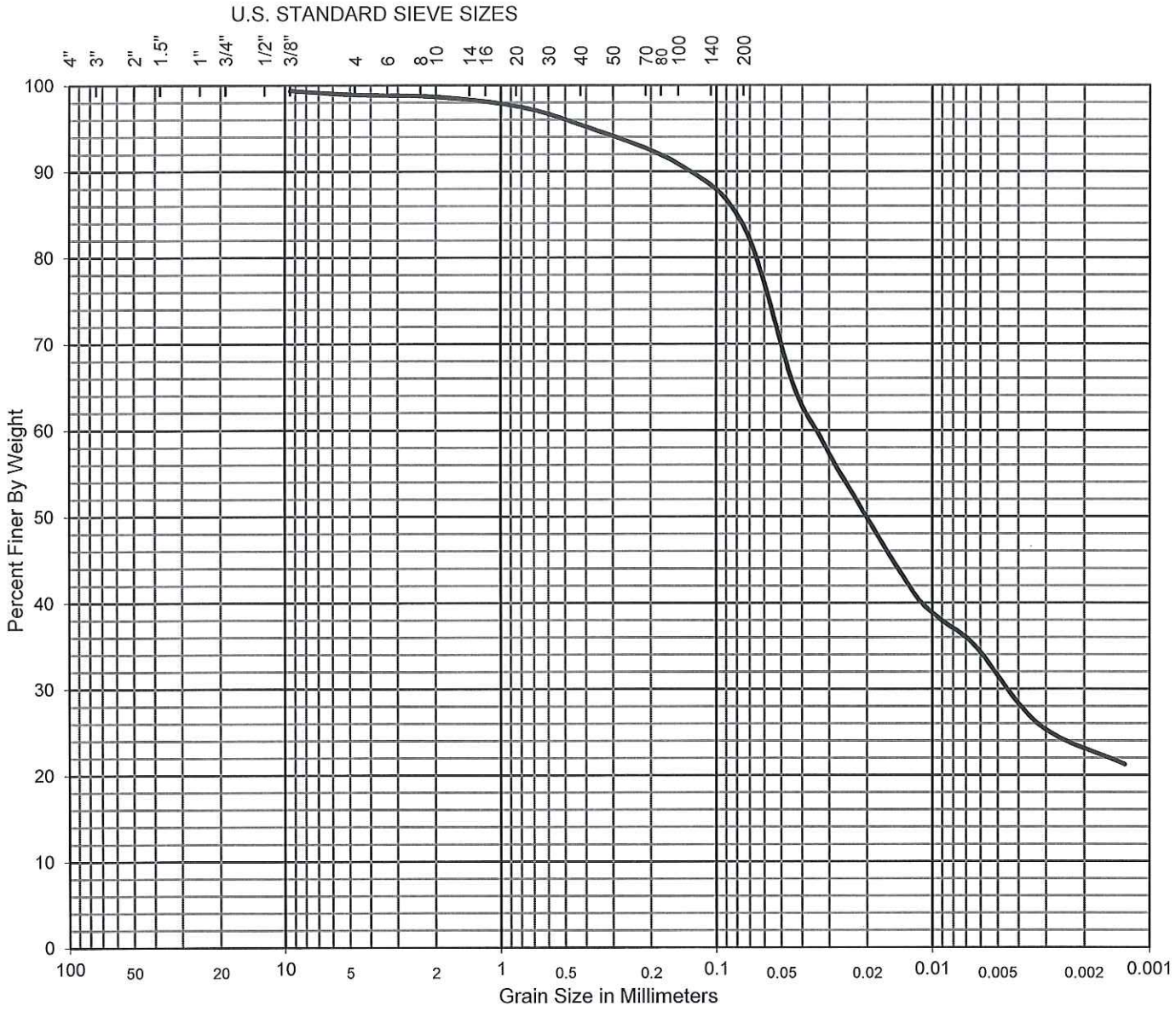
AGI GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	**BORING NO.**	B1			**DEPTH (FT)**	0-5
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	1.1	**Sand (%)**	15.2			**Silt & Clay (%)**	83.7
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	83.7

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (ML) SILT with sand, (E.I. = 19, very low)



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

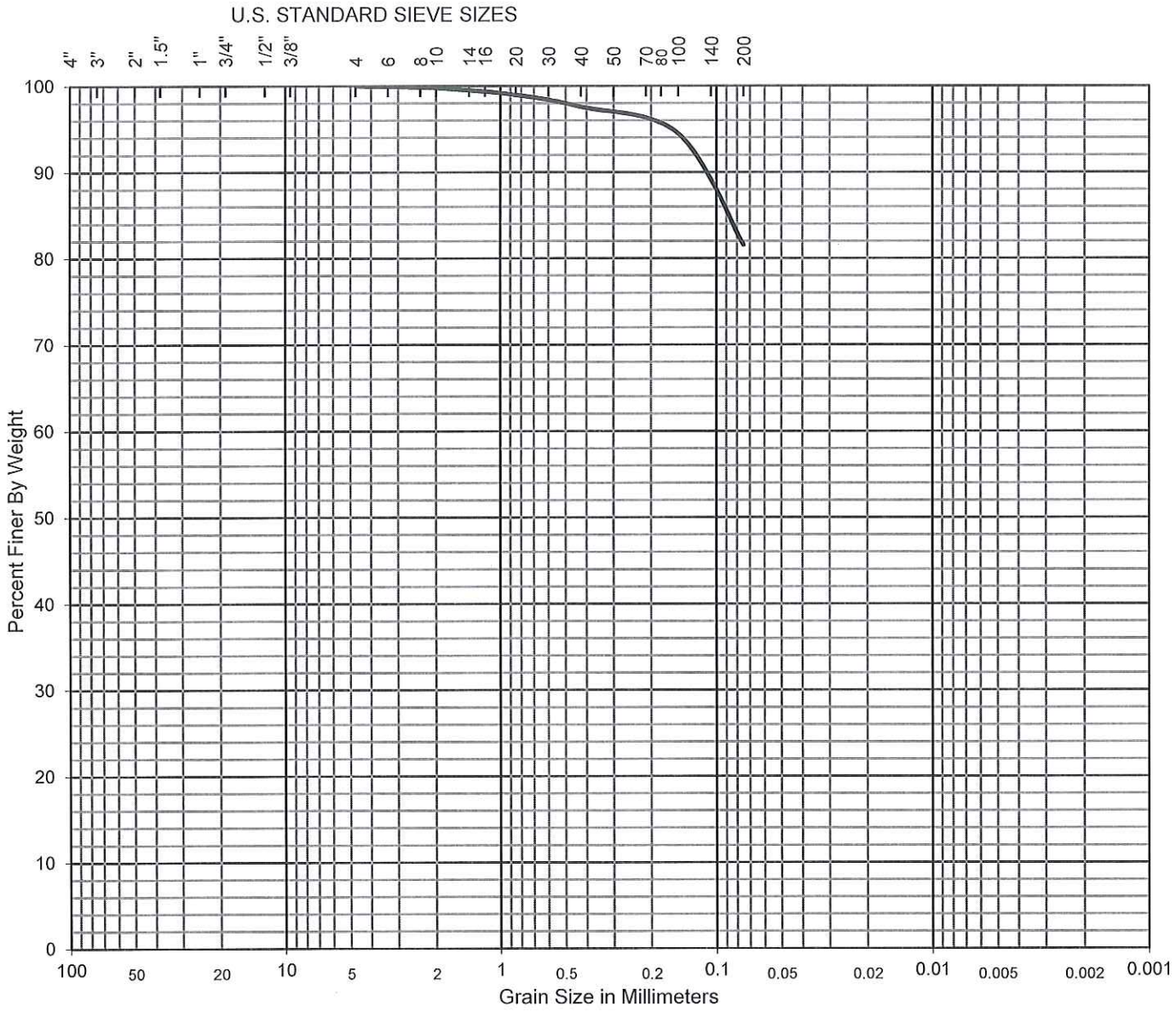
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	BORING NO.	B1			DEPTH (FT)	12.5
Liquid Limit (%)		Plastic Limit (%)				Plasticity Index	-
Gravel (%)	-	Sand (%)	18.4			Silt & Clay (%)	81.6
D_{10} (mm)	-	D_{30} (mm)	-	D_{60} (mm)	-	D_{50} (mm)	-
C_u	-	C_c	-			% Fines (< 75υm)	81.6

REPRESENTATIVE FOR: Existing Soil

SOIL TYPE AND DESCRIPTION: (ML) SILT with sand



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

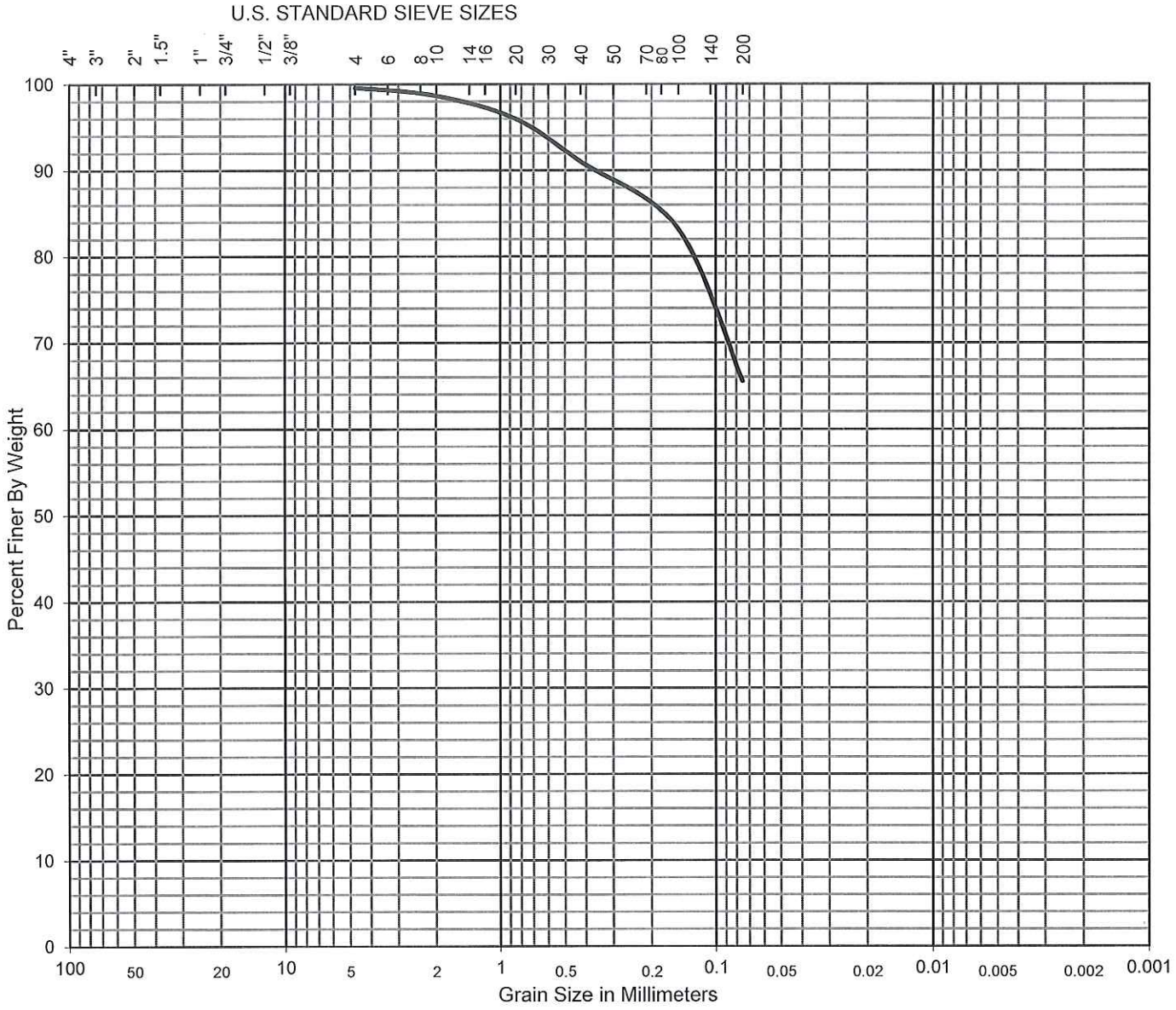
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	**BORING NO.**	B1			**DEPTH (FT)**	22.5
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	0.4	**Sand (%)**	34.0			**Silt & Clay (%)**	65.6
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	65.6

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (CL-ML) Sandy Silty CLAY



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

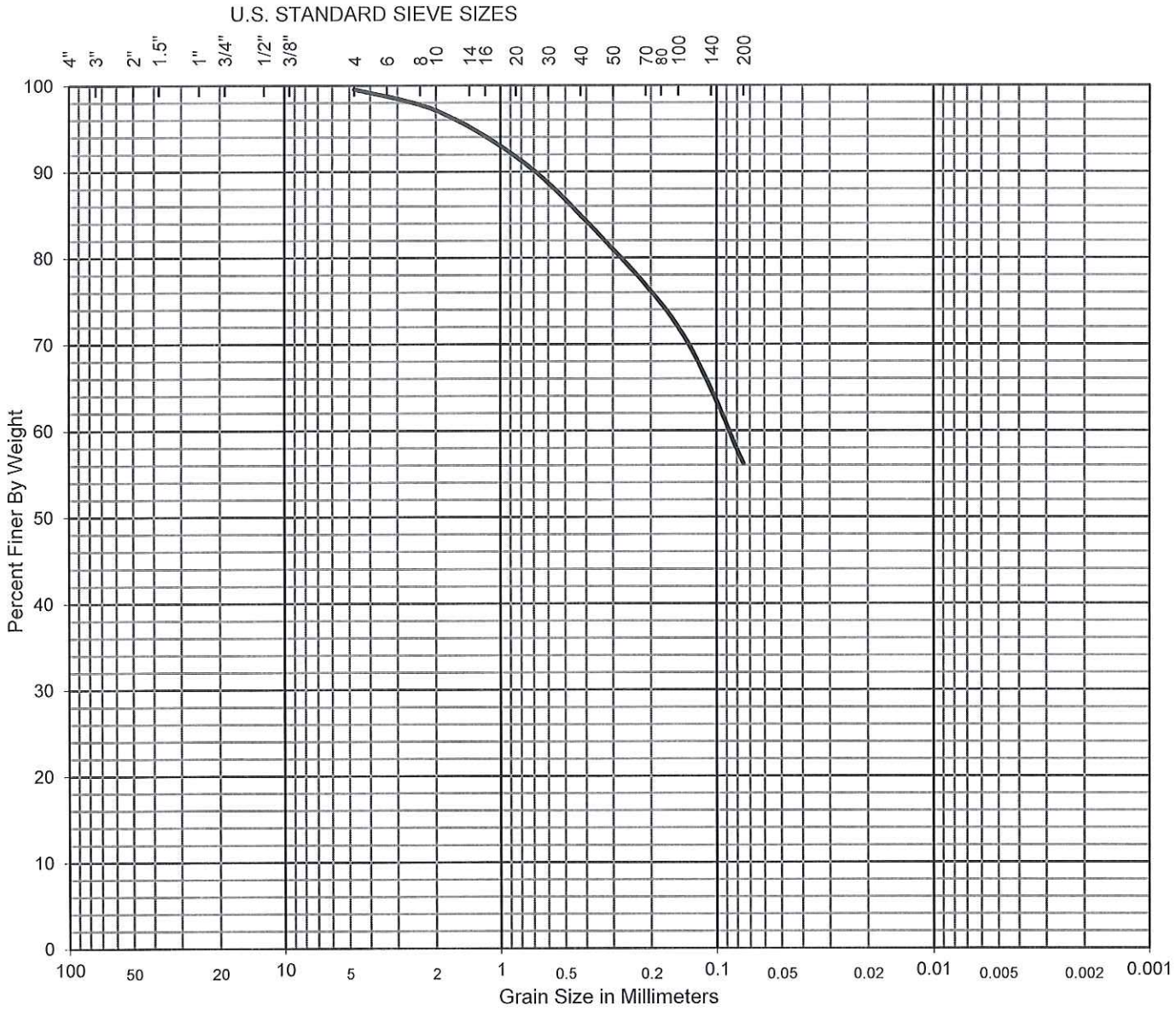
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	BORING NO.	B1			DEPTH (FT)	35
Liquid Limit (%)		Plastic Limit (%)				Plasticity Index	-
Gravel (%)	0.4	Sand (%)	43.4			Silt & Clay (%)	56.2
D_{10} (mm)	-	D_{30} (mm)	-	D_{60} (mm)	-	D_{50} (mm)	-
C_u	-	C_c	-			% Fines (< 75υm)	56.2

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (ML) Sandy SILT



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

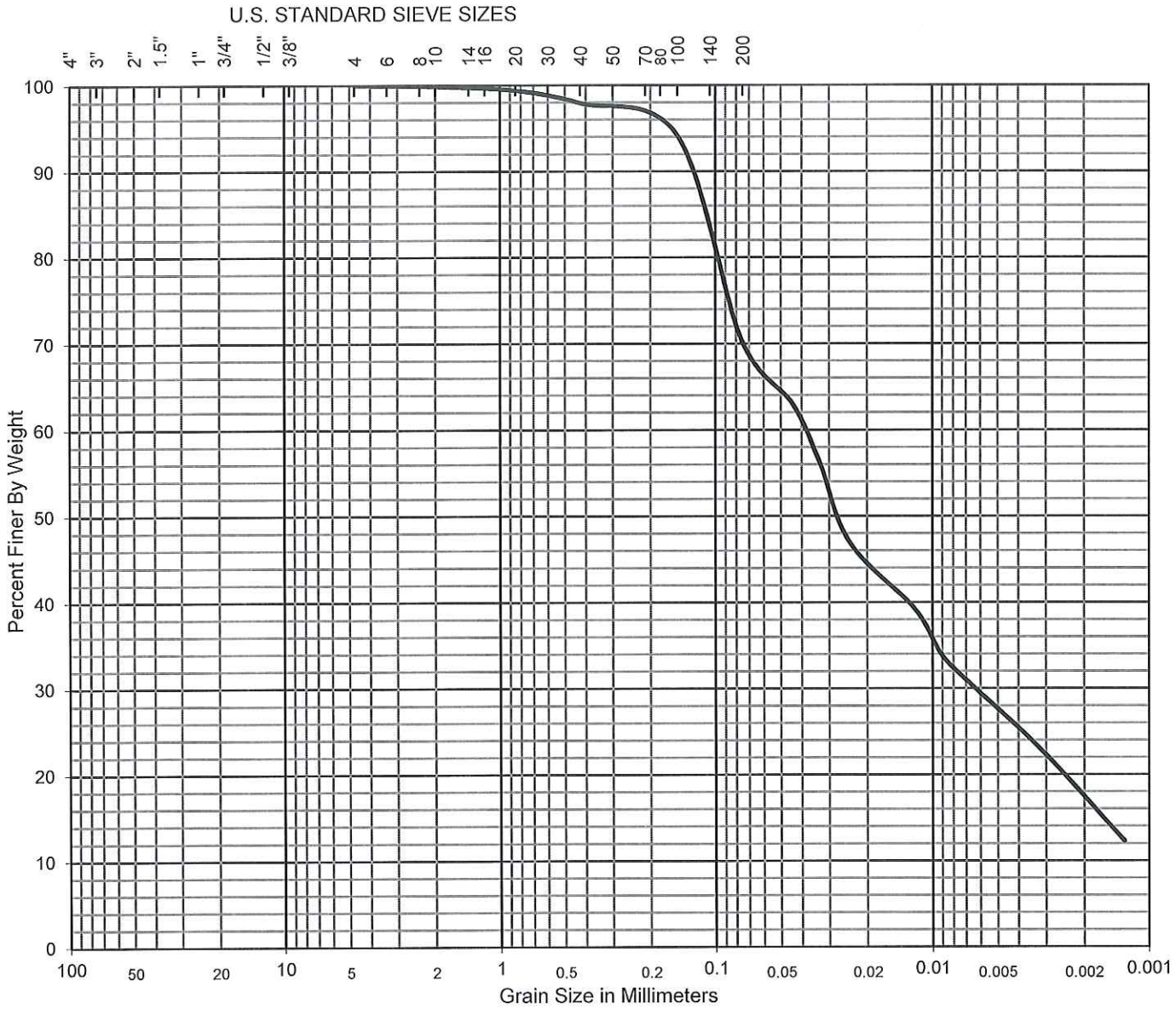
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	BORING NO.	B2			DEPTH (FT)	12.5
Liquid Limit (%)	-		0			0 ticity Index	-
Gravel (%)	-		Sand (%)	29.9		Silt & Clay (%)	70.1
D_{10} (mm)	-	D_{30} (mm)	-	D_{60} (mm)	-	D_{50} (mm)	-
C_u	-	C_c	-			% Fines (< 75υm)	70.1

REPRESENTATIVE FOR: Existing Soil

SOIL TYPE AND DESCRIPTION: (ML) SILT with sand



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

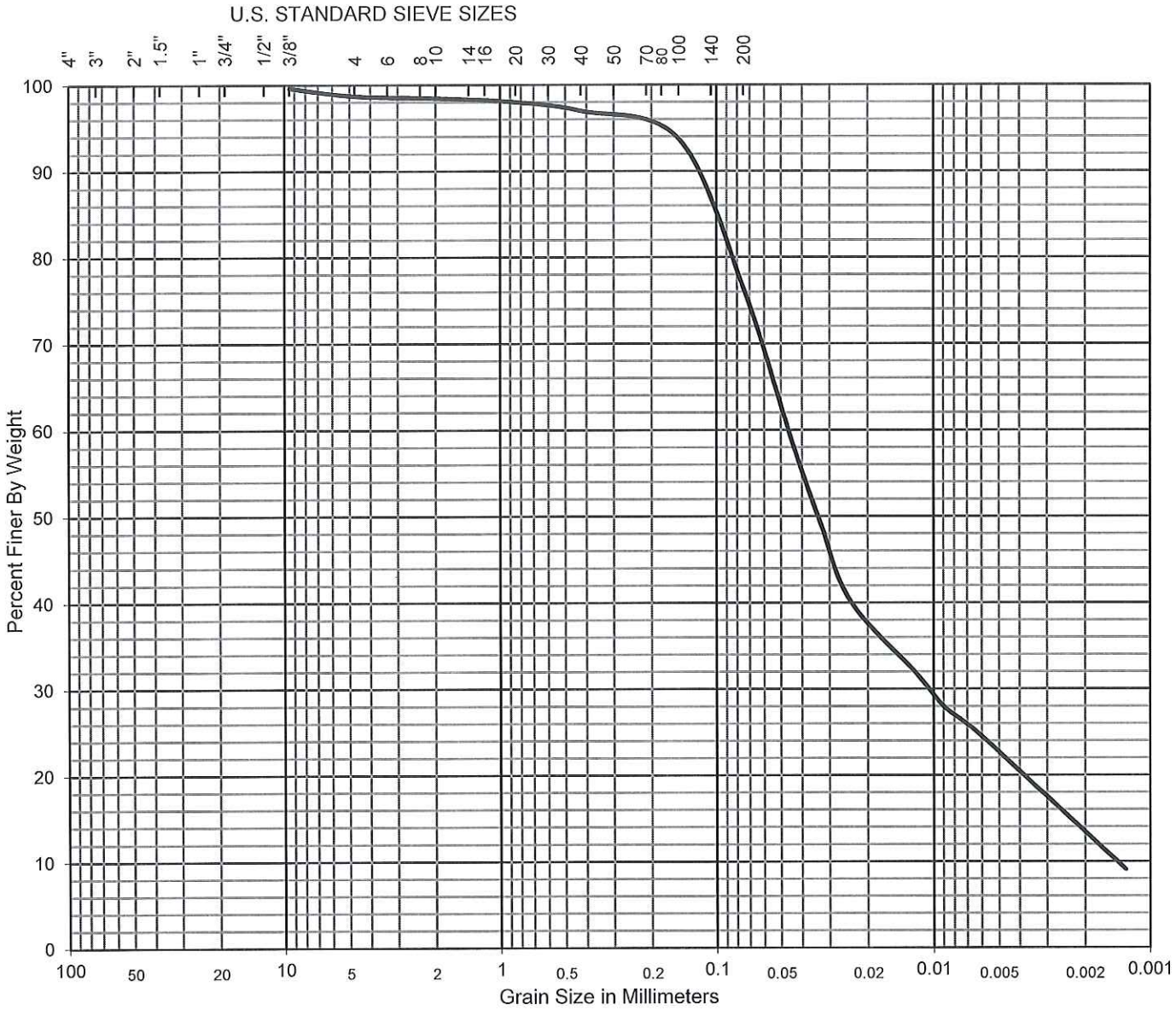
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	**BORING NO.**	B2			**DEPTH (FT)**	17.5
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	1.3	**Sand (%)**	22.2			**Silt & Clay (%)**	76.5
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	76.5

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (ML) SILT with sand



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

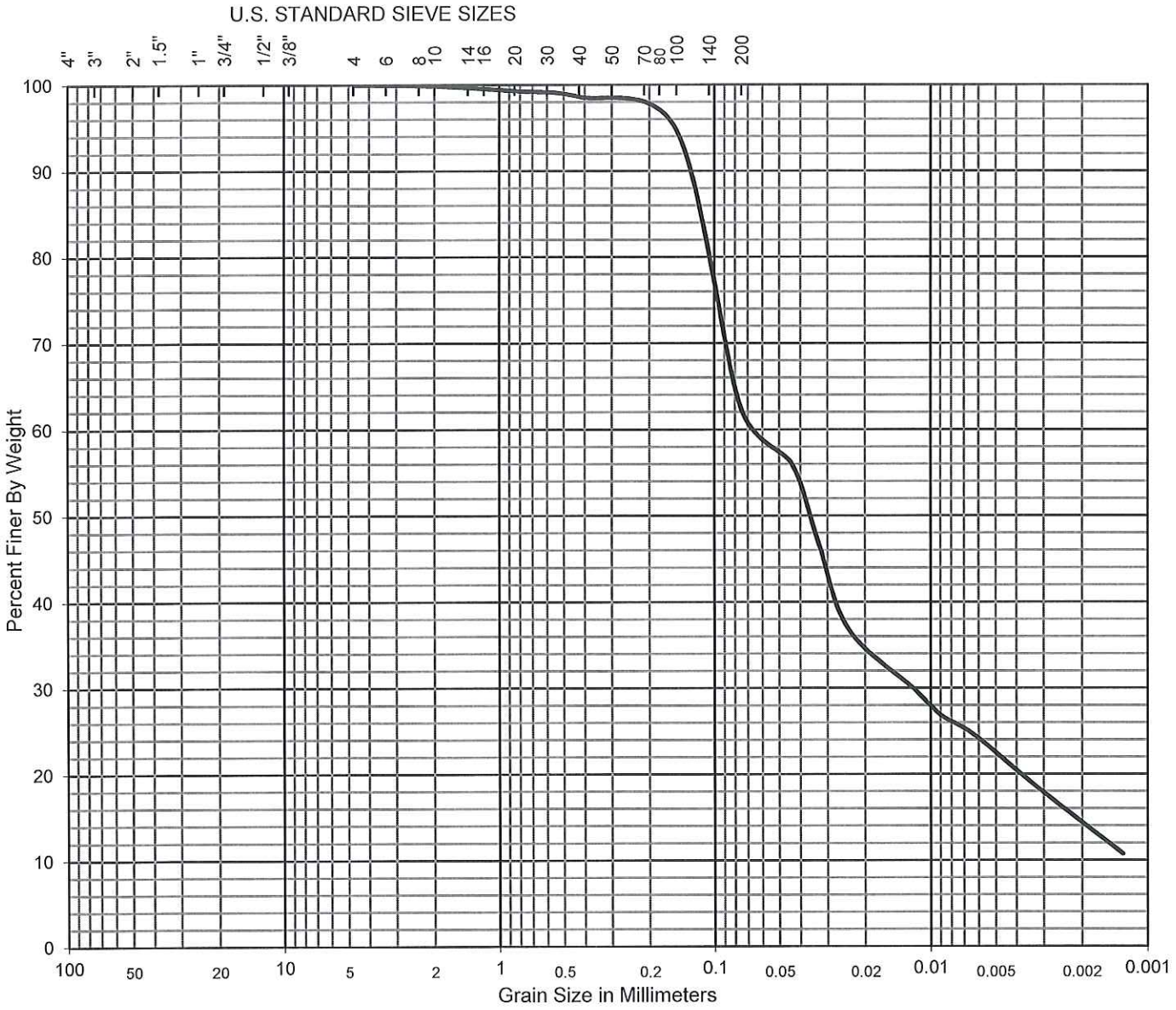
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	BORING NO.	B2			DEPTH (FT)	22.5
Liquid Limit (%)	-		0			0 ticity Index	-
Gravel (%)	-		Sand (%)	37.6		Silt & Clay (%)	62.4
D_{10} (mm)	-	D_{30} (mm)	-	D_{60} (mm)	-	D_{50} (mm)	-
C_u	-	C_c	-			% Fines (< 75υm)	62.4

REPRESENTATIVE FOR: Existing Soil

SOIL TYPE AND DESCRIPTION: (CL-ML) Sandy Silty CLAY



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

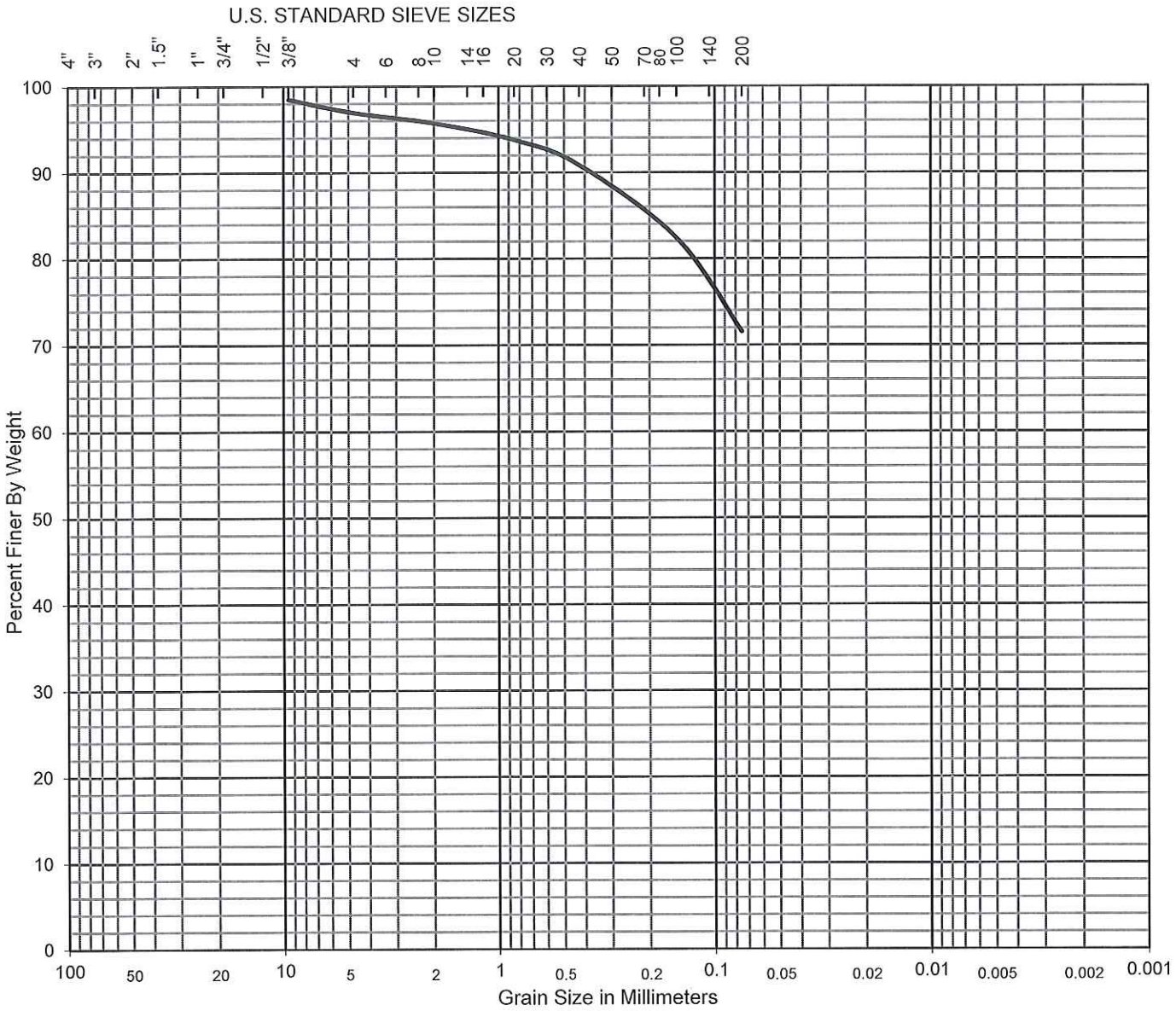
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	**BORING NO.**	B3			**DEPTH (FT)**	9
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	3.0	**Sand (%)**	25.4			**Silt & Clay (%)**	71.6
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	71.6

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (ML) Sandy SILT



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

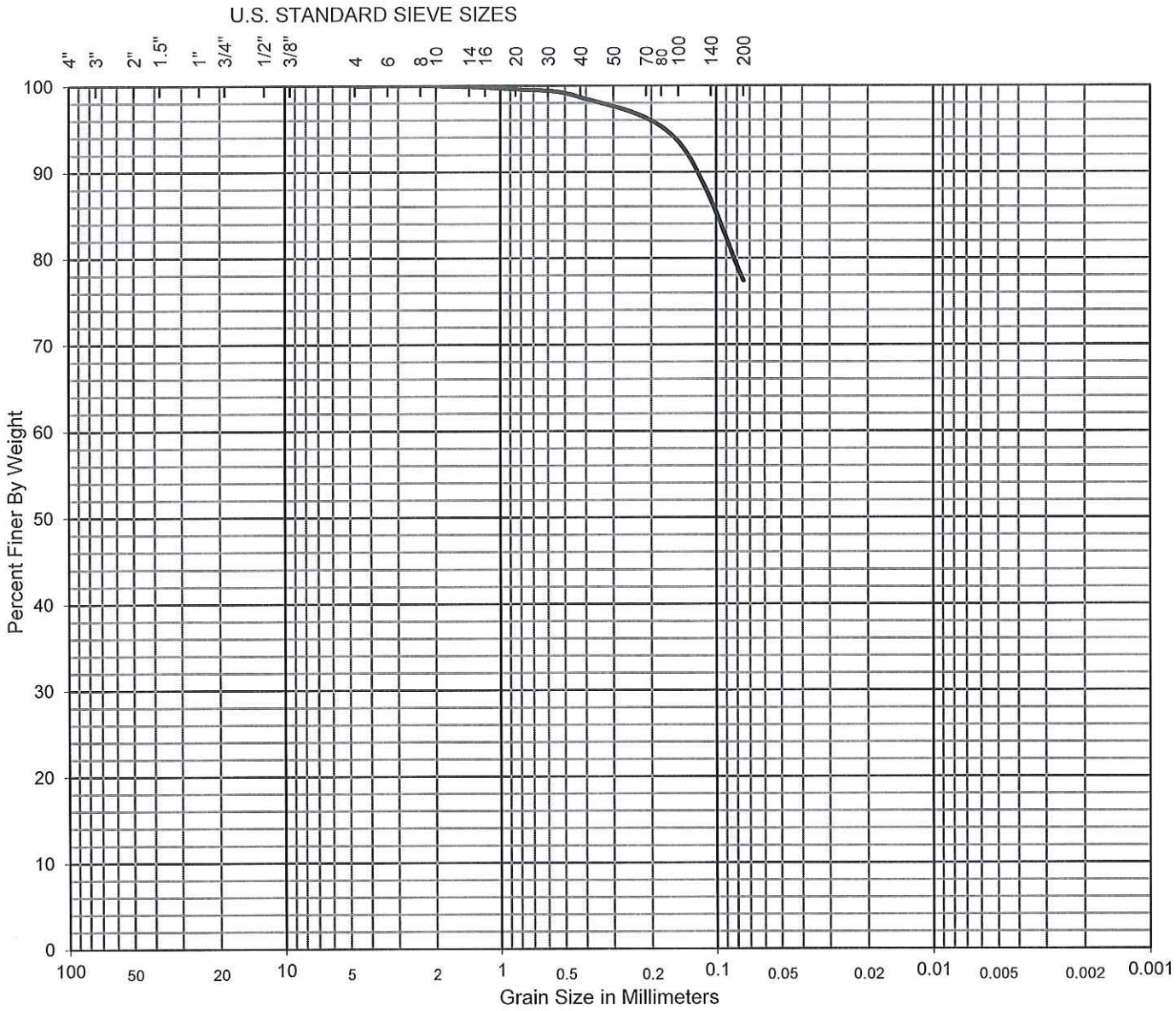
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO. 26-4242-00		**BORING NO.** B3				**DEPTH (FT)** 19	
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	-	**Sand (%)**	22.6			**Silt & Clay (%)**	77.4
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	77.4

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (ML) SILT with sand



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

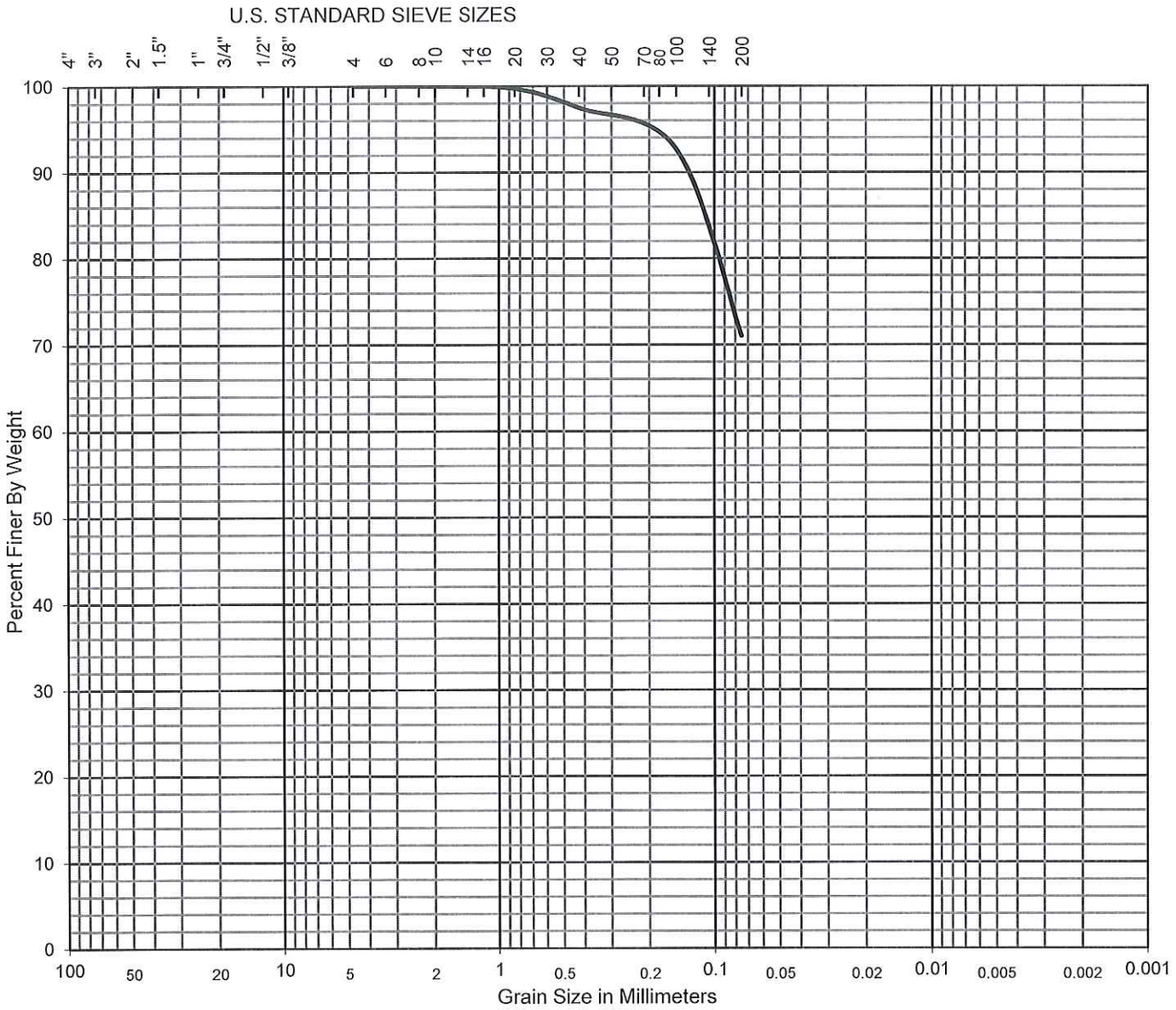
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO. 26-4242-00		**BORING NO.** B4				**DEPTH (FT)** 10	
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	-	**Sand (%)**	29.0			**Silt & Clay (%)**	71.0
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	71.0

REPRESENTATIVE FOR Existing Soil

SOIL TYPE AND DESCRIPTION (ML) SILT with sand



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

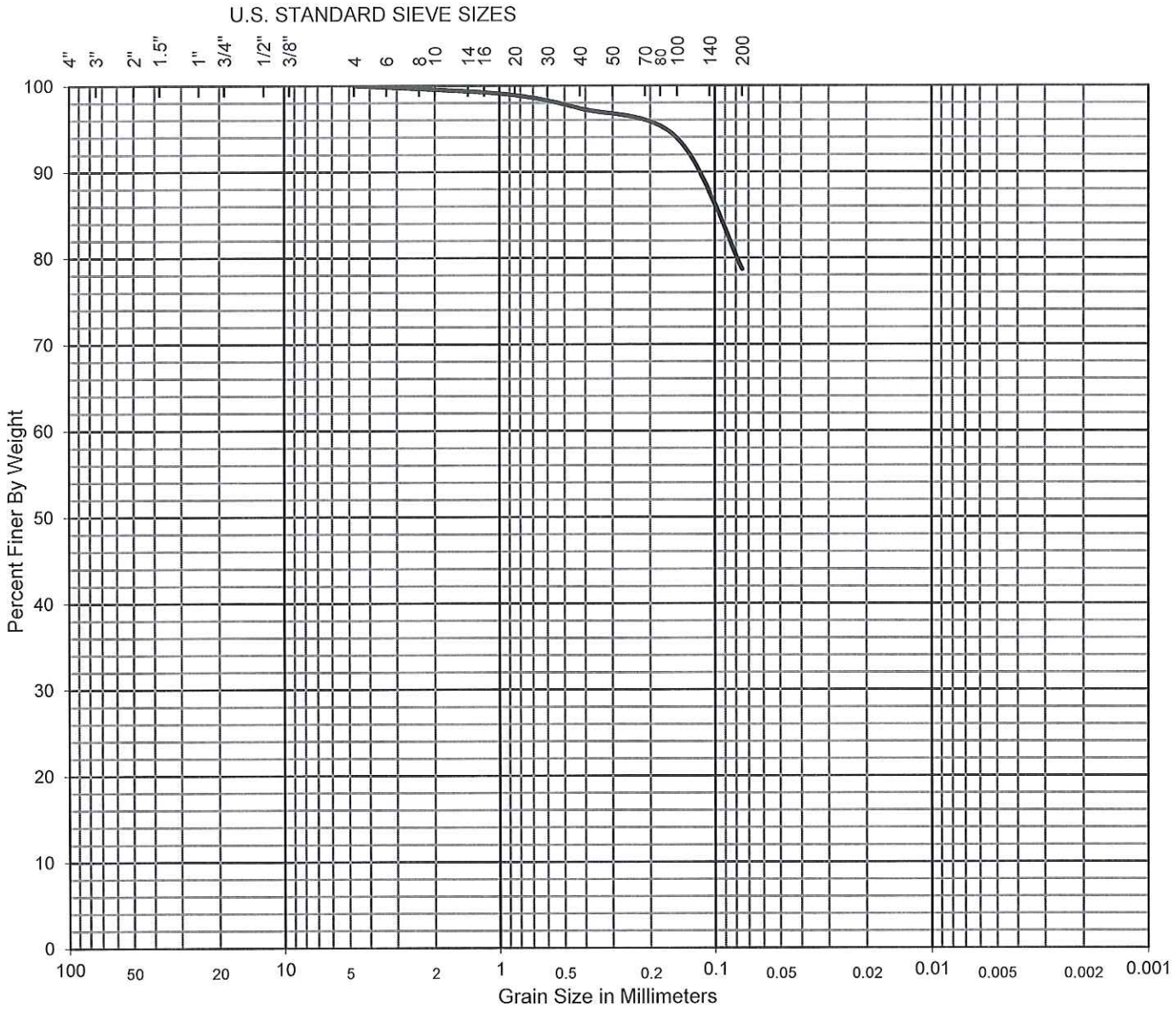
A.G.I. GEOTECHNICAL, INC.

GRAIN SIZE DISTRIBUTION

PROJECT NO.	26-4242-00	**BORING NO.**	B4			**DEPTH (FT)**	20
Liquid Limit (%)		**Plastic Limit (%)**				**Plasticity Index**	-
Gravel (%)	-	**Sand (%)**	21.3			**Silt & Clay (%)**	78.7
D_{10} (mm)	-	**D_{30} (mm)**	-	**D_{60} (mm)**	-	**D_{50} (mm)**	-
C_u	-	**C_c**	-			**% Fines (< 75υm)**	78.7

REPRESENTATIVE FOR Existing Soil

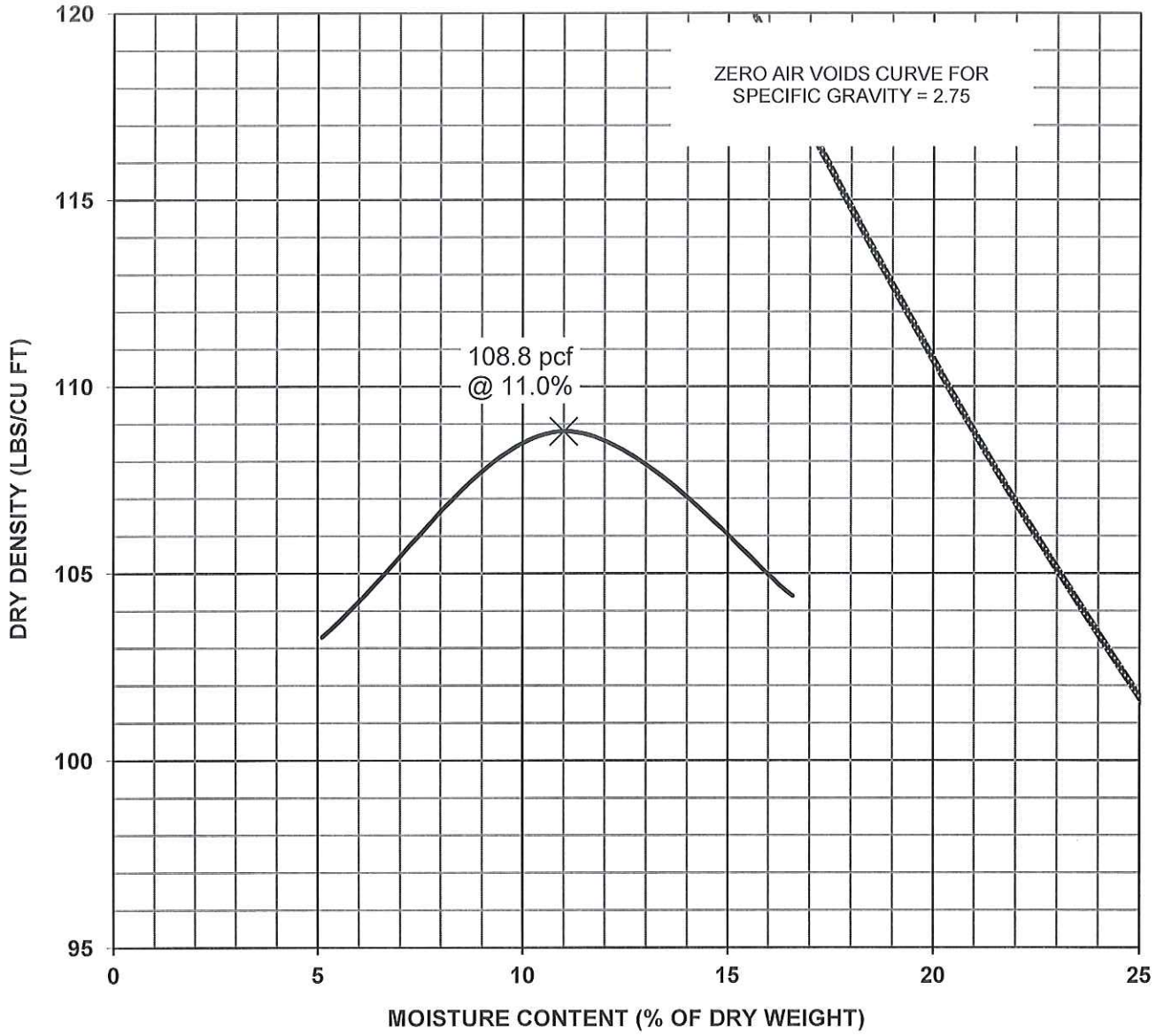
SOIL TYPE AND DESCRIPTION (ML) SILT with sand



GRAVEL		SAND			SILT & CLAY
Coarse	Fine	Coarse	Medium	Fine	

A.G.I. GEOTECHNICAL, INC.

MAXIMUM DENSITY CURVE



PROJECT NO. 26-4242-00 **BORING NO.** B1 **DEPTH (FT)** 0-5

REPRESENTATIVE FOR Existing Soils

SOIL TYPE AND DESCRIPTION (ML) SILT with sand, (E.I. = 19, very low)

MAXIMUM DRY DENSITY (LBS/CU FT) 108.8

OPTIMUM MOISTURE CONTENT (% OF DRY WEIGHT) 11.0

METHOD OF COMPACTION
ASTM Standard Test Method D-1557

AGI

A.G.I. GEOTECHNICAL, INC.

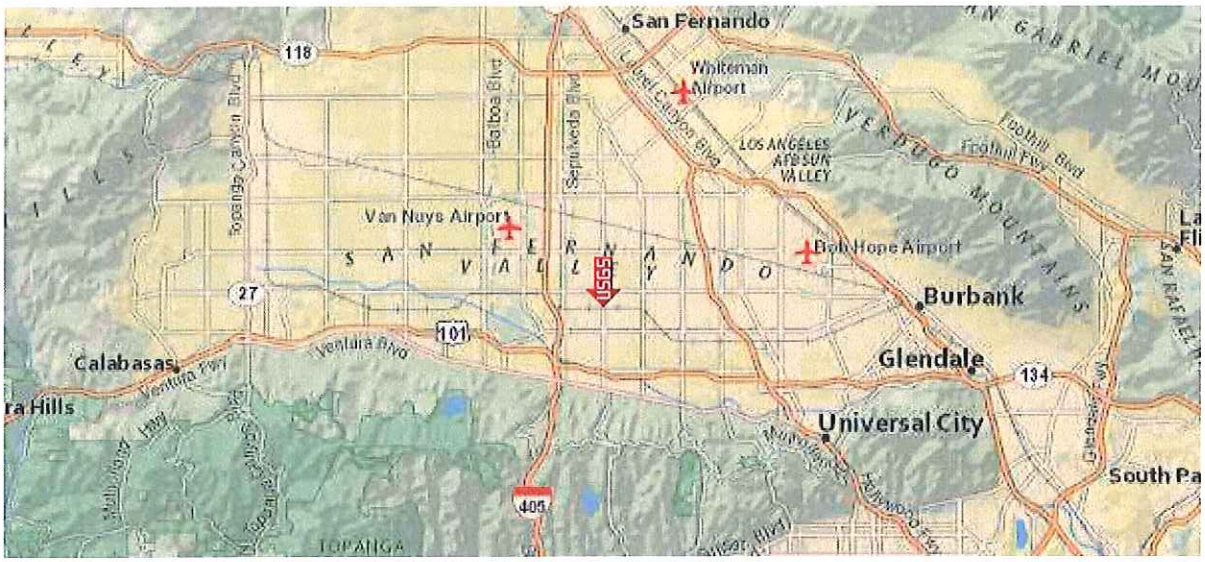
USGS
DESIGN MAPS SUMMARY REPORT
DETAILED REPORT AND
DEAGGREGATIONS

A. G. I. GEOTECHNICAL, INC.

USGS Design Maps Summary Report

User-Specified Input

Report Title	6569 Van Nuys Boulevard, Van Nuys Wed March 2, 2016 20:31:08 UTC
Building Code Reference Document	ASCE 7-10 Standard (which utilizes USGS hazard data available in 2008)
Site Coordinates	34.1904°N, 118.4493°W
Site Soil Classification	Site Class D – "Stiff Soil"
Risk Category	I/II/III

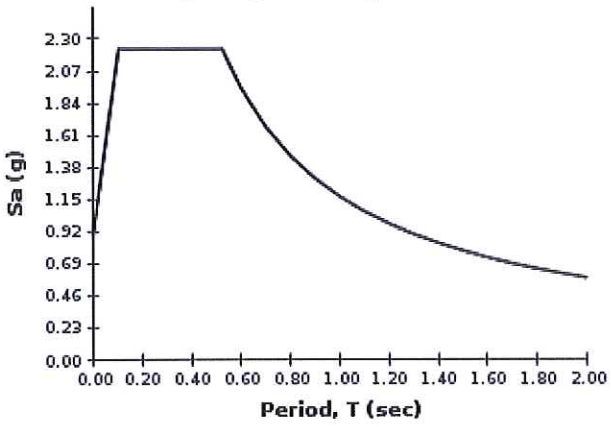


USGS-Provided Output

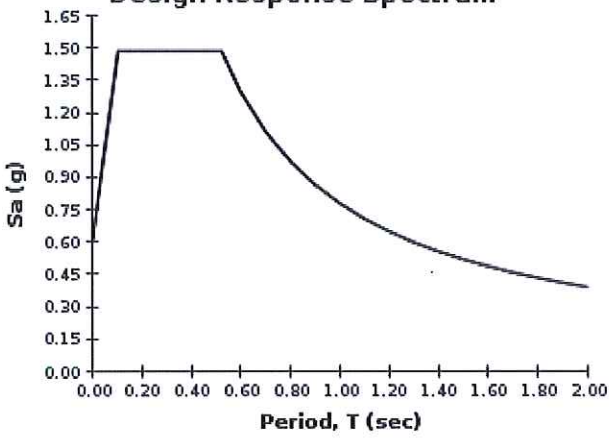
S_S =	2.226 g	S_{MS} =	2.226 g	S_{DS} =	1.484 g
S_1 =	0.778 g	S_{M1} =	1.166 g	S_{D1} =	0.778 g

For information on how the SS and S1 values above have been calculated from probabilistic (risk-targeted) and deterministic ground motions in the direction of maximum horizontal response, please return to the application and select the "2009 NEHRP" building code reference document.

MCE_R Response Spectrum



Design Response Spectrum



For PGA_M, T_L, C_{RS}, and C_{R1} values, please view the detailed report.

USGS Design Maps Detailed Report

ASCE 7-10 Standard (34.1904°N, 118.4493°W)

Site Class D – "Stiff Soil", Risk Category I/II/III

Section 11.4.1 — Mapped Acceleration Parameters

Note: Ground motion values provided below are for the direction of maximum horizontal spectral response acceleration. They have been converted from corresponding geometric mean ground motions computed by the USGS by applying factors of 1.1 (to obtain S_S) and 1.3 (to obtain S_1). Maps in the 2010 ASCE-7 Standard are provided for Site Class B. Adjustments for other Site Classes are made, as needed, in Section 11.4.3.

From Figure 22-1 [1] $S_S = 2.226$ g

From Figure 22-2 [2] $S_1 = 0.778$ g

Section 11.4.2 — Site Class

The authority having jurisdiction (not the USGS), site-specific geotechnical data, and/or the default has classified the site as Site Class D, based on the site soil properties in accordance with Chapter 20.

Table 20.3–1 Site Classification

Site Class	$\overline{v}_s$	$\overline{N}$ or $\overline{N}_{ch}$	$\overline{s}_u$
A. Hard Rock	>5,000 ft/s	N/A	N/A
B. Rock	2,500 to 5,000 ft/s	N/A	N/A
C. Very dense soil and soft rock	1,200 to 2,500 ft/s	>50	>2,000 psf
D. Stiff Soil	600 to 1,200 ft/s	15 to 50	1,000 to 2,000 psf
E. Soft clay soil	<600 ft/s	<15	<1,000 psf
	Any profile with more than 10 ft of soil having the characteristics: • Plasticity index PI > 20, • Moisture content $w \geq 40\%$, and • Undrained shear strength $\overline{s}_u$ < 500 psf		
F. Soils requiring site response analysis in accordance with Section 21.1	See Section 20.3.1		

For SI: 1ft/s = 0.3048 m/s 1lb/ft² = 0.0479 kN/m²

Section 11.4.3 — Site Coefficients and Risk-Targeted Maximum Considered Earthquake (MCE_R) Spectral Response Acceleration Parameters

Table 11.4-1: Site Coefficient F_a

Site Class	Mapped MCE_R Spectral Response Acceleration Parameter at Short Period				
	$S_S \leq 0.25$	$S_S = 0.50$	$S_S = 0.75$	$S_S = 1.00$	$S_S \geq 1.25$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	See Section 11.4.7 of ASCE 7				

Note: Use straight-line interpolation for intermediate values of S_S

For Site Class = D and S_S = 2.226 g, F_a = 1.000

Table 11.4-2: Site Coefficient F_v

Site Class	Mapped MCE_R Spectral Response Acceleration Parameter at 1-s Period				
	$S_1 \leq 0.10$	$S_1 = 0.20$	$S_1 = 0.30$	$S_1 = 0.40$	$S_1 \geq 0.50$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.7	1.6	1.5	1.4	1.3
D	2.4	2.0	1.8	1.6	1.5
E	3.5	3.2	2.8	2.4	2.4
F	See Section 11.4.7 of ASCE 7				

Note: Use straight-line interpolation for intermediate values of S_1

For Site Class = D and S_1 = 0.778 g, F_v = 1.500

Equation (11.4–1): $S_{MS} = F_a S_S = 1.000 \times 2.226 = 2.226$ g

Equation (11.4–2): $S_{M1} = F_v S_1 = 1.500 \times 0.778 = 1.166$ g

Section 11.4.4 — Design Spectral Acceleration Parameters

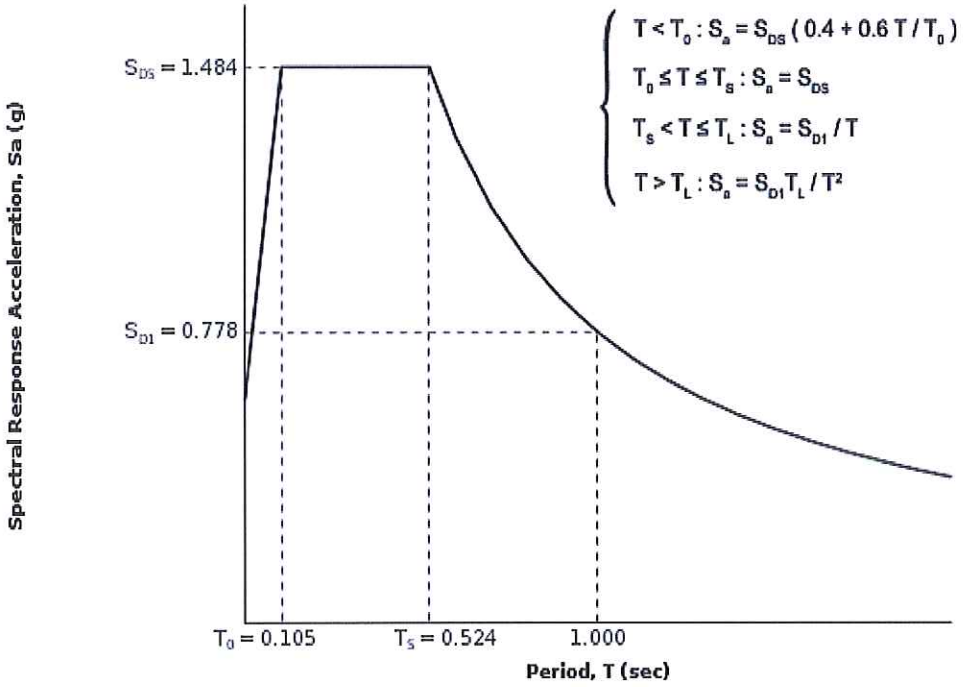
Equation (11.4–3): $S_{DS} = \frac{2}{3} S_{MS} = \frac{2}{3} \times 2.226 = 1.484$ g

Equation (11.4–4): $S_{D1} = \frac{2}{3} S_{M1} = \frac{2}{3} \times 1.166 = 0.778$ g

Section 11.4.5 — Design Response Spectrum

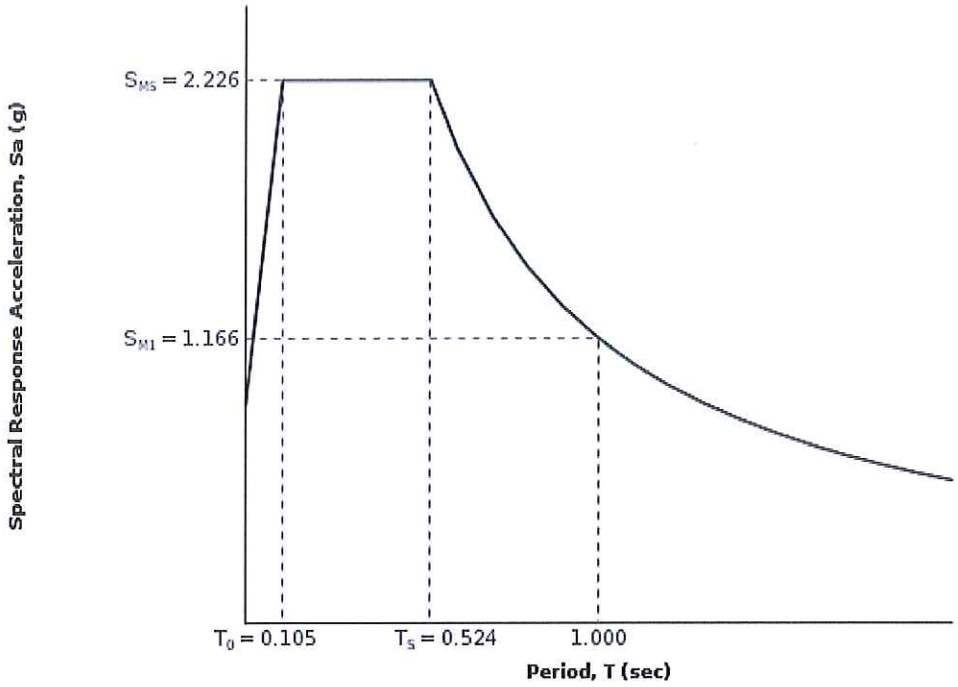
From Figure 22-12 [3] $T_L = 8$ seconds

Figure 11.4–1: Design Response Spectrum



Section 11.4.6 — Risk-Targeted Maximum Considered Earthquake (MCE_R) Response Spectrum

The MCE_R Response Spectrum is determined by multiplying the design response spectrum above by 1.5.



Section 11.8.3 — Additional Geotechnical Investigation Report Requirements for Seismic Design Categories D through F

From Figure 22-7 [4] PGA = 0.780

Equation (11.8–1): $PGA_M = F_{PGA}PGA = 1.000 \times 0.780 = 0.78$ g

Table 11.8–1: Site Coefficient F_{PGA}

Site Class	Mapped MCE Geometric Mean Peak Ground Acceleration, PGA				
	PGA ≤ 0.10	PGA = 0.20	PGA = 0.30	PGA = 0.40	PGA ≥ 0.50
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	See Section 11.4.7 of ASCE 7				

Note: Use straight-line interpolation for intermediate values of PGA

For Site Class = D and PGA = 0.780 g, F_{PGA} = 1.000

Section 21.2.1.1 — Method 1 (from Chapter 21 – Site-Specific Ground Motion Procedures for Seismic Design)

From Figure 22-17 [5] C_{RS} = 1.002

From Figure 22-18 [6] C_{R1} = 1.021

Section 11.6 — Seismic Design Category

Table 11.6-1 Seismic Design Category Based on Short Period Response Acceleration Parameter

VALUE OF S_{DS}	RISK CATEGORY		
	I or II	III	IV
$S_{DS} < 0.167g$	A	A	A
$0.167g \le S_{DS} < 0.33g$	B	B	C
$0.33g \le S_{DS} < 0.50g$	C	C	D
$0.50g \le S_{DS}$	D	D	D

For Risk Category = I and S_{DS} = 1.484 g, Seismic Design Category = D

Table 11.6-2 Seismic Design Category Based on 1-S Period Response Acceleration Parameter

VALUE OF S_{D1}	RISK CATEGORY		
	I or II	III	IV
$S_{D1} < 0.067g$	A	A	A
$0.067g \le S_{D1} < 0.133g$	B	B	C
$0.133g \le S_{D1} < 0.20g$	C	C	D
$0.20g \le S_{D1}$	D	D	D

For Risk Category = I and S_{D1} = 0.778 g, Seismic Design Category = D

Note: When S_1 is greater than or equal to 0.75g, the Seismic Design Category is **E** for buildings in Risk Categories I, II, and III, and **F** for those in Risk Category IV, irrespective of the above.

Seismic Design Category ≡ "the more severe design category in accordance with Table 11.6-1 or 11.6-2" = E

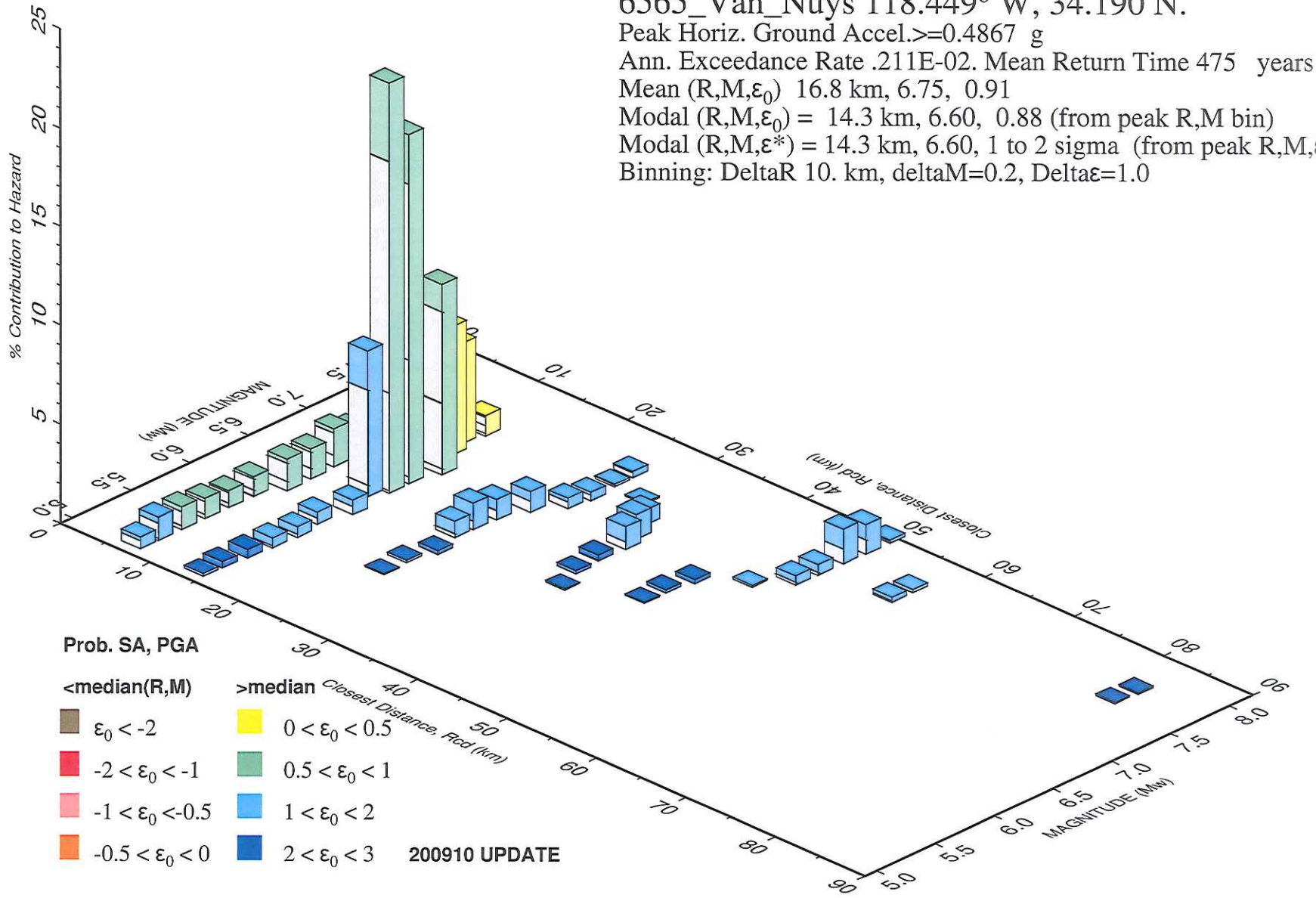
Note: See Section 11.6 for alternative approaches to calculating Seismic Design Category.

References

1. *Figure 22-1*: http://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-1.pdf
2. *Figure 22-2*: http://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-2.pdf
3. *Figure 22-12*: http://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-12.pdf
4. *Figure 22-7*: http://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-7.pdf
5. *Figure 22-17*: http://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-17.pdf
6. *Figure 22-18*: http://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-18.pdf

PSH Deaggregation on NEHRP D soil
6565_Van_Nuys 118.449° W, 34.190 N.

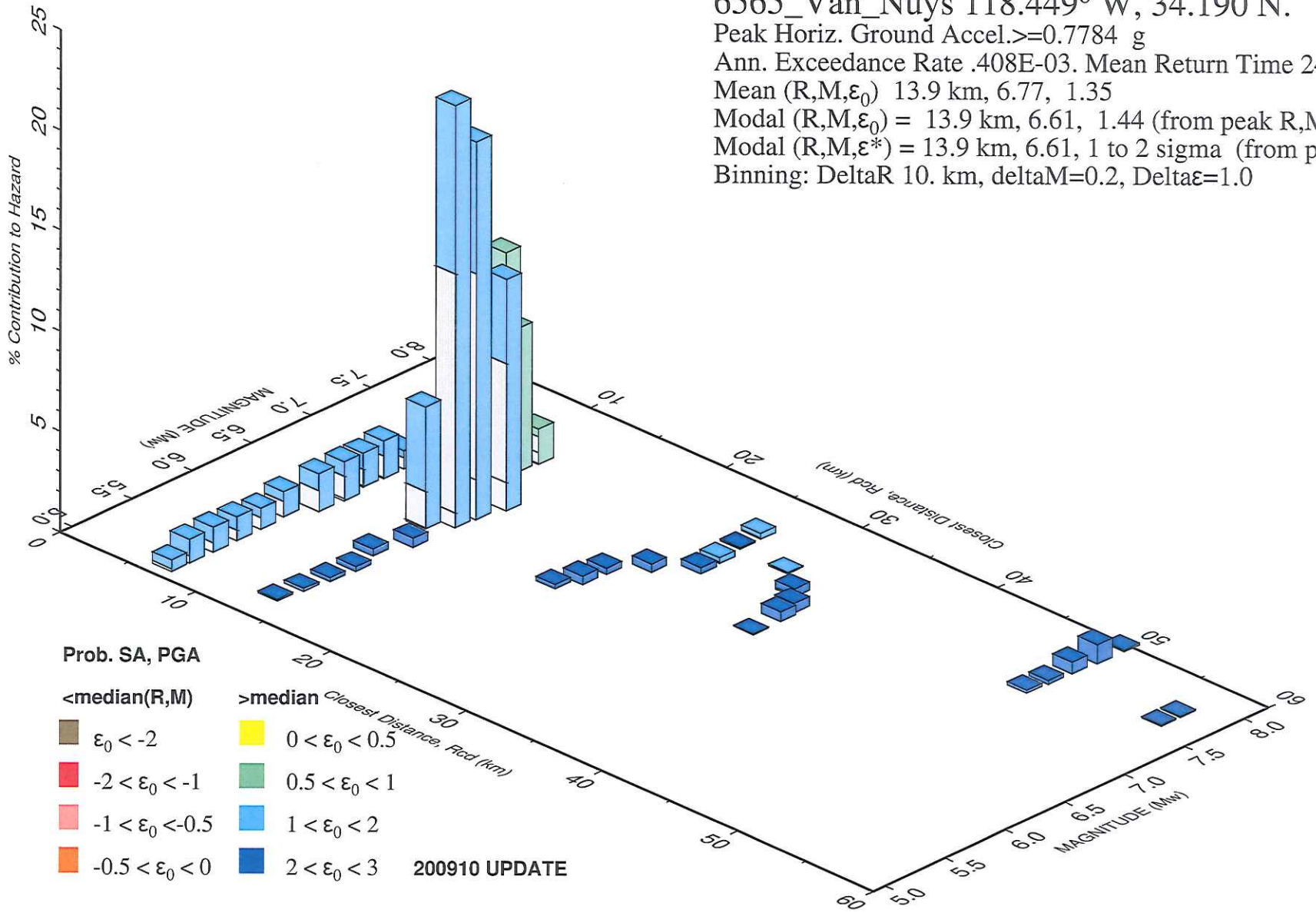
Peak Horiz. Ground Accel.>=0.4867 g
Ann. Exceedance Rate .211E-02. Mean Return Time 475 years
Mean (R,M,ε_0) 16.8 km, 6.75, 0.91
Modal (R,M,ε_0) = 14.3 km, 6.60, 0.88 (from peak R,M bin)
Modal (R,M,ε^*) = 14.3 km, 6.60, 1 to 2 sigma (from peak R,M,ε bin)
Binning: DeltaR 10. km, deltaM=0.2, Deltaε=1.0



GMT 2016 Mar 8 18:58:35 Distance (R), magnitude (M), epsilon (E0,E) deaggregation for a site on soil with average vs= 275. m/s top 30 m. USGS CGHT PSHA2008 UPDATE Bins with lt 0.05% contrib. omitted

PSH Deaggregation on NEHRP D soil
6565_Van_Nuys 118.449° W, 34.190 N.

Peak Horiz. Ground Accel.>=0.7784 g
Ann. Exceedance Rate .408E-03. Mean Return Time 2475 years
Mean (R,M,ε_0) 13.9 km, 6.77, 1.35
Modal (R,M,ε_0) = 13.9 km, 6.61, 1.44 (from peak R,M bin)
Modal (R,M,ε*) = 13.9 km, 6.61, 1 to 2 sigma (from peak R,M,ε bin)
Binning: DeltaR 10. km, deltaM=0.2, Deltaε=1.0



GMT 2016 Mar 8 18:59:27 Distance (R), magnitude (M), epsilon (E0,E) deaggregation for a site on soil with average vs= 275. m/s top 30 m. USGS CGHT PSHA2008 UPDATE Bins with lt 0.05% contrib. omitted

LIQUEFACTION ANALYSES

SPT Liquefaction & Seismic Settlement Evaluation

A.G.I. GEOTECHNICAL, INC.
16555 Sherman Way
Van Nuys, CA 91406
(818) 785-5244 Fax (818) 785-6251

Project: 6569 N. Van Nuys Blvd.
Job No: 26-4242-00
Boring: B-1

Earthquake Magnitude, M : 6.75
Design PGA : 0.520
Magnitude Scaling Factor, r_m : 0.889
Factor, $\varepsilon_{C,N} / \varepsilon_{C,N=15}$: 0.825

Return Period 475 years
PGA_M 0.780 g
F.O.S 1.1

Lat : 34.1904
Long : -118.4493

SPT N-Value Correction Factors

Energy Ratio, C_E	1.30
Borehole Diameter, C_B	1.15
Rod Length, C_R	1.00
Sampler Type, C_S	1.20
Overall Correction, C_{EBRS}	1.79

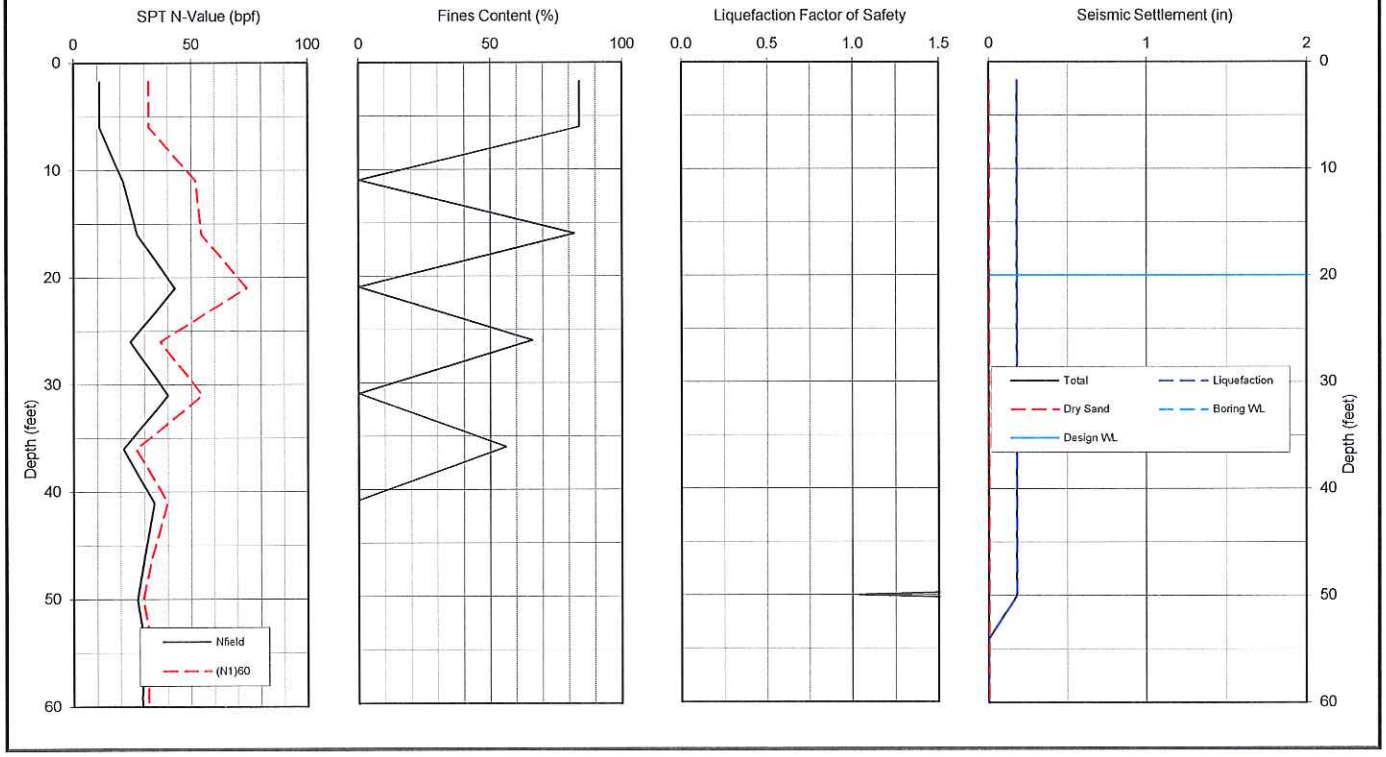
Boring Water Level (Below Orig), ft : 72.0
Design Water Level (Below Orig), ft : 20.0
Removal Depth (Below Orig), ft : 20.0
Surcharge Fill Height (Above Orig), ft : 0.0
Surcharge Fill Unit Weight γ, pcf : 125.0

LIQUEFACTION SETTLEMENT (in) : 0.18
DRY SAND SETTLEMENT (in) : 0.00
TOTAL SEISMIC SETTLEMENT (in) : 0.18

Layer	Layer Base, z (ft)	Total Unit Weight γ (pcf)	SPT N_{field}	Fines (%)	Incl? (Y/N)	Layer Thickness t (ft)	Layer Midheight z_o (ft)	Design Total Stress σ_o (psf)	Design Effective Stress σ_o' (psf)	Boring Effective Stress σ_b' (psf)	C_N	SPT Fines Corr $\delta(N_1)_{60}$	SPT $(N_1)_{60}$	Dry Sett $(N_1)_{60cs}$	r_d	CSR = τ_{ave} / σ_o'
1	3.5	98	11	84	Y	3.50	1.75	172	172	172	1.60	5.4	31.6	37.0	0.996	0.300
2	8.5	98	11	84	Y	5.00	6.00	590	590	590	1.60	5.4	31.6	37.0	0.988	0.297
3	13.5	92	21	0	Y	5.00	11.00	1,067	1,067	1,067	1.37	0.0	51.6	51.6	0.977	0.294
4	18.5	120	27	82	Y	5.00	16.00	1,596	1,596	1,596	1.12	5.4	54.2	59.6	0.964	0.290
5	23.5	119	43	0	Y	5.00	21.00	2,193	2,130	2,193	0.96	0.0	73.7	73.6	0.949	0.294
6	28.5	129	24	66	Y	5.00	26.00	2,812	2,438	2,812	0.84	4.7	36.3	41.0	0.930	0.323
7	33.5	135	40	0	Y	5.00	31.00	3,471	2,784	3,471	0.76	0.0	54.5	54.4	0.908	0.340
8	38.5	138	21	56	Y	5.00	36.00	4,153	3,155	4,153	0.69	4.2	26.1	30.4	0.881	0.349
9	43.5	111	34	0	Y	5.00	41.00	4,777	3,467	4,777	0.65	0.0	39.5	39.4	0.850	0.352
10	48.5	125	30	0	Y	5.00	46.00	5,367	3,745	5,367	0.61	0.0	32.9	32.8	0.815	0.351
11	51.5	125	27	0	Y	3.00	50.00	5,867	3,995	5,867	0.60	0.0	29.1	29.0	0.785	0.346
12	56.5	125	30	0	Y	5.00	54.00	6,367	4,246	6,367	0.60	0.0	32.3	32.3	0.753	0.339
13	61.5	125	29	0	Y	5.00	59.00	6,992	4,559	6,992	0.60	0.0	31.2	31.2	0.710	0.327
14	66.5	125	30	0	Y	5.00	64.00	7,617	4,872	7,617	0.60	0.0	32.3	32.3	0.666	0.313
15	70.5	126	31	0	Y	4.00	68.50	8,182	5,156	8,182	0.60	0.0	33.4	33.3	0.625	0.298

Lyr	α	β	Liq FS SPT $(N_1)_{60cs}$	K_σ	CRR_M	Liq FS	Vol Strain (%)	Liq Sett Δs (in)	Sum Liq Sett Δs (in)	Mean Stress σ_m' (psf)	G_{max} (ksf)	$\gamma_{eff}(G_{eff}/G_{max})$	γ_{eff} (%)	$\varepsilon_{C,M=7.5}$ (%)	Dry Sett Δs (in)	Sum Dry Sett Δs (in)	Sum Total Sett (in)
1	5.00	1.20	42.9	1.000	9.999	9.999	0.00	Above WL	0.18	115	714	0.000081	0.0065	0.0027	Removed	0.00	0.18
2	5.00	1.20	42.9	1.000	9.999	9.999	0.00	Above WL	0.18	394	1,322	0.000149	0.0407	0.0167	Removed	0.00	0.18
3	0.00	1.00	51.6	1.000	9.999	9.999	0.00	Above WL	0.18	711	1,985	0.000177	0.0416	0.0000	Removed	0.00	0.18
4	5.00	1.20	70.1	1.000	9.999	9.999	0.00	Above WL	0.18	1,064	2,548	0.000204	0.0436	0.0000	Removed	0.00	0.18
5	0.00	1.00	73.7	1.000	9.999	9.999	0.00	0.00	0.18	1,462	3,205	0.000219	0.0420	0.0000	Below WL	0.00	0.18
6	5.00	1.20	48.6	1.000	9.999	9.999	0.00	0.00	0.18	1,875	2,987	0.000296	0.0652	0.0204	Below WL	0.00	0.18
7	0.00	1.00	54.5	1.000	9.999	9.999	0.00	0.00	0.18	2,314	3,646	0.000292	0.0560	0.0000	Below WL	0.00	0.18
8	5.00	1.20	36.4	0.994	9.999	9.999	0.00	0.00	0.18	2,769	3,284	0.000377	0.0852	0.0512	Below WL	0.00	0.18
9	0.00	1.00	39.5	0.979	9.999	9.999	0.00	0.00	0.18	3,185	3,842	0.000357	0.0699	0.0243	Below WL	0.00	0.18
10	0.00	1.00	32.9	0.965	9.999	9.999	0.00	0.00	0.18	3,578	3,831	0.000386	0.0766	0.0401	Below WL	0.00	0.18
11	0.00	1.00	29.1	0.954	0.360	1.039	0.49	0.18	0.18	3,912	3,844	0.000405	0.0802	0.0521	Below WL	0.00	0.18
12	0.00	1.00	32.3	0.943	9.999	9.999	0.00	0.00	0.00	4,245	4,148	0.000390	0.0708	0.0384	Below WL	0.00	0.00
13	0.00	1.00	31.2	0.929	9.999	9.999	0.00	0.00	0.00	4,662	4,298	0.000390	0.0670	0.0387	Below WL	0.00	0.00
14	0.00	1.00	32.3	0.916	9.999	9.999	0.00	0.00	0.00	5,078	4,537	0.000378	0.0598	0.0325	Below WL	0.00	0.00
15	0.00	1.00	33.4	0.905	9.999	9.999	0.00	0.00	0.00	5,455	4,754	0.000364	0.0534	0.0273	Below WL	0.00	0.00

References: 1) Tokimatsu, K., and Seed, H. (1987). "Evaluation of Settlements in Sands Due to Earthquake Shaking." Journal of Geotechnical Engineering, ASCE, 113(8), 861-878. 2) Ishii, Y. and Tokimatsu, K. (1988). "Simplified Procedure for the Evaluation of Settlements of Structures During Earthquakes", Proceedings of Ninth World Conference on Earthquake Engineering



SPT Liquefaction & Seismic Settlement Evaluation

A.G.I. GEOTECHNICAL, INC.
16555 Sherman Way
Van Nuys, CA 91406
(818) 785-5244 Fax (818) 785-6251

Project: 6569 N. Van Nuys Blvd.
Job No: 26-4242-00
Boring: B-1

Earthquake Magnitude, M : 6.75
Design PGA : 0.780
Magnitude Scaling Factor, r_m : 0.889
Factor, $\varepsilon_{c,N} / \varepsilon_{c,N=15}$: 0.825

Return Period 2475 years
PGA_M 0.780 g
F.O.S 1.1

Lat : 34.1904
Long : -118.4493

SPT N-Value Correction Factors

Energy Ratio, C_E	1.30
Borehole Diameter, C_B	1.15
Rod Length, C_R	1.00
Sampler Type, C_S	1.20
Overall Correction, C_{EBRS}	1.79

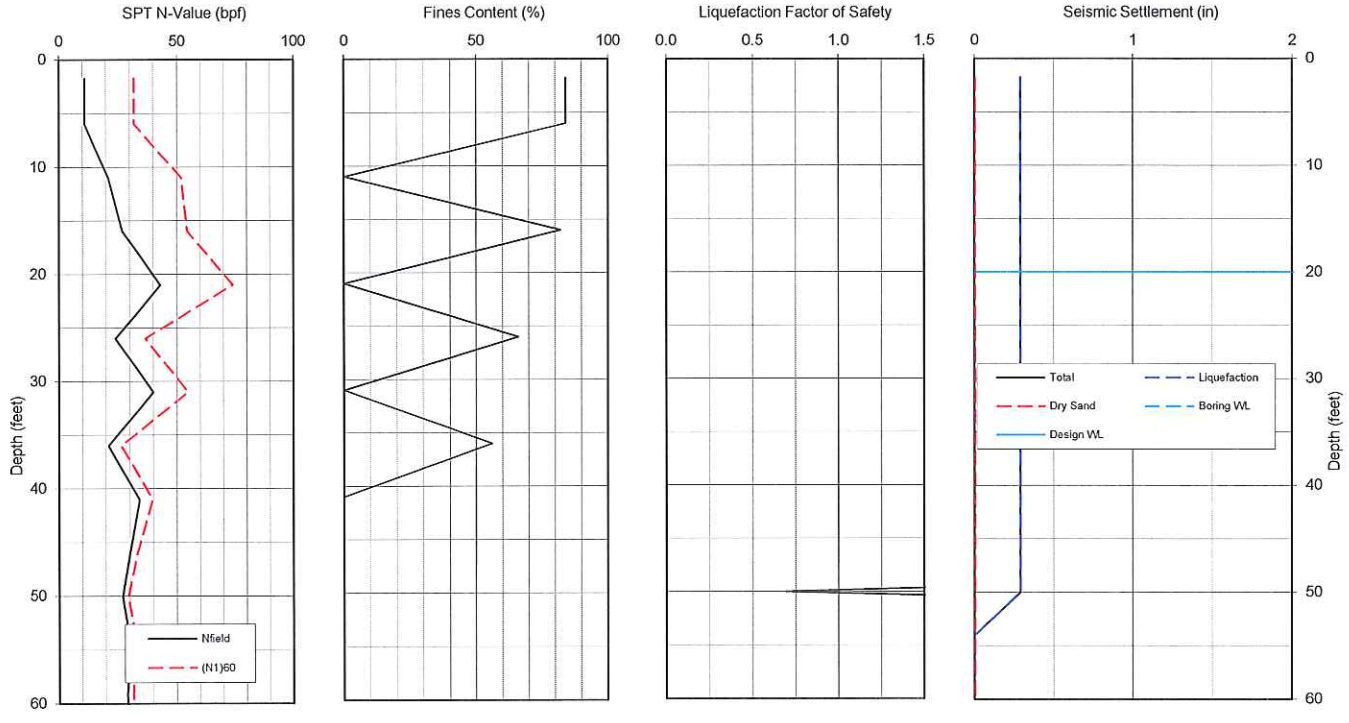
Boring Water Level (Below Orig), ft :	72.0
Design Water Level (Below Orig), ft :	20.0
Removal Depth (Below Orig), ft :	20.0
Surcharge Fill Height (Above Orig), ft :	0.0
Surcharge Fill Unit Weight γ, pcf :	125.0

LIQUEFACTION SETTLEMENT (in) :	0.29
DRY SAND SETTLEMENT (in) :	0.00
TOTAL SEISMIC SETTLEMENT (in) :	0.29

Layer	Layer Base, z (ft)	Total Unit Weight γ (pcf)	SPT N_{field}	Fines (%)	Incl? (Y/N)	Layer Thickness t (ft)	Layer Midheight z_o (ft)	Design Total Stress σ_o (psf)	Design Effective Stress σ_o' (psf)	Boring Effective Stress σ_b' (psf)	C_N	SPT Fines Corr $\delta(N_1)_{60}$	SPT $(N_1)_{60}$	Dry Sett $(N_1)_{60cs}$	r_d	CSR = τ_{ave} / σ_o'
1	3.5	98	11	84	Y	3.50	1.75	172	172	172	1.60	5.4	31.6	37.0	0.996	0.449
2	8.5	98	11	84	Y	5.00	6.00	590	590	590	1.60	5.4	31.6	37.0	0.988	0.445
3	13.5	92	21	0	Y	5.00	11.00	1,067	1,067	1,067	1.37	0.0	51.6	51.6	0.977	0.441
4	18.5	120	27	82	Y	5.00	16.00	1,596	1,596	1,596	1.12	5.4	54.2	59.6	0.964	0.435
5	23.5	119	43	0	Y	5.00	21.00	2,193	2,130	2,193	0.96	0.0	73.7	73.6	0.949	0.440
6	28.5	129	24	66	Y	5.00	26.00	2,812	2,438	2,812	0.84	4.7	36.3	41.0	0.930	0.484
7	33.5	135	40	0	Y	5.00	31.00	3,471	2,784	3,471	0.76	0.0	54.5	54.4	0.908	0.510
8	38.5	138	21	56	Y	5.00	36.00	4,153	3,155	4,153	0.69	4.2	26.1	30.4	0.881	0.523
9	43.5	111	34	0	Y	5.00	41.00	4,777	3,467	4,777	0.65	0.0	39.5	39.4	0.850	0.528
10	48.5	125	30	0	Y	5.00	46.00	5,367	3,745	5,367	0.61	0.0	32.9	32.8	0.815	0.527
11	51.5	125	27	0	Y	3.00	50.00	5,867	3,995	5,867	0.60	0.0	29.1	29.0	0.785	0.520
12	56.5	125	30	0	Y	5.00	54.00	6,367	4,246	6,367	0.60	0.0	32.3	32.3	0.753	0.509
13	61.5	125	29	0	Y	5.00	59.00	6,992	4,559	6,992	0.60	0.0	31.2	31.2	0.710	0.491
14	66.5	125	30	0	Y	5.00	64.00	7,617	4,872	7,617	0.60	0.0	32.3	32.3	0.666	0.469
15	70.5	126	31	0	Y	4.00	68.50	8,182	5,156	8,182	0.60	0.0	33.4	33.3	0.625	0.447

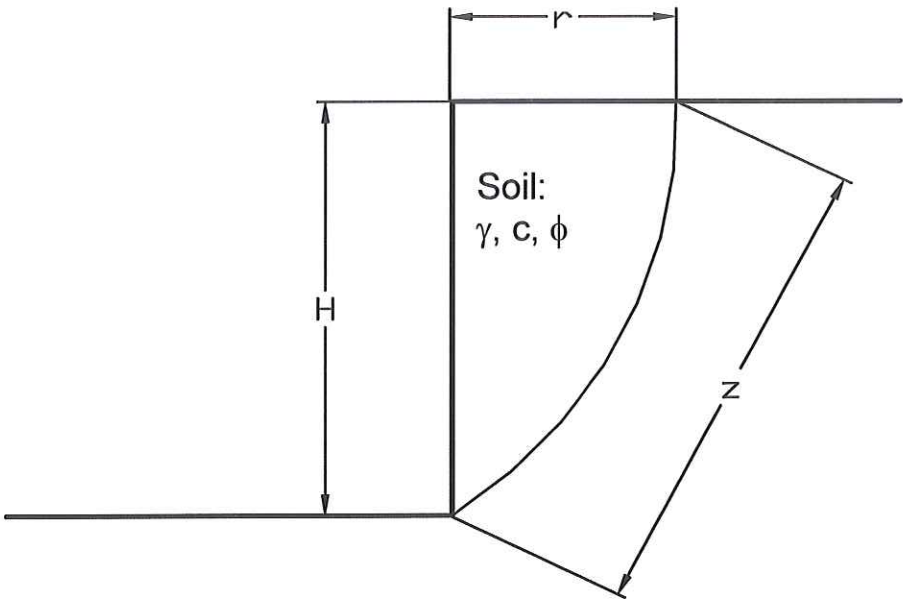
Lyr	α	β	Liq FS SPT $(N_1)_{60cs}$	K_σ	CRR_M	Liq FS	Vol Strain (%)	Liq Sett Δs (in)	Sum Liq Sett Δs (in)	Mean Stress σ_m' (psf)	G_{max} (ksf)	$\gamma_{eff}(G_{eff}/G_{max})$	γ_{eff} (%)	$\varepsilon_{C,M=7.5}$ (%)	Dry Sett Δs (in)	Sum Dry Sett Δs (in)	Sum Total Sett (in)
1	5.00	1.20	42.9	1.000	9.999	9.999	0.00	Above WL	0.29	115	714	0.000122	0.0603	0.0246	Removed	0.00	0.29
2	5.00	1.20	42.9	1.000	9.999	9.999	0.00	Above WL	0.29	394	1,322	0.000224	0.1151	0.0461	Removed	0.00	0.29
3	0.00	1.00	51.6	1.000	9.999	9.999	0.00	Above WL	0.29	711	1,985	0.000266	0.1036	0.0000	Removed	0.00	0.29
4	5.00	1.20	70.1	1.000	9.999	9.999	0.00	Above WL	0.29	1,064	2,548	0.000306	0.1055	0.0000	Removed	0.00	0.29
5	0.00	1.00	73.7	1.000	9.999	9.999	0.00	0.00	0.29	1,462	3,205	0.000329	0.0979	0.0000	Below WL	0.00	0.29
6	5.00	1.20	48.6	1.000	9.999	9.999	0.00	0.00	0.29	1,875	2,987	0.000444	0.1751	0.0531	Below WL	0.00	0.29
7	0.00	1.00	54.5	1.000	9.999	9.999	0.00	0.00	0.29	2,314	3,646	0.000438	0.1391	0.0000	Below WL	0.00	0.29
8	5.00	1.20	36.4	0.994	9.999	9.999	0.00	0.00	0.29	2,769	3,284	0.000565	0.2374	0.1371	Below WL	0.00	0.29
9	0.00	1.00	39.5	0.979	9.999	9.999	0.00	0.00	0.29	3,185	3,842	0.000536	0.1788	0.0602	Below WL	0.00	0.29
10	0.00	1.00	32.9	0.965	9.999	9.999	0.00	0.00	0.29	3,578	3,831	0.000579	0.1976	0.0999	Below WL	0.00	0.29
11	0.00	1.00	29.1	0.954	0.360	0.693	0.80	0.29	0.29	3,912	3,844	0.000607	0.2064	0.1295	Below WL	0.00	0.29
12	0.00	1.00	32.3	0.943	9.999	9.999	0.00	0.00	0.00	4,245	4,148	0.000586	0.1754	0.0922	Below WL	0.00	0.00
13	0.00	1.00	31.2	0.929	9.999	9.999	0.00	0.00	0.00	4,662	4,298	0.000586	0.1626	0.0913	Below WL	0.00	0.00
14	0.00	1.00	32.3	0.916	9.999	9.999	0.00	0.00	0.00	5,078	4,537	0.000567	0.1413	0.0749	Below WL	0.00	0.00
15	0.00	1.00	33.4	0.905	9.999	9.999	0.00	0.00	0.00	5,455	4,754	0.000546	0.1235	0.0618	Below WL	0.00	0.00

References: 1) Tokimatsu, K., and Seed, H. (1987). "Evaluation of Settlements in Sands Due to Earthquake Shaking." Journal of Geotechnical Engineering, ASCE, 113(8), 861-878. 2) Ishii, Y. and Tokimatsu, K. (1988). "Simplified Procedure for the Evaluation of Settlements of Structures During Earthquakes", Proceedings of Ninth World Conference on Earthquake Engineering



SLOT CUT STABILITY ANALYSIS

SLOT CUT STABILITY ANALYSIS



Description	Value
Unit Weight, γ (pcf)	105.1
Friction, ϕ (deg)	26.3
Cohesion, c (psf)	233.0

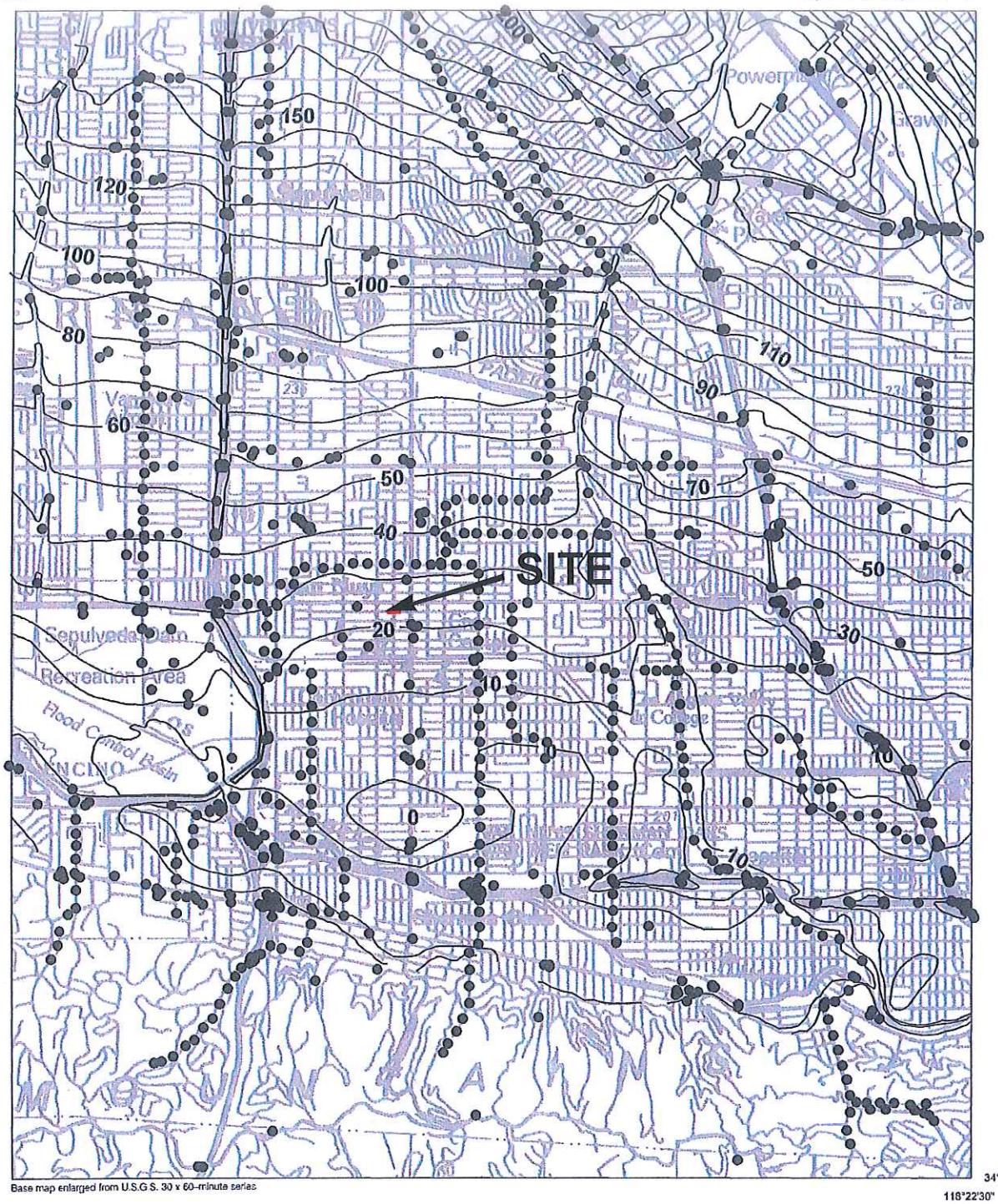
Cut Height, H (ft)	10.0
Failure Radius, r (ft)	4.0
Failure Width, B = 2r (ft)	*8.0*

Volume, $V = \pi r^2 H / 4$ (ft^3)	*126*
Weight, $W = V\gamma$ (lb)	*13,236*
Surcharge, Q (lb)	*3,000*
Weight+Surcharge, W + Q, (lb)	*16,236*

Surface Area, $A = 0.5236r((r^2+4H^2)^{3/2} - r^3)$ (ft^2)	*88*
Driving Force, $F_D = WH / (r^2+H^2)^{1/2}$ (lb)	*15,075*
Normal Force, $F_N = Wr / (r^2+H^2)^{1/2}$ (lb)	*6,030*
Frictional Resistance, $R_F = F_N \tan\phi$ (lb)	*2,980*
Cohesive Resistance, $R_C = A\ c$ (lb)	*20,504*
Total Resistance, $R = R_F + R_C$ (lb)	*23,484*
Factor of Safety, $FS = R / F_D$	*1.56*

Proposed Mixed Use Building
6569 N. Van Nuys Blvd., Van Nuys
Project #26-4242-00
May 6, 2016

GROUNDWATER MAP



Base map enlarged from U.S.G.S. 30 x 60-minute series

Plate 1.2 Historically Highest Ground Water Contours and Borehole Log Data Locations, Van Nuys 7.5-minute Quadrangle, California.

● Borehole Site —30— Depth to ground water in feet

ONE MILE
SCALE

A.G.I. GEOTECHNICAL, INC.
Engineering Geology • Geotechnical Engineering
16555 Sherman Way, Suite A • Van Nuys, CA 91406
(818) 785-5244 • Fax (818) 785-6251

GROUNDWATER MAP
6569 N. VAN NUYS BLVD.
VAN NUYS, CALIFORNIA

PROJECT NO.	26-4242-00
DATE	March 2016
PREPARED BY	MBS
APPROVED BY	MBS

Soils Report Approval Letter

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

FRANK BUSH
GENERAL MANAGER

SOILS REPORT APPROVAL LETTER

August 15, 2016

LOG # 94046
SOILS/GEOLOGY FILE - 2
LIQ

Boaz Miodovsky
14541 Delano St.
Van Nuys, CA 91411

TRACT:	1200
BLOCK:	45
LOT(S):	1, 2, 3, 7, 8 & 9
LOCATION:	6569 N. Van Nuys Blvd.

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE(S) OF DOCUMENT	PREPARED BY
Soils Report	26-4242-00	07/01/2016	AGI Geotechnical, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide recommendations for the proposed construction of a 5 story mixed use building over 1 to 2 levels of basement parking. According to the report, native soils were encountered during the exploration. The consultants recommend to support the proposed structure(s) on conventional foundations bearing on native undisturbed soils.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The Liquefaction study included as a part of the report/s demonstrates that the site does not possess a liquefaction potential. This satisfies the requirement of the 2014 Los Angeles City Building Code Section 1802.2.7.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design

engineer and that the plans include the recommendations contained in their reports. (7006.1)

2. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)

4. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)

6. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2, 7011.3)

7. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)

8. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)

9. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)

10. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

11. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.

12. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Shoring" starting on page 10 of the report; all surcharge loads shall be included into the design.

13. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation.

14. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

15. Surcharged A–B–C slot-cut method may be used for temporary excavations with each slot cut not exceeding 12 feet in height and not exceeding 10 feet in width, as recommended. The surcharge load shall not exceed the value given in the report. The soils engineer shall determine the clearance between the excavation and the existing foundation. The soils engineer shall verify in the field if the existing earth materials are stable in the slot cut excavation. Each slot shall be inspected by the soils engineer and approved in writing prior to any worker access.

16. All foundations shall derive entire support from native undisturbed soils, as recommended (and approved by the geologist and soils engineer by inspection).

17. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.

18. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).

19. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

20. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 9 of the report (1803.5.12). Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures. The height of a stacked retaining wall shall be considered as the summation of the heights of each wall.

21. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 9 of the report (1610.1). All surcharge loads shall be included into the design.

22. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)

23. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

24. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)

25. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to utilization in the field. (7008.2, 7008.3)

26. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)

27. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

28. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, protection fences and dust and traffic control will be scheduled. (108.9.1)

29. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)

30. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He/She shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

ALAN DANG
Structural Engineering Associate II

AD/ad
Log No. 94046
213-482-0480

cc: Alexis Dahan, Applicant
AGI Geotechnical, Inc., Project Consultant
VN District Office

Appendix E

Phase I and Phase II Environmental Site Assessments

PHASE I
ENVIRONMENTAL SITE ASSESSMENT
REPORT

PREPARED FOR:

SAVIERS PROPERTIES, INC.
14541 DELANO ST
VAN NUYS, CA 91411

PERFORMED AT:

COMMERCIAL PROPERTY
6569 VAN NUYS BLVD
VAN NUYS, CA 91401

SUBMITTED TO:

MR. PABLO KUPERSMID

NOVEMBER 24, 2015

3030 River Road
Ashland City, TN 37015
www.aaienvcorp.com

Phone: 888-970-1371
Fax: 866-255-1622
info@aaienvcorp.com

All Appropriate Inquiries Environmental Corporation

November 24, 2015

Mr. Pablo Kupersmid
Saviers Properties, Inc.
14541 Delano St
Los Angeles, CA 91411

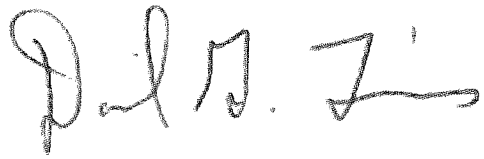
SUBJECT: Report of Phase I Environmental Site Assessment
Commercial Property
6569 Van Nuys Blvd
Van Nuys, CA 91401

Dear Mr. Kupersmid:

All Appropriate Inquiries (AAI) Environmental Corporation is pleased to submit this report of our Phase I Environmental Site Assessment at the commercial property located at 6569 Van Nuys Blvd, Van Nuys, CA 91401. Please refer to the Executive Summary of this report.

We appreciate your selection of AAI for this project and look forward to assisting you further on this and other projects. If you have any questions, please do not hesitate to contact us.

Sincerely,



Daniel G. Tims, P.G.
B.S. Geology 1983
EPA-Compliant Environmental Professional (40 CFR Part 312)

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Ashland City, TN 37015
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TABLE OF CONTENTS

1 EXECUTIVE SUMMARY

All Appropriate Inquiries (AAI) Environmental Corporation was retained by the Saviers Properties, Inc. to perform a Phase I Environmental Site Assessment (ESA) Report at the commercial property located at 6569 Van Nuys Blvd, Van Nuys, CA 91401 (herein referred to as the subject site or subject property).

AAI's representative, Ms. Jennifer Morton, California Professional Geologist, visited the subject site on November 16, 2015. Ms. Morton was unaccompanied during the site walkthrough. The subject property was developed with two a single-story retail store buildings occupied by a WSS Shoe Store and La Tapachulteca (grocery store). Kittridge Street, located to the north, and Van Nuys Blvd to the east, provided access to the subject property. The building occupied by the shoe store was identified as approximately 6,500 square feet (SF) in size and the building occupied by the grocery was identified as approximately 11,929 SF in size. The total subject property size was approximately 32,997 SF.

The site walkthrough included a walk across and around the perimeter of the subject property. No buried drums, clarifiers, or boilers were observed at the subject property. No evidence aboveground storage tanks or any other underground storage tanks (USTs) were observed.

Appendix A - Site Vicinity Map
Appendix B - Site Aerial Map
Appendix C - Site Plan
Appendix D - Site Photographs

The topography of the subject property was predominantly flat. The surrounding adjacent properties to the north, south, west and east appeared at a relatively equal elevation to that of the subject property. The elevation of the subject property was approximately 720-feet above mean sea level (Van Nuys, CA 7.5-Minute Quadrangle Map, USGS, dated 1972). The coordinates for the subject property were Latitude 34.256966 and Longitude -118.605665. The Los Angeles County Office of the Assessor listed the Assessor's ID Number of the subject property as 2236-011-020. The Property Boundary Description for the subject property was identified as "TRACT NO 1200 LOTS 1, 2 AND LOT 3 BLK 45".

Based on a review of Sanborn Fire Insurance Maps, the northwestern corner of the subject property was developed by 1926 with a single story residence. Based on a review of historic aerial photographs, topographic maps, and building permits; the subject property was developed with commercial buildings by 1937 and then was redeveloped with different commercial structures by the mid-1950's. Multiple street addresses and buildings were identified from the Sanborn Maps and building records in

association with the subject property. The address of 6577 Van Nuys was associated with a gas station facility in records from 1937, a jewelry store in 1956, and an office building/savings and loan in 1956. The address of 6569 Van Nuys was associated with a building occupied by an office in 1939, and by Van Nuys Savings and Loan in 1956. The address of 6573 Van Nuys was associated with a store in 1937, an appliance store in 1951, an appliance store in 1953, a clothing store in 1955, and a restaurant in 1956. According to available information from Internet searches a bank was associated with the subject property from at least 1964 through at least 1997. A grocery and a shoe store occupied the subject property at the time of the site visit.

AAI reviewed the records of the California State Water Resources Control Board (SWRCB) GeoTracker database for the subject property and surrounding vicinity. No groundwater supply wells were noted or observed on the subject property. The Geotracker database depicted that the closest groundwater monitoring wells associated with the vicinity were located 0.45-mile southwest of the subject property. The wells were associated with leaking underground storage tank (LUST) assessment. Groundwater monitoring was conducted at the site in 2012. The depth to groundwater in the wells was approximately 160 feet below the surface.

In areas underlain by recent alluvium, shallow groundwater flow typically mimics surface topography. At the subject property, shallow groundwater is expected to flow to the east towards the Tujunga Wash and thence to the southeast in the Los Angeles River watershed.

AAI conducted a review of regulatory search information online and with a database report prepared by Environmental Risk Information Service Ltd (ERIS). A regulatory records search of this nature is based on information published by State and Federal regulatory agencies, and is used to evaluate if the subject property or nearby properties are listed as having a past or present record of actual or potential environmental impact. Please note that regulatory listings include only those facilities that are known to the regulatory agencies at the time of publication. AAI cannot guarantee the accuracy of the agencies' oversight work due to common errors, misinformation and improper assessments and closures. However, reviewing the offsite agency information through the database and directly through online database queries is the only practical approach to reviewing regulatory data on these offsite locations within a reasonable due diligence report budget and timeframe. The ERIS report, dated November 16, 2015 is presented in Appendix E. The subject property was listed on the databases searched by ERIS. The subject property was listed as a HAZNET (hazardous waste manifest) site with files in 1990, 1991, 1992 and 1996. No information regarding the waste type or tonnage was available. The files were identified as inactive in 2000. Similar records were associated with the property adjacent to the south and were identified further as waste containing asbestos materials.

None of the sites listings (within 1-mile radius) in the databases were identified as a Recognized Environmental Condition (REC) for the subject property.

AAI has performed a Phase I ESA in general conformance with the scope and limitations of ASTM Practice E 1527-13 at the commercial property located at 6569 Van Nuys Blvd, Van Nuys, CA 91401. Any exceptions to, or deletions from, this practice are described in Section 10 of this report. Based on the results of our review of an environmental and regulatory database search, review of regulatory agency records, and site reconnaissance, our findings and conclusions of this assessment are as follows:

- The historic use of the northern portion of the subject property (6577 Van Nuys Blvd) was associated with a gas station from approximately 1937 through 1950. Based on potential for an environmental liability in the subsurface due to possible contamination, the historic usage of the subject property as a gas station was considered to be a Recognized Environmental Condition (REC) found at the subject property.

- No conclusions are made regarding asbestos-containing materials or lead-based paint since these issues are not part of the ASTM standard.

AAI recommends that a Phase II Environmental Site Assessment be conducted at the subject property in order to determine if a significant environmental liability exists in the subsurface due to the previous presence of a gas station.

2 INTRODUCTION AND LIMITATIONS

All Appropriate Inquiries (AAI) Environmental Corporation was retained by the Saviers Properties, Inc. to perform a Phase I Environmental Site Assessment (ESA) Report at the gas station property located at 6569 Van Nuys Blvd, Van Nuys, CA 91311 (herein referred to as the subject site or subject property).

The Phase I ESA Report has been prepared in general accordance with the American Society of Testing and Materials (ASTM) Standard E-1527-13. As specified in this standard, certain responsibilities lie with the "user" of the assessment. The "user" is defined as the party who intends to use the ASTM guidance to perform an assessment. The "user" is generally the purchaser, owner, lender, property manager, or potential tenant. Under the ASTM standard, it is the responsibility of the "user" to verify whether any environmental liens exist with regard to the subject property, and provide this information to the environmental professional preparing the assessment. Additionally, the "user" must make the professional aware of any specialized knowledge or experience that is material to Recognized Environmental Conditions (RECs) in connection with the subject property. Information provided in this regard is presented in the Records Review section of this report.

AAI's work was performed consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. Information provided to AAI by client representatives and site contacts has been accepted in good faith and is assumed to be accurate. AAI's findings are based on observations and data collected at one point in time. Assessment results are based upon conditions and operations at the time of the site visit. A change in any of these factors may alter the findings and conclusions expressed by AAI.

It should be understood that a site walkthrough, by nature, is limited in its ability to fully assess potential environmental liabilities associated with any real estate transaction. Further investigation would be required to identify potential environmental liabilities, which may be present at the site, but were beyond the scope of this Phase I Environmental Assessment. State and federal laws and regulations referenced in this report are provided for information purpose and should not be construed as legal opinion or recommendation. Use and distribution of this document is limited to AAI's client and those parties identified for distribution by the client.

2.1 User Reliance

This report is the work product of AAI, which has been produced in accordance with a specific contract between AAI and its Client who is represented by the party to whom this report is addressed.

This report is the work product for the sole use and benefit of the contracting Client. It does not create any rights or benefits to parties other than the Client and AAI except such other rights as are specifically called for herein.

AAI consents to the release of this report to third parties at the discretion of the Client. However, any use of or reliance upon this information by a party other than the Client shall be solely at the risk of such third party and without legal recourse against AAI, its affiliates, associates, employees, officers, or directors, regardless of whether the action in which recovery of the damage is sought is based upon contract, tort (including the sole, concurrent or other negligence and strict liability of AAI), statute or otherwise. This report shall not be used or relied upon by a party, which does not agree to be bound by the above statement. This report is valid as of the date shown and AAI shall not be held responsible for subsequent changes in Physical/Chemical/Environmental conditions and/or legislation over which AAI has no control.

3 SITE DESCRIPTION

3.1 Location and Legal Description

The coordinates for the subject property were Latitude 34.256966 and Longitude -118.605665. The Los Angeles County Office of the Assessor listed the Assessor's ID Number of the subject property as 2747-016-031. The Property Boundary Description for the subject property was "TRACT NO 5976 LOTS 11, 12, 13 AND LOT 14".

Appendix A - Site Vicinity Map
Appendix B - Site Aerial Map
Appendix C - Site Plan

3.2 Site and Vicinity General Characteristics

The subject property was developed with two a single-story retail store buildings occupied by a WSS Shoe Store and La Tapachulteca (grocery store). Kittridge Street, located to the north, and Van Nuys Blvd to the east, provided access to the subject property. The building occupied by the shoe store was identified as approximately 6,500 square feet (SF) in size and the building occupied by the grocery was identified as approximately 11,929 SF in size. The total subject property size was approximately 32,997 SF.

The areas to the north, south, and east were developed with commercial properties. The area to the west was developed with a parking lot.

Appendix C - Site Plan

3.3 Current Use of the Property

The subject property was developed with two retail store buildings occupied by a WSS Shoe Store and La Tapachulteca (grocery store).

3.4 Descriptions of Structures, Roads, other Improvements

The subject property was developed with two a single-story retail store buildings occupied by a WSS Shoe Store and La Tapachulteca (grocery store). Kittridge Street, located to the north, and Van Nuys Blvd to the east, provided access to the subject property. The building occupied by the shoe store was identified as approximately 6,500 square feet (SF) in size and the building occupied by the grocery was identified as approximately 11,929 SF in size. The total subject property size was approximately 32,997 SF.

3.5 Current Uses of the Adjoining Properties

Adjacent property occupants are provided below:

- The adjacent property to the north, across Kittridge Street, was developed with a commercial properties occupied by a furniture store.
- The adjacent property to the east across Van Nuys Blvd was developed with a commercial property occupied by a strip shopping mall.
- The adjacent property to the south was developed with a commercial property occupied by a bank.
- The adjacent property to the west was developed with a parking lot.

4 USER PROVIDED INFORMATION

A Phase I ESA questionnaire pertaining to ownership, specialized knowledge and potential environmental liens was issued to the owner's representative. The completed questionnaire was not received within the timeframe of this report's publication. Based on information received from other sources, the lack of questionnaire was not expected to be a significant data gap.

Appendix F - Interview Documentation

5 RECORDS REVIEW

5.1 Standard Environmental Record Sources (Regulatory Database Research)

AAI conducted a review of regulatory search information online and with a database report prepared by Environmental Risk Information Service Ltd (ERIS). A regulatory records search of this nature is based on information published by State and Federal regulatory agencies, and is used to evaluate if the subject property or nearby properties are listed as having a past or present record of actual or potential environmental impact. Please note that regulatory listings include only those facilities that are known to the regulatory agencies at the time of publication. AAI cannot guarantee the accuracy of the agencies' oversight work due to common errors, misinformation and improper assessments and closures. However, reviewing the offsite agency information through the database and directly through online database queries is the only practical approach to reviewing regulatory data on these offsite locations within a reasonable due diligence report budget and timeframe. The ERIS report, dated November 16, 2015 is presented in Appendix E.

Appendix E – Regulatory Database

A review was conducted of all the sites listed in the database and analyzed based on regulatory status, hydraulic gradient direction and risk of potential significant environmental impact to the subject property. The subject property was listed on the databases searched by ERIS. The subject property was listed as a HAZNET (hazardous waste manifest) site with files in 1990, 1991, 1992 and 1996. No information regarding the waste type or tonnage was available. The files were identified as inactive in 2000. Similar records were associated with the property adjacent to the south and were identified further as waste containing asbestos.

The listing of the site was not considered to be a Recognized Environmental Condition (REC) at the subject property

The other sites in the database were reviewed and none were considered to be a REC at the subject property.

5.2 Regulatory Agency Record Sources

AAI contacted the California Environmental Protection Agency, the California state Water Resources Control Board, the California Department of Toxic Substances Control, the California Accidental Release Prevention Program (CalARP), the County of Los Angeles Department of Public Health (LADPH), and the Los Angeles Fire Department for records associated with the subject property.

AAI did not receive a formal response from the CalEPA, California State Water Resources Control Board, the California Department of Toxic Substances Control, and the California Accidental Release Prevention Program (CalARP). AAI reviewed available records online via the State Water Resources Control Board GeoTracker Website and the Department of Toxic Substance Control EnviroStor Website. AAI reviewed CalARP records online. CalARP and the Department of Toxic Substances Control did not maintain any records for the subject property.

AAI requested a review of underground storage tank (UST) files from Los Angeles Fire Department on November 9, 2015. At the time of the publication of this report, no response had been received. If information is received from LAFD that would affect the conclusions and recommendations of the report, an addendum will be issued. Since soil sampling was not required when the subject property was occupied by a gas station, since UST regulations were not in-place at that time. Due to this, the lack of response from LAFD was not considered to be a significant deviation from the standard, as it is highly unlikely any file will have soil sampling results, and thus will not affect the conclusions and recommendations of this report.

The LADPH did not identify any files associated with the subject property.

5.3 Physical Setting Source(s)

5.3.1 Regional Geology

The subject property is located within the San Fernando Valley, northwest of the Los Angeles Basin in Los Angeles County, California. The San Fernando Valley (SFV) is a structurally complex, sedimentologically diverse, and tectonically evolving late Tertiary-Quaternary basin situated within the Transverse Ranges of southern California. The SFV contains the headwaters of the Los Angeles River and its tributaries. Prior to the advent of flood control, the valley floor was composed of an active suite of alluvial fans and floodplains divisible in terms of provenance into eastern and western parts. East of I-405, powerful streams emanating from Pacoima and Big Tujunga canyons drain the petrologically complex

western San Gabriel Mountains and deposit coarse, highly permeable alluvium that contains generally high-quality ground water and a deep water table. The more shallow western part derives mainly from Tertiary and pre-Tertiary sedimentary rocks, and is underlain by less permeable, fine-grained deposits containing persistent shallow ground water and poorer water quality. Adjudication of water rights (1958-1961) provided a window on the Quaternary geology and a comprehensive evaluation of the attributes of the valley's late Quaternary fill pertaining to the recharge, storage, transmittal, and yield of ground water from local and imported sources. Home of the 1971 San Fernando and the 1994 Northridge earthquakes, the SFV experienced near-record levels of strong ground motion in 1994 that caused widespread damage from strong shaking and ground failure. Ground motions affected lifelines and infrastructure regionally, in patterns reflecting not only source directivity, but which often reflected subsurface site conditions that are, in turn, functions of sedimentary provenance, Holocene depositional history and process, and persistence of shallow ground water. Post-earthquake investigations conducted for engineering and other scientific pursuits continue to explore the valley fill and its underpinnings, and to provide new insights into the Valley's structural framework and earthquake potential, mainly involving the Northridge Hills fault, the Mission Hills fault, the Verdugo fault, and other valley-bounding structures (Tinsley 2001).

5.3.2 Site Geology

The topography of the subject property was predominantly flat. The surrounding adjacent properties to the north, south, west and east appeared at a relatively equal elevation to that of the subject property. The elevation of the subject property was approximately 720-feet above mean sea level (Van Nuys, CA 7.5-Minute Quadrangle Map, USGS, dated 1972). The coordinates for the subject property were Latitude 34.256966 and Longitude -118.605665.

5.3.3 Hydrogeology

AAI reviewed the records of the California State Water Resources Control Board (SWRCB) GeoTracker database for the subject property and surrounding vicinity. No groundwater supply wells were noted or observed on the subject property.

The Geotracker database depicted that the closest groundwater monitoring wells associated with the vicinity were located 0.45-mile southwest of the subject property. The wells were associated with

leaking underground storage tank (LUST) assessment. Groundwater monitoring was conducted at the site in 2012. The depth to groundwater in the wells was approximately 160 feet below the surface. Groundwater at the site appeared to flow in a northeasterly direction.

In areas underlain by recent alluvium, shallow groundwater flow typically mimics surface topography. At the subject property, shallow groundwater is expected to flow to the east towards the Tujunga Wash and thence to the southeast in the Los Angeles River watershed.

5.4 Historical Use Information on the Property and Adjoining Properties

5.4.1 Oil and Gas Map

AAI reviewed the information provided by the California Department of Conservation – Division of Oil, Gas & Geothermal Resources Well Finder online application. No oil and gas drilling, production or pipelines were located on, adjacent to, or within 1,500-feet of the subject property.

AAI reviewed the Methane and Methane Buffer Zones map, dated March 31, 2004, prepared by the City of Los Angeles Department of Public Works – Division of Engineering. The City of Los Angeles map did not depict any methane or methane buffer zones at, adjacent to, or within 0.5-mile of the subject property.

5.4.2 Historical Topographic Maps

United States Geological Survey (USGS) *Van Nuys, CA* 7.5-Minute Quadrangle topographic maps (1896, 1898, 1902, 1906, 1910, 1913, 1921, 1932, 1955, 1960, 1968, 1975, 1980, and 1987) were reviewed for this environmental site assessment. The USGS maps identified the elevation (approximately 720-feet above mean sea level) and local topography for the subject site.

Topographic maps from 1896 through 1913 depicted the vicinity as undeveloped. No streets were depicted in the area of the vicinity.
Topographic maps from 1921 to 1932 depicted the subject property and surrounding vicinity as undeveloped land located along Van Nuys Blvd.

Topographic maps from 1955 to 1987 depicted the subject property as located in an area shade pink, indicating a built up area.

5.4.3 Sanborn Fire Insurance Map Research

AAI reviewed digital Sanborn Fire Insurance Maps (Sanborn Maps) for the subject property provided by the Seattle Public Library (SPL).

The 1926 map depicted the subject property as consisting of multiple parcels. A residence was depicted at the northwest corner of the subject property.

The 1950 map depicted the subject property as developed with commercial structures. A gas station ("gas and oil") was depicted at the northeast corner, two stores were depicted along the eastern portion, and a possible auto related shop ("greas") was depicted west of the gas station location.

5.4.4 City Directories Research

AAI reviewed readily available historic city directories online that were maintained by the Los Angeles Public Library. AAI reviewed the available 1945-1946 Van Nuys city directory. A gas station was identified in association with the address of 6577 Van Nuys Blvd and a liquor store was associated with 6573 Van Nuys Blvd.

5.4.5 Aerial Photograph Research

Available aerial photographs for the subject property and vicinity were obtained from Google Earth and Historic Aerials. The following table summarizes the observations from these photographs:

	Photograph Reference	Observations
1.	2015 Scale: not provided Google Earth	The subject property appeared to consist of a parcel developed with two abutting buildings. The adjacent properties to the north, south, and east appeared as commercial use. A parking lot was apparent to the west. Kittridge Street to the north and Van Nuys Blvd to the west provided access to the subject property.
2.	2012 Scale: not provided Historic Aerials	No significant changes were apparent from the 2015 aerial photograph.

	Photograph Reference	Observations
3.	2010 Scale: not provided Google Earth	No significant changes were apparent from the 2012 aerial photograph.
4.	2009 Scale: not provided Google Earth	No other significant changes were apparent from the 2010 aerial photo.
5.	2005 Scale: not provided Google Earth	No significant changes were apparent from the 2009 aerial photo.
6.	1995 Scale: not provided Historic Aerials	No significant changes were apparent from the 2005 aerial photo.
7.	1989 Scale: not provided Historic Aerials	No significant changes were apparent from the 1995 aerial photo.
8.	1980 Scale: not provided Historic Aerials	No significant changes were apparent from the 1989 aerial photo.
9.	1972 Scale: not provided Historic Aerials	No significant changes were apparent from the 1980 aerial photo.
10.	1967 Scale: not provided Historic Aerials	No significant changes were apparent from the 1972 aerial photo.
11.	1964 Scale: not provided Historic Aerials	The adjacent property to the north appeared as an orchard. No other significant changes were apparent from the 1967 aerial photo.
12.	1952 Scale: not provided Historic Aerials	The area to the west appeared to be residential. No other significant changes were apparent from the 1964 aerial photo.
13.	1947 Scale: not provided Historic Aerials	Smaller structures were located at the center of the northern boundary and on the center of the east boundary of the subject property. The area to the north appeared to be an orchard. No other significant changes were apparent from the 1952 aerial photo.

5.4.6 Building Records Research

AAI reviewed historic building permits for the subject property that were maintained by the City of Los Angeles Department of Building & Safety. AAI observed typical buildings permits associated with commercial properties that included sign permits, plumbing permits, new building construction permits, and demolition permits.

Multiple street addresses and buildings were identified in association with the subject property. The address of 6577 Van Nuys was associated with a gas station facility in records from 1937, a jewelry store in 1956, and an office building/savings and loan in 1956.

The address of 6569 Van Nuys was associated with a building occupied by an office in 1939, and by Van Nuys Savings and Loan in 1956.

The address of 6573 Van Nuys was associated with a store in 1937, an appliance store in 1951, an appliance store in 1953, a clothing store in 1955, and a restaurant in 1956.

5.5 Previous Environmental Reports

No prior environmental reports were provided.

6 SITE RECONNAISSANCE

6.1 Methodology and Limiting Conditions

AAI's work was performed consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. Information provided to AAI by client representatives and site contacts has been accepted in good faith and is assumed to be accurate. AAI's findings are based on observations and data collected at one point in time. Assessment results are based upon conditions and operations at the time of the site visit. A change in any of these factors may alter the findings and conclusions expressed by AAI.

It should be understood that a site walkthrough, by nature, is limited in its ability to fully assess potential environmental liabilities associated with any real estate transaction. Further investigation would be required to identify potential environmental liabilities, which may be present at the site, but were beyond the scope of this Phase I Environmental Assessment. State and federal laws and

regulations referenced in this report are provided for information purpose and should not be construed as legal opinion or recommendation. Use and distribution of this document is limited to AAI's client and those parties identified for distribution by the client.

6.2 General Site Setting

AAI's representative, Ms. Jennifer Morton, California Professional Geologist, visited the subject site on November 16, 2015. Ms. Morton was unaccompanied during the site walkthrough. The subject property was developed with two a single-story retail store buildings occupied by a WSS Shoe Store and La Tapachulteca (grocery store). Kittridge Street, located to the north, and Van Nuys Blvd to the east, provided access to the subject property. The building occupied by the shoe store was identified as approximately 6,500 square feet (SF) in size and the building occupied by the grocery was identified as approximately 11,929 SF in size. The total subject property size was approximately 32,997 SF.

Appendix A - Site Vicinity Map
Appendix B - Site Aerial Map
Appendix C - Site Plan
Appendix D - Site Photographs

6.3 Site Walkthrough

6.3.1 Hazardous Materials and Waste Management

Minor amounts of cleaning chemicals were observed at the subject property. No leaks or stains were associated with the chemicals.

No other evidence of hazardous materials or waste management was noted or observed at the subject property.

6.3.2 Wastewater Discharges

The subject property was connected to municipal sewer and water service.

No other wastewater discharges were observed at the subject property.

6.3.3 Air Emissions

No regulated air emissions were noted for the subject property.

6.3.4 Polychlorinated Biphenyls (PCBs)

No machine shops were noted for the subject property. No old transformers or underground hoists were observed or noted at the subject property. New transformers located on or near the property will be newer dry transformers. Old fluid-filled transformers have typically all been replaced for many years and it is highly unusual to find these types of transformers, unless it is a site that has been long ago abandoned. AAI did not observe any leaking transformers at the subject property.

6.3.5 Pesticides

No commercial storage or use of pesticides was observed or noted at the subject property.

6.3.6 Dry Cleaners

No dry cleaners were observed or noted in the records at or adjacent to the subject property

6.3.7 Landfills

No evidence of landfills were observed or noted on the subject property.

6.3.8 Above- and Underground Storage Tanks

A review of Sanborn Fire Insurance Maps and building records identified that a gas station was located on the northern portion of the parcel (6577 Van Nuys Blvd) from approximately 1937 through 1950. No registered tanks were noted or depicted in association with the subject site in the SWRCB Geotracker website. AAI requested a review of underground storage tank (UST) files from Los Angeles Fire Department on November 9, 2015. At the time of the report, no response had been received. If information is received from LAFD that would affect the conclusions and recommendations of the report, an addendum will be issued.

No evidence of other aboveground storage tanks (AST) or underground storage tanks (USTs) was observed on the subject property at the time of the site visit.

6.3.9 Clarifiers or Sumps

No sumps or any clarifiers were observed or noted at the subject property.

6.3.10 Vapor Intrusion

The previous presence of a gas station at the subject property was considered to be evidence of potential vapor intrusion at the subject property.

7 INTERVIEWS

7.1 Interview with Owner

The owner was not available for interview. The owner did not complete the questionnaire.

Appendix F - Interview Documentation

7.2 Interview with Site Manager

No site manager was available for interview.

7.3 Interview with Occupants

No occupants were available for interview.

7.4 Interviews with Local Governmental Officials

AAI contacted the California Environmental Protection Agency, the California state Water Resources Control Board, the California Department of Toxic Substances Control, the California Accidental Release Prevention Program (CalARP), the Los Angeles County Department of Health, and the Los Angeles Fire Department for records associated with the subject property. The findings were referenced in Section 5.2 Regulatory Agency Record Sources.

7.5 Interviews with Others

No others were interviewed during this assessment.

8 CONCLUSIONS

AAI has performed a Phase I ESA in general conformance with the scope and limitations of ASTM Practice E 1527-13 at the commercial property located at 6569 Van Nuys Blvd, Van Nuys, CA 91401. Any exceptions to, or deletions from, this practice are described in Section 10 of this report. Based on the results of our review of an environmental and regulatory database search, review of regulatory agency records, and site reconnaissance, our findings and conclusions of this assessment are as follows:

- The historic use of the northern portion of the subject property (6577 Van Nuys Blvd) was associated with a gas station from approximately 1937 through 1950. Based on potential for an environmental liability in the subsurface due to possible contamination, the historic usage of the subject property as a gas station was considered to be a Recognized Environmental Condition (REC) found at the subject property.

- No conclusions are made regarding asbestos-containing materials or lead-based paint since these issues are not part of the ASTM standard.

9 RECOMMENDATIONS

AAI recommends that a Phase II Environmental Site Assessment be conducted at the subject property in order to determine if a significant environmental liability exists in the subsurface due to the previous presence of a gas station.

10 DEVIATIONS

This report adhered to ASTM Standard E-1527-13 and did not deviate from the standard, with the exception of the following:

- A Phase I ESA questionnaire pertaining to ownership, specialized knowledge and potential environmental liens was issued to the owner's representative. The completed questionnaire was not received within the timeframe of this report's publication. Based on information received from other sources, the lack of questionnaire was not expected to be a significant data gap.

- AAI requested a review of underground storage tank (UST) files from Los Angeles Fire Department on November 9, 2015. At the time of the publication of this report, no response had been received. If information is received from LAFD that would affect the conclusions and recommendations of the report, an addendum will be issued. Since soil sampling was not required when the subject property was occupied by a gas station, since UST regulations were not in-place at that time. Due to this, the lack of response from LAFD was not considered to be a significant deviation from the standard, as it is highly unlikely any file will have soil sampling results, and thus will not affect the conclusions and recommendations of this report.

The scope of this investigation was intended to provide selected environmental information in accordance with a scope of work contracted for by the Client/Owner.

The scope of work was not intended to be comprehensive, identify all potential concerns, or eliminate the possibility of the site having some degree of environmental problem. No degree of assessment can ascertain that a site is completely free of hazardous substances: some regulatory and other pertinent data may be lacking which is critical in completing a full environmental profile of the Property. The report was compiled based partially on information from outside sources and other information, which is in the public domain. AAI makes no warranty as to the accuracy of the statements made by others which are contained in this report, nor are any other warranties or guarantees, expressed or implied, included or intended in the report with respect to information supplied by outside sources or conclusions or recommendations substantially based on information supplied by outside sources.

AAI's investigation, within the framework of the contractual scope of work, was performed using the degree of care and skill ordinarily exercised, under similar circumstances by reputable environmental specialists in this or similar localities. The report represents AAI's best professional judgment. Since the facts forming the basis for the report are subject to professional interpretation, differing conclusions could be

reached. None of the work performed hereunder shall constitute or be represented as a legal opinion of any kind or nature.

This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure proper/legal disclosures to public, private and regulatory entities. The interpretations and recommendations of this report are based on the data collected and AAI's present working knowledge of environmental site assessments. As such, this report is valid as of the date shown and AAI cannot be responsible for subsequent changes in physical/chemical/environmental conditions and/or legislation over which AAI has no control.

11 ADDITIONAL SERVICES

AAI was not contracted to make conclusions in regard to archaeological, cultural, endangered species, asbestos, radon, wetland delineation, floodplain analysis, mold or lead-based paint. These issues are not part of the ASTM standard and were not included in the contracted scope of work.

12 REFERENCES

American Society of Testing & Materials Standard E-1527-13, Environmental Site Assessments: Phase I Environmental Site Assessment Process (December 31, 2013).

California Environmental Protection Agency, Division of Oil, Gas and Geothermal Resources. www.conservation.ca.gov/dog/pages. Accessed November 23, 2015.

California Environmental Protection Agency, State Water Resources Control Board (SWRCB) GeoTracker website, geotracker.waterboards.ca.gov. Accessed November 23, 2015.

California Department of Toxic Substances Control Envirostor website. www.envirostor.dtsc.ca.gov/public. Accessed November 24, 2015.

ERIS, Environmental Risk Information Service Ltd. Database Report, SaviersProp.PO1 – 6569 Van Nuys Blvd, Van Nuys, CA 91401 (November 16, 2015).

Tinsley III, John C. "Aspects of the Quaternary Geology of the San Fernando Valley, California." (2001).

United States Environmental Protection Agency, Enviromapper website. www.epa.gov/emefdata/em4ef.home. Accessed November 24, 2014.

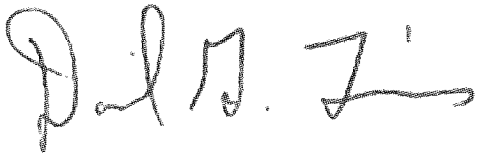
United States Geological Survey (USGS), Van Nuys, CA 7.5-Minute Quadrangle Map (1972).

13 CERTIFICATION

Report by:

Carol Mears
B.S. Biology, 1990
EPA-Compliant Environmental Professional (40 CFR Part 312)

Supervised, reviewed, edited and approved by:



Daniel G. Tims, P.G.
B.S. Geology, 1983
EPA-Compliant Environmental Professional (40 CFR Part 312)

14 QUALIFICATIONS

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental professional as defined in §312.10 of 40 CFR 312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in general conformance with the standards and practices set forth in 40 CFR Part 312.

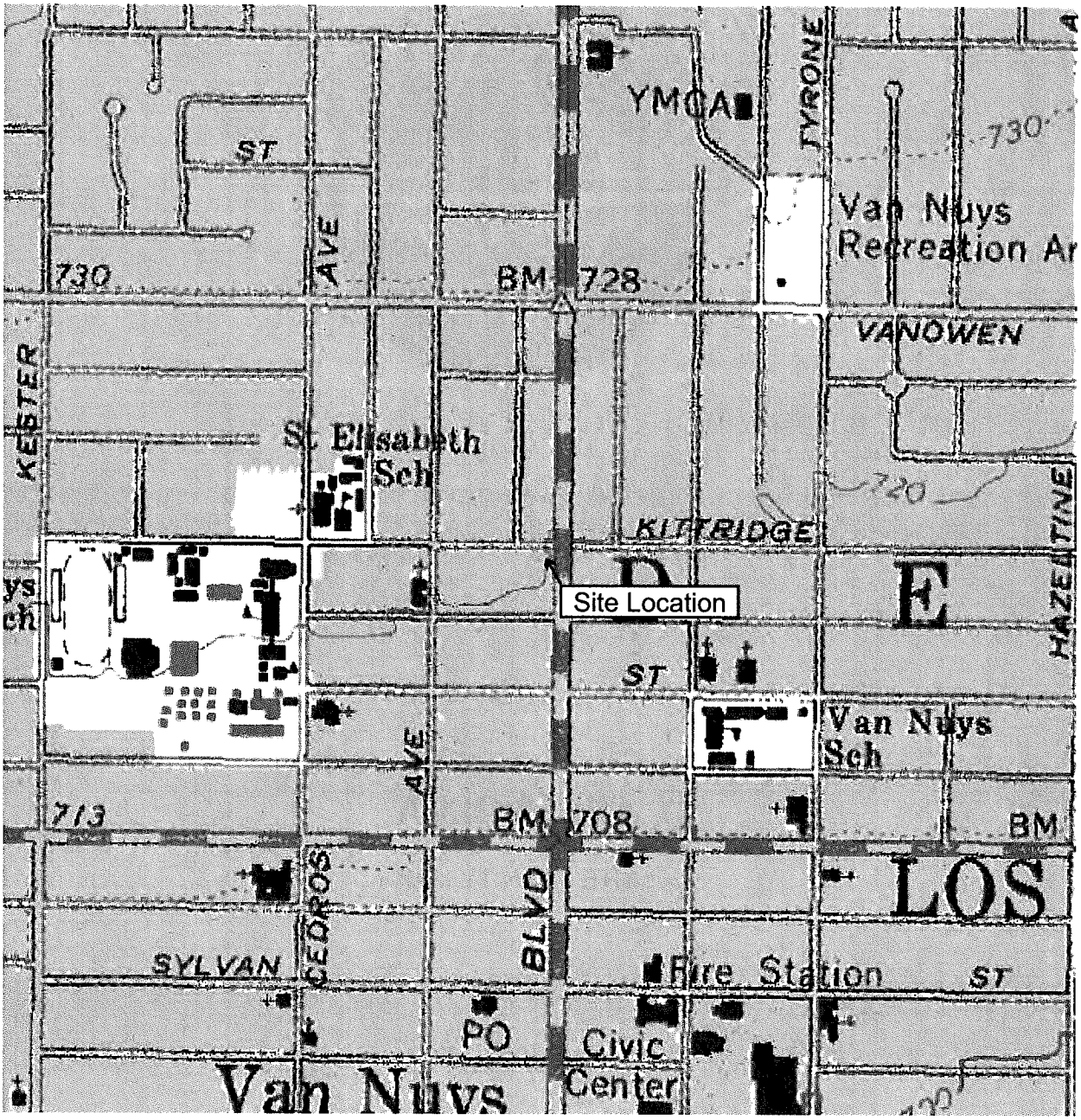
Appendix G – Statement of Qualifications

APPENDIX A

SITE VICINITY MAP

3030 River Road
Ashland City, TN 37015
www.aaienvcorp.com

Phone: 888-970-1371
Fax: 866-255-1622
info@aaienvcorp.com



United States Geological Survey Topo Van Nuys, CA1972

1:24000

Site Coordinates:

Latitude	34.19001
Longitude	-118.448762

SITE ADDRESS	FIGURE	BY
Commercial Property 6569 Van Nuys Blvd Van Nuys, CA 91401	Site Vicinity Map	**AAI ENVIRONMENTAL CORPORATION** 3030 River Road Ashland City, TN 37015 Drawing by CM November 2015

APPENDIX B

SITE AERIAL MAP

3030 River Road
Ashland City, TN 37015
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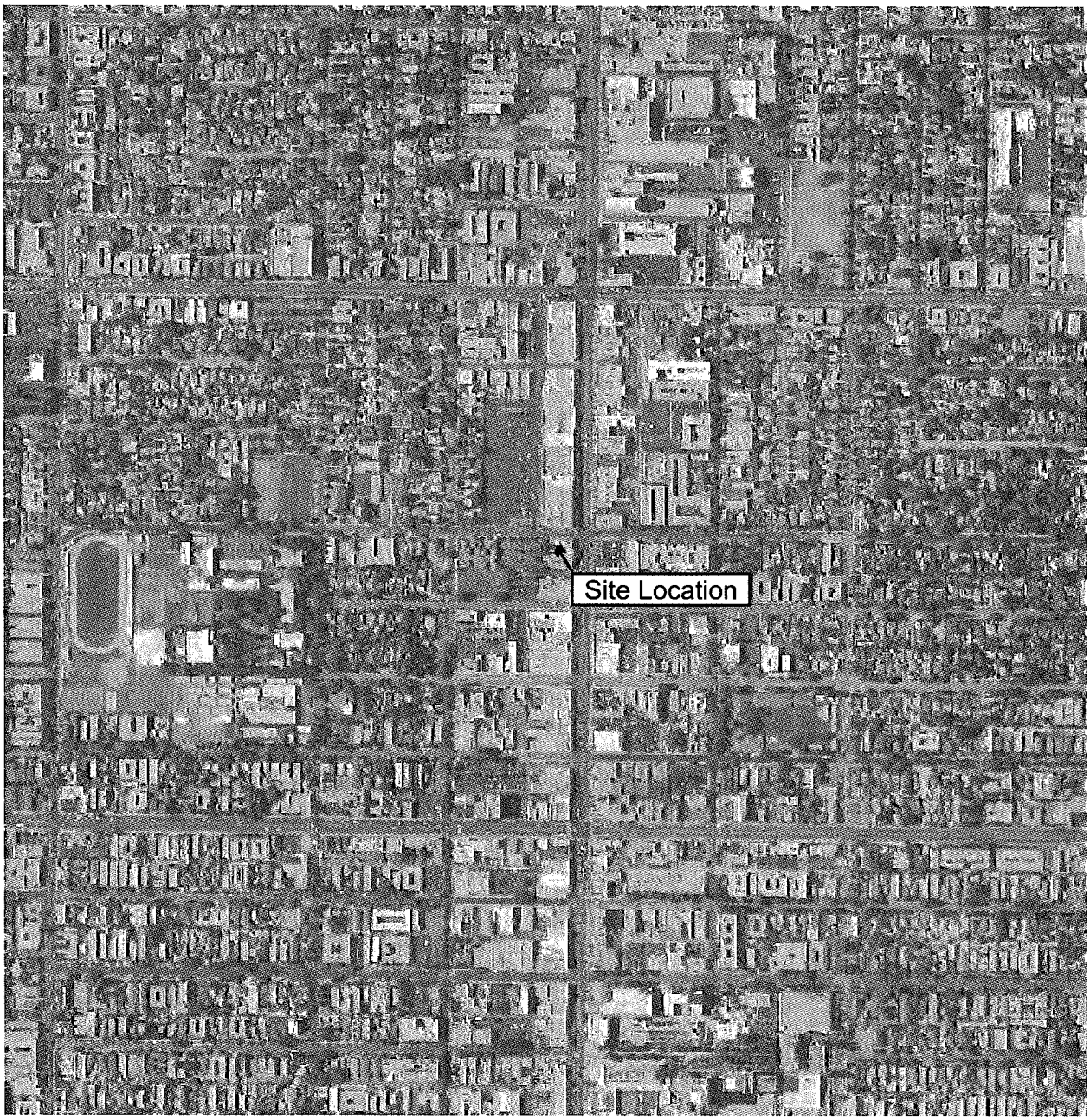
Fax: 866-255-1622
info@aaienvcorp.com



Aerial Photograph 2013 MyTopo.com

Site Coordinates:
Latitude 34.19001
Longitude -118.448762

SITE ADDRESS	FIGURE	BY
Commercial Property 6569 Van Nuys Blvd Van Nuys, CA 91401	Site Vicinity Aerial Map	**AAI ENVIRONMENTAL CORPORATION** 3030 River Road Ashland City, TN 37015 Drawing by CM November 2015

APPENDIX C

SITE PLAN

3030 River Road
Ashland City, TN 37015
www.aaienvcorp.com

Phone: 888-970-1371
Fax: 866-255-1622
info@aaienvcorp.com

Drawing By: CM November 2015	Revised:			

United States Geological Survey

LEGEND	SITE ADDRESS	FIGURE	
Approximate Boundary of Subject Property — · — · — 0' 35' Approximate Scale	Commercial Property 6569 Van Nuys Blvd Van Nuys, CA 91401	Site Aerial Plan	**AAI ENVIRONMENTAL CORPORATION** 3030 River Road Ashland City, TN 37015

APPENDIX D

PHOTOGRAPHS

3030 River Road
Ashland City, TN 37015
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Phone: 888-970-1371
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info@aaienvcorp.com

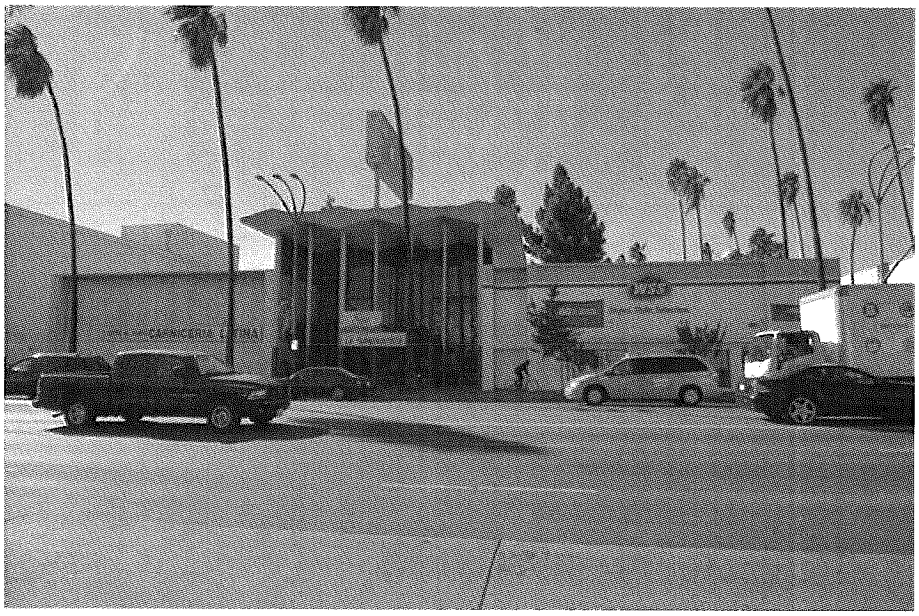

Photo 1 – View looking west towards subject property from east side of Van Nuys Boulevard. The buildings at the subject property were occupied by a shoe store and a grocery.

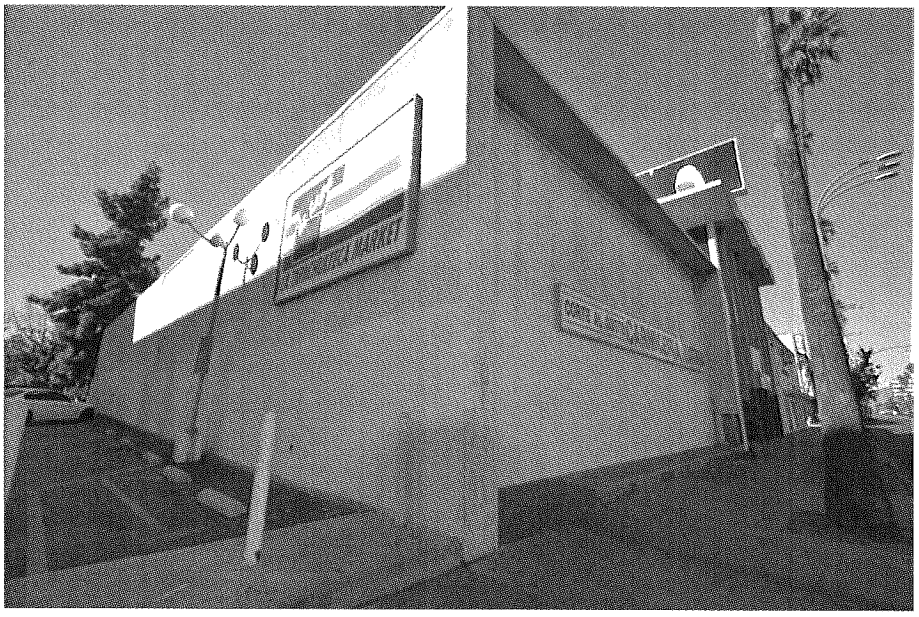

Photo 2 – Looking northwest towards the southeast corner of subject property.

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3030 River Road
Ashland City, TN 37015

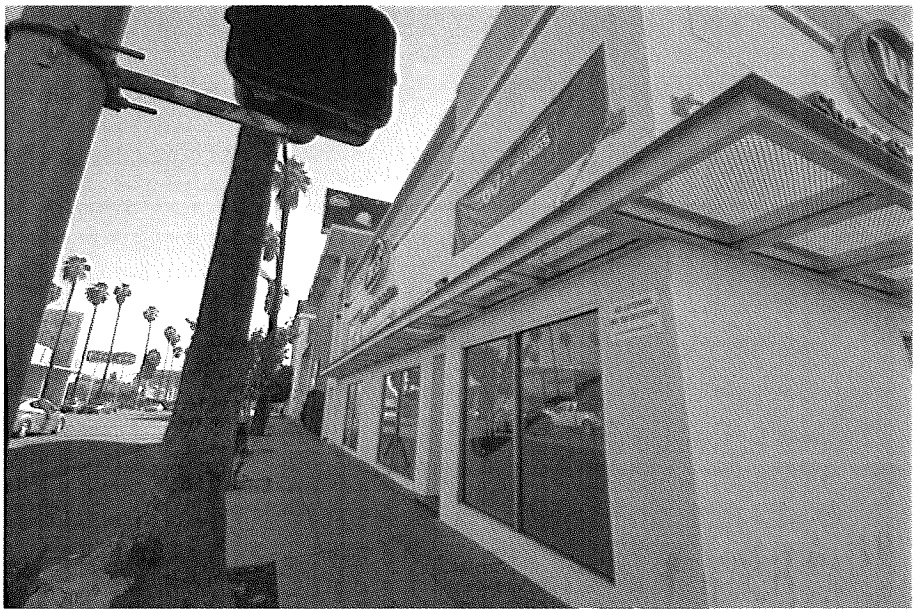

Photo 3 – Looking southwest towards the northeast corner of property.

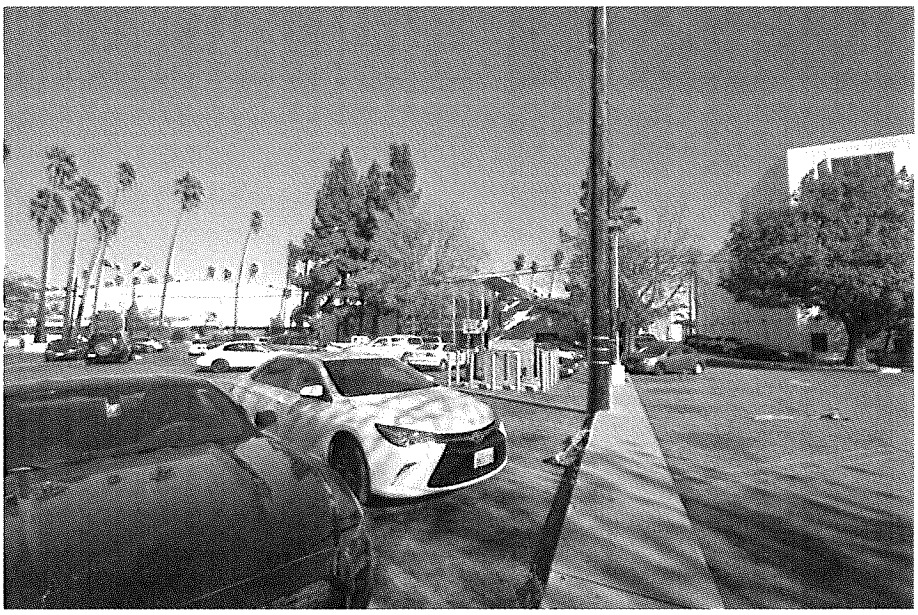

Photo 4 – View looking east along the southern property boundary. Note adjacent property to the south occupied by a bank.

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Ashland City, TN 37015

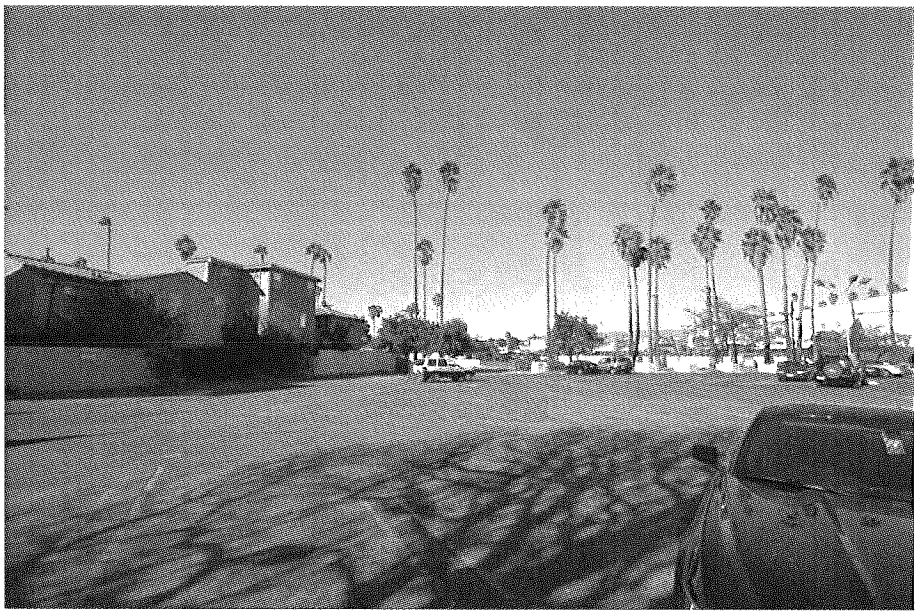

Photo 5 – View looking northwest across west side of subject property followed by an adjacent parking lot. Residential properties were located beyond the parking lot to the west.

Photo 6 – Small drains observed on the north side of property.

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Photo 7 – A pad-mounted transformer observed in parking lot on south side of property, on west side of building.

Photo 8 – View of typical interior finishes observed inside the WSS store.

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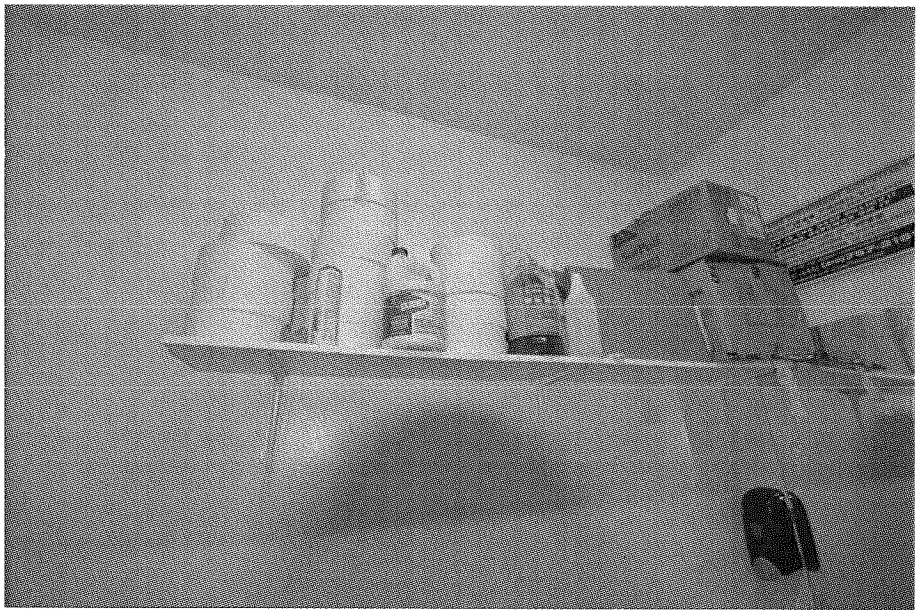

Photo 9 – View of cleaning supplies observed in WSS restroom. No leaks or stains were observed in association with the cleaning supplies.

Photo 10 – View of typical interior finishes observed at the La Tapachulteca grocery.

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Photo 11 – View of the refrigerated foods area in La Tapachulteca. Note typical floor drain beneath refrigerator.

Photo 12 – View of a typical floor drain in the food preparation area.

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Ashland City, TN 37015

Photo 13 – View of an access hatch and floor drain in the food preparation area.

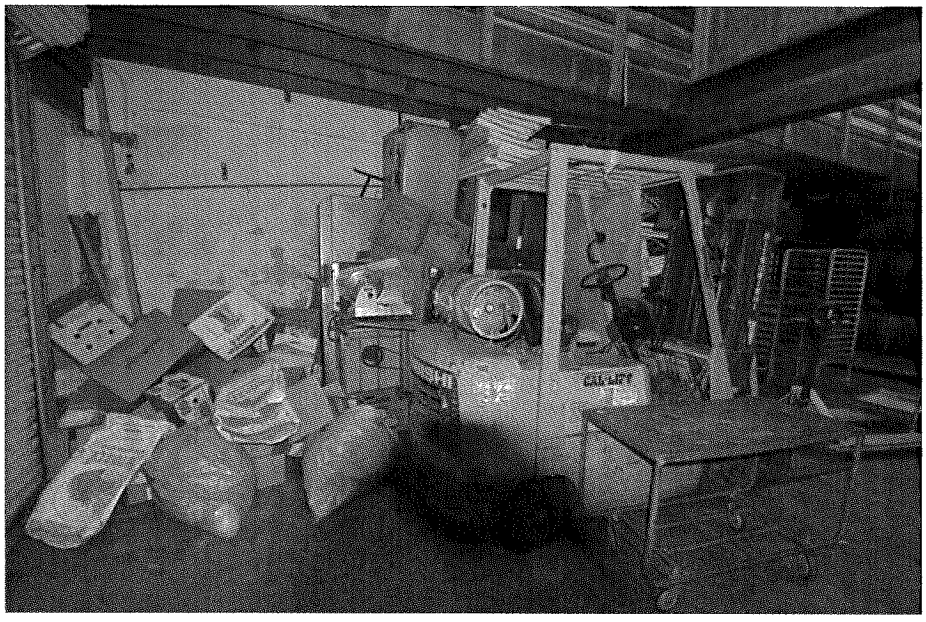

Photo 14 – View of a forklift with propane tank in the .

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Ashland City, TN 37015

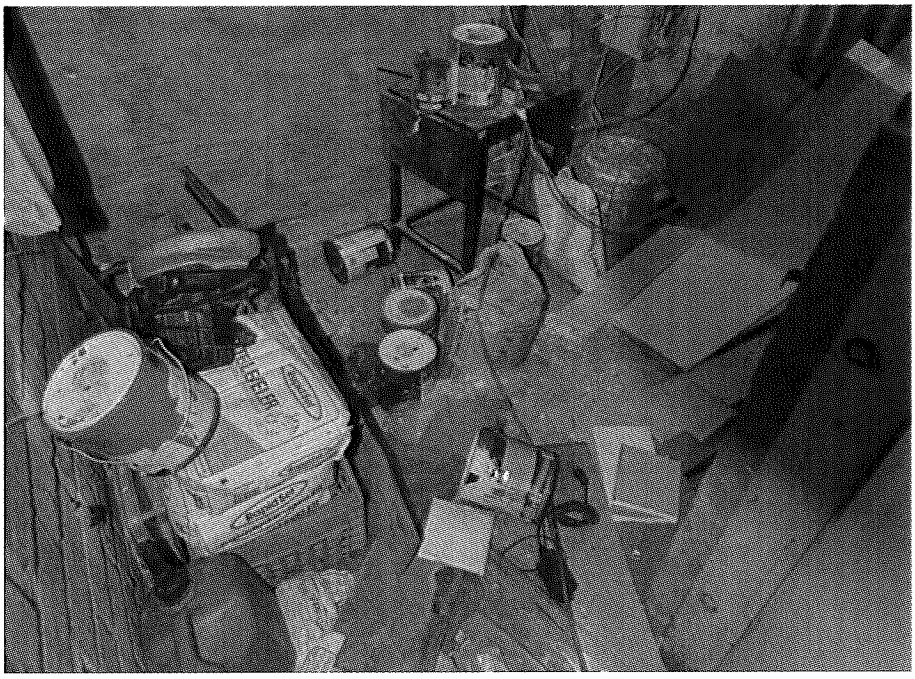

Photo 15 – View of paint, gas can, and maintenance supplies stored in storage closet.

Photo 16 – View of paint and propane tank in storage area.

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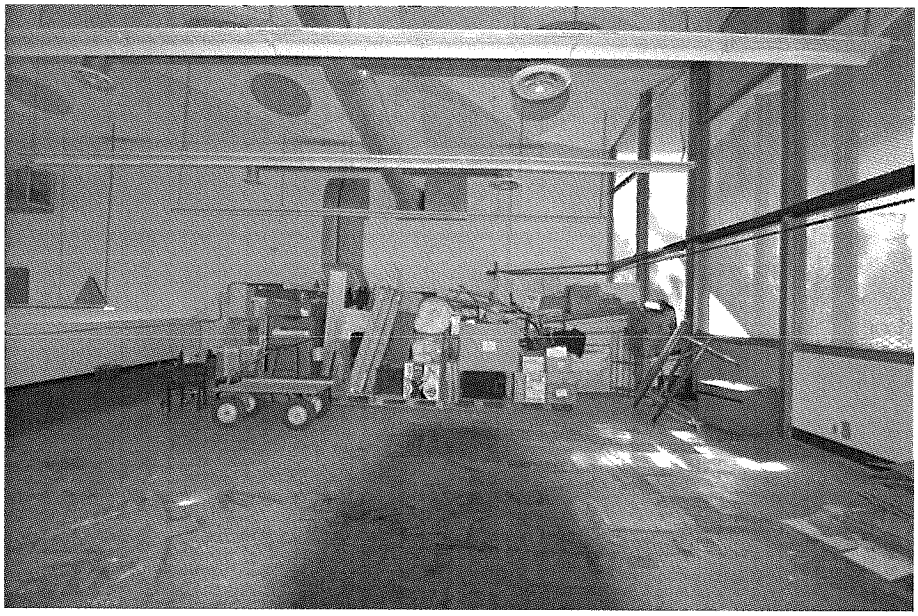

Photo 17 – View of the second floor storage area.

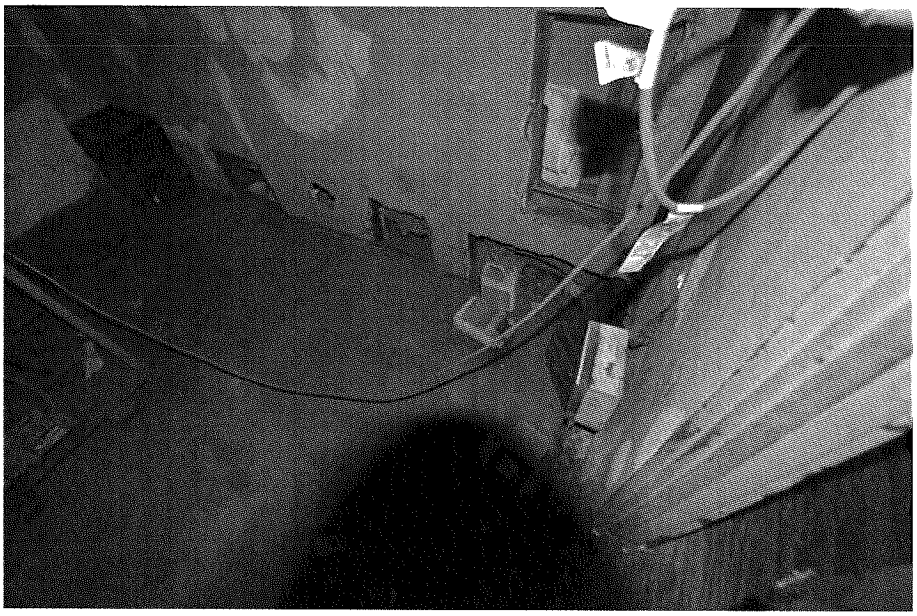

Photo 18 – View of a container of refrigerator lubricant observed in the equipment room.

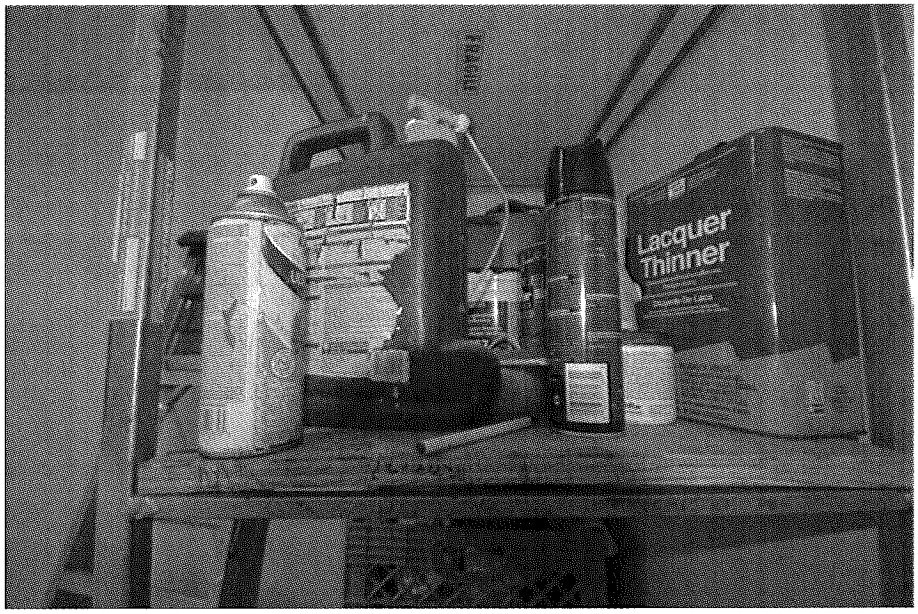

Photo 21 – View of maintenance supplies, including insect spray, lacquer thinner, paint thinner, paint remover observed at the subject property.

Photo 22 – Looking south towards the adjacent bank property.

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Ashland City, TN 37015

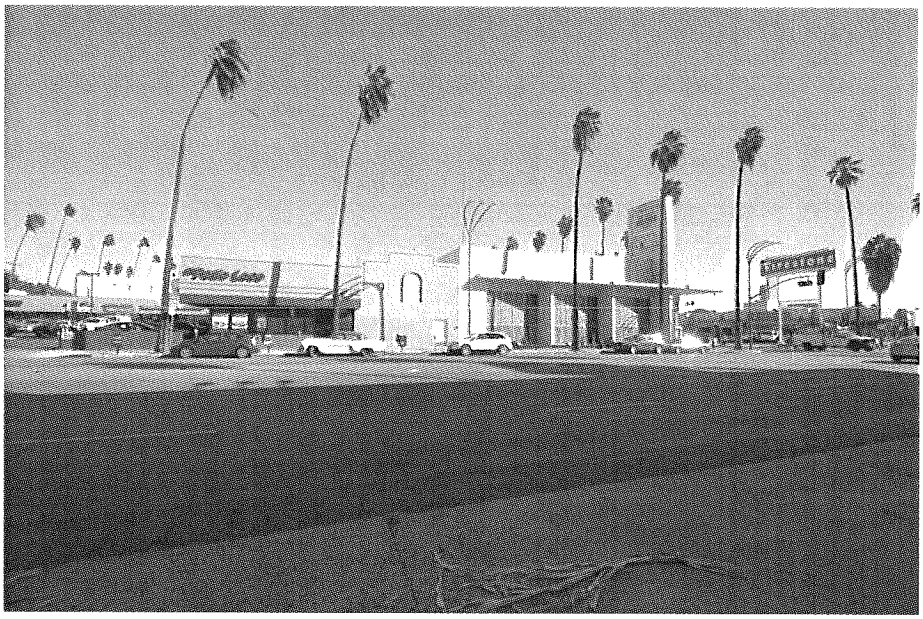

Photo 23 – Looking east-southeast towards adjacent commercial properties across Van Nuys Blvd.

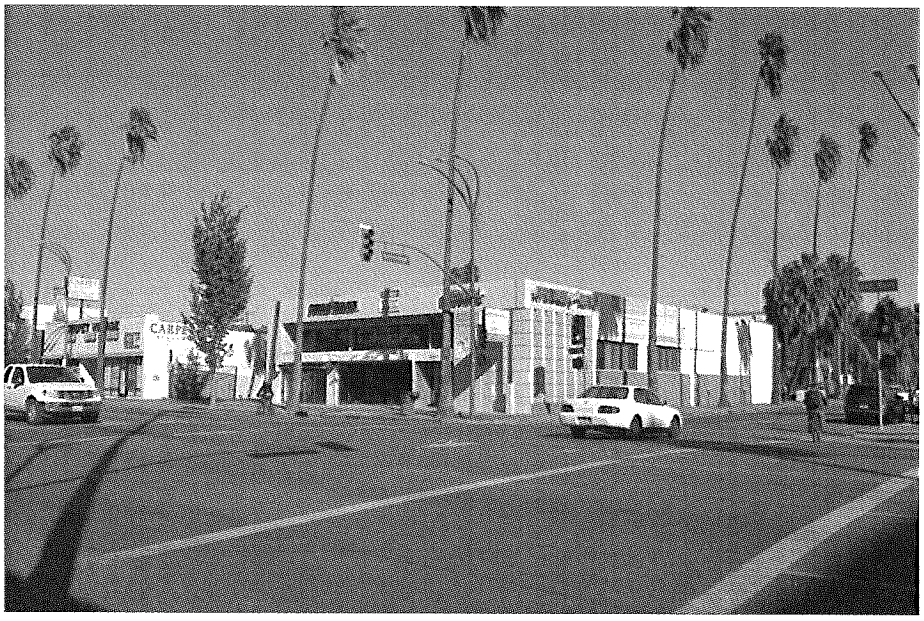

Photo 24 – Looking northeast across intersection of Van Nuys Blvd. and Kittridge St. towards adjacent commercial property.

Photo 25 – Looking northwest across Kittridge St. towards the adjacent commercial property.

Photo 26 – Looking east towards the adjacent commercial property occupied by a strip shopping mall.

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3030 River Road
Ashland City, TN 37015

APPENDIX E

REGULATORY DATABASE

3030 River Road
Ashland City, TN 37015
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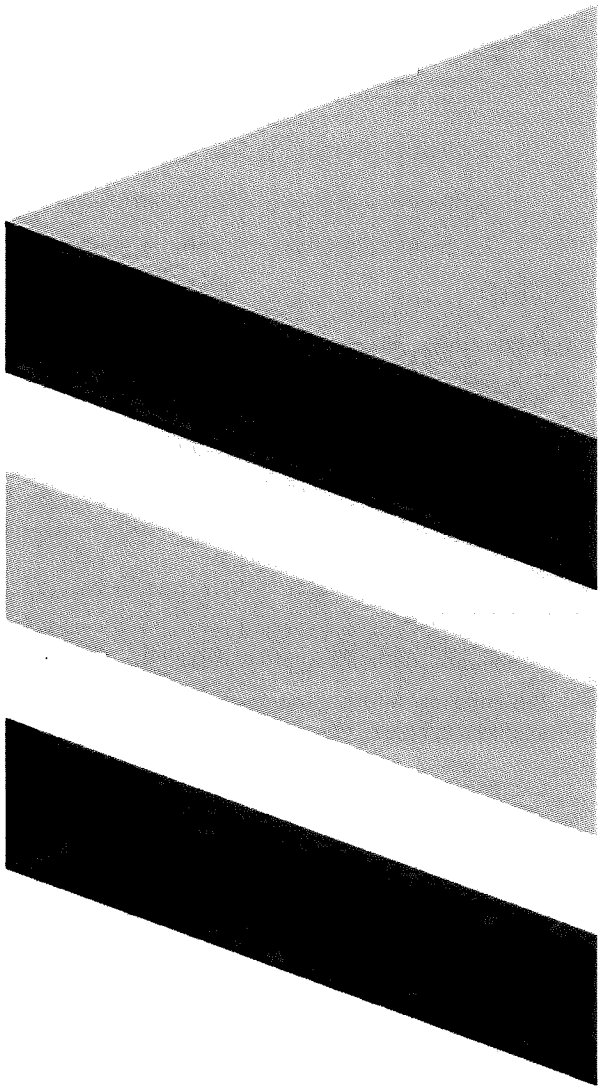
info@aaienvcorp.com

ENVIRONMENTAL RISK INFORMATION SERVICE



DATABASE REPORT

Project Property:	*Van Nuys - Kittridge* *6569 Van Nuys Blvd* *Van Nuys CA 91401*
P.O. Number:	*SaviersProp.PO1*
Report Type:	*Database Report*
Order #:	*20151113015*
Requested by:	*Aai Environmental Corp*
Date:	*November 16, 2015*

Ecolog ERIS Ltd.
Environmental Risk Information Service Ltd. (ERIS)
A division of Glacier Media Inc.
P: 1.866.517.5204
E: info@erisinfo.com

www.erisinfo.com

Table of Contents

Executive Summary

Property Information:

Project Property:		*Van Nuys - Kittridge* *6569 Van Nuys Blvd Van Nuys CA 91401*
P.O. Number:		*SaviersProp.PO1*
Coordinates:		
	Latitude:	*34.19001*
	Longitude:	*-118.448762*
	UTM Northing:	*3,784,172.82*
	UTM Easting:	*366,503.29*
	UTM Zone:	*UTM Zone 11S*
Elevation:		*721 FT*

Order Information:

Order No.:	*20151113015*
Date Requested:	*16/11/2015*
Requested by:	*Aai Environmental Corp*
Report Type:	*Database Report*

Ancillary Products:

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.12mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Y	1.00	0	0	0	0	0	0
PROPOSED NPL	Y	1.00	0	0	0	0	0	0
DELETED NPL	Y	0.50	0	0	0	0	-	0
CERCLIS	Y	0.50	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.50	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1.00	0	0	0	0	1	1
RCRA TSD	Y	0.50	0	0	0	0	-	0
RCRA GEN	Y	0.25	0	3	3	-	-	6
RCRA NON GEN	Y	0.25	0	0	1	-	-	1
FED ENG	Y	0.50	0	0	0	0	-	0
FED INST	Y	0.50	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.50	0	0	0	0	-	0
State								
RESPONSE	Y	1.00	0	0	0	0	0	0
ENVIROSTOR	Y	1.00	0	0	0	0	3	3
SWF/LF	Y	0.50	0	0	0	0	-	0
HWP	Y	1.00	0	0	0	0	1	1
LDS	Y	0.50	0	0	0	0	-	0
LUST	Y	0.50	0	0	0	3	-	3
DLST	Y	0.50	0	0	0	0	-	0
UST	Y	0.25	0	0	0	-	-	0
AST	Y	0.25	0	0	0	-	-	0
HHSS	Y	0.25	0	1	0	-	-	1
LUR	Y	0.50	0	0	0	0	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.12mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
HLUR	Y	0.50	0	0	0	0	-	0
DEED	Y	0.50	0	0	0	0	-	0
VCP	Y	1.00	0	0	0	0	0	0
CLEANUP SITES	Y	0.50	0	0	0	0	-	0
Tribal								
INDIAN LUST	Y	0.50	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
County								
ALAMEDA LOP	Y	0.50	0	0	0	0	-	0
ALAMEDA UST	Y	0.25	0	0	0	-	-	0
AMADOR CUPA	Y	0.25	0	0	0	-	-	0
BUTTE CUPA	Y	0.25	0	0	0	-	-	0
CALAVERAS CUPA	Y	0.25	0	0	0	-	-	0
CALAVERAS LF	Y	0.50	0	0	0	0	-	0
CALAVERAS LUST	Y	0.50	0	0	0	0	-	0
COLUSA CUPA	Y	0.25	0	0	0	-	-	0
CONTRACO CUPA	Y	0.25	0	0	0	-	-	0
DELNORTE CUPA	Y	0.25	0	0	0	-	-	0
ELDORADO CUPA	Y	0.25	0	0	0	-	-	0
FRESNO CUPA	Y	0.25	0	0	0	-	-	0
HUMBOLDT CUPA	Y	0.25	0	0	0	-	-	0
IMPERIAL CUPA	Y	0.25	0	0	0	-	-	0
INYO CUPA	Y	0.25	0	0	0	-	-	0
KERN CUPA	Y	0.25	0	0	0	-	-	0
KERN UST	Y	0.25	0	0	0	-	-	0
KINGS CUPA	Y	0.25	0	0	0	-	-	0
LAKE CUPA	Y	0.25	0	0	0	-	-	0
ELSEGUNDO UST	Y	0.25	0	0	0	-	-	0
TORRANCE UST	Y	0.25	0	0	0	-	-	0
LA HMS	Y	0.25	0	0	0	-	-	0
LA LONGB UST	Y	0.25	0	0	0	-	-	0
LA SWF	Y	0.50	0	0	0	0	-	0
MADERA CUPA	Y	0.25	0	0	0	-	-	0
MARIN CUPA	Y	0.25	0	0	0	-	-	0
MERCED CUPA	Y	0.25	0	0	0	-	-	0
MONO CUPA	Y	0.25	0	0	0	-	-	0
MONTEREY CUPA	Y	0.25	0	0	0	-	-	0
NAPA UST	Y	0.25	0	0	0	-	-	0
NEVADA CUPA	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.12mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
ORANGE AST	Y	0.25	0	0	0	-	-	0
ORANGE UST	Y	0.25	0	0	0	-	-	0
PLACER CUPA	Y	0.25	0	0	0	-	-	0
RIVERSIDE LOP	Y	0.50	0	0	0	0	-	0
RIVERSIDE UST	Y	0.25	0	0	0	-	-	0
SACRAMENTO HAZ	Y	0.50	0	0	0	0	-	0
SACRAMENTO TOX	Y	0.50	0	0	0	0	-	0
SANBERN CUPA	Y	0.25	0	0	0	-	-	0
SANDIEGO HAZ	Y	0.25	0	0	0	-	-	0
SANDIEGO SAM	Y	0.50	0	0	0	0	-	0
SANDIEGO SWF	Y	0.50	0	0	0	0	-	0
SANFRAN AST	Y	0.25	0	0	0	-	-	0
SANFRAN CUPA	Y	0.25	0	0	0	-	-	0
SANFRAN LOP	Y	0.50	0	0	0	0	-	0
SANFRAN UST	Y	0.25	0	0	0	-	-	0
SANJOAQUIN AST	Y	0.25	0	0	0	-	-	0
SANJOAQUIN UST	Y	0.25	0	0	0	-	-	0
SANJOAQUIN HW	Y	0.50	0	0	0	0	-	0
SANMATEO CUPA	Y	0.25	0	0	0	-	-	0
SANMATEO LOP	Y	0.50	0	0	0	0	-	0
SANTACLARA CUPA	Y	0.25	0	0	0	-	-	0
SANTACLARA LO	Y	0.50	0	0	0	0	-	0
SANTACRUZ CUPA	Y	0.25	0	0	0	-	-	0
SANLUISOB CUPA	Y	0.25	0	0	0	-	-	0
SHASTA CUPA	Y	0.25	0	0	0	-	-	0
SOLANO CUPA	Y	0.25	0	0	0	-	-	0
SOLANO LOP	Y	0.50	0	0	0	0	-	0
SOLANO UST	Y	0.25	0	0	0	-	-	0
SONOMA CUPA	Y	0.25	0	0	0	-	-	0
SONOMA LOP	Y	0.50	0	0	0	0	-	0
SONOMA PETAL	Y	0.25	0	0	0	-	-	0
SUTTER CUPA	Y	0.25	0	0	0	-	-	0
TUOLUMNE CUPA	Y	0.25	0	0	0	-	-	0
VENTURA CUPA	Y	0.25	0	0	0	-	-	0
OXNARD CUPA	Y	0.25	0	0	0	-	-	0
VENTURA INUST	Y	0.25	0	0	0	-	-	0
VENTURA HLUFT	Y	0.50	0	0	0	0	-	0
YOLO UST	Y	0.25	0	0	0	-	-	0
YUBA CUPA	Y	0.25	0	0	0	-	-	0
BKRSFIELD CUPA	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.12mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
SANTACLARA GIL	Y	0.25	0	0	0	-	-	0
GLENN CUPA	Y	0.25	0	0	0	-	-	0
LASSEN CUPA	Y	0.25	0	0	0	-	-	0
MARIPOSA CUPA	Y	0.25	0	0	0	-	-	0
SISKIYOU CUPA	Y	0.25	0	0	0	-	-	0
STANISLAUS CUPA	Y	0.25	0	0	0	-	-	0
TRINITY CUPA	Y	0.25	0	0	0	-	-	0
Additional Environmental Records								
Federal								
FINDS/FRS	Y	PO	0	-	-	-	-	2
TRIS	Y	PO	0	-	-	-	-	0
HMIRS	Y	0.12	0	0	-	-	-	0
NCDL	Y	PO	0	-	-	-	-	0
ODI	Y	0.50	0	0	0	0	-	0
IODI	Y	0.50	0	0	0	0	-	0
TSCA	Y	0.12	0	0	-	-	-	0
HIST TSCA	Y	0.12	0	0	-	-	-	0
State								
INSP COMP ENF	Y	1.00	0	0	0	0	0	0
CDL	Y	0.12	0	0	-	-	-	0
SCH	Y	1.00	0	0	0	0	0	0
CHMIRS	Y	PO	0	-	-	-	-	0
SWAT	Y	0.50	0	0	0	0	-	0
HAZNET	Y	PO	8	-	-	-	-	11
HIST CHMIRS	Y	PO	0	-	-	-	-	1
Tribal	***No Tribal additional environmental record sources available for this State.***							
County								
LA SML	Y	0.50	0	0	0	0	-	0
RIVERSIDE HZH	Y	0.12	0	0	-	-	-	0
RIVERSIDE HWG	Y	0.12	0	0	-	-	-	0
SANJOAQUIN HM	Y	0.12	0	0	-	-	-	0
HW INACTIVE	Y	0.50	0	0	0	0	-	0
DELISTED COUNTY	Y	0.25	0	0	0	-	-	0
	Total:		8	4	4	3	5	30

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev diff ft	Page Number
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-/0.00	0	21
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BLVD. VAN NUYS CA 914010000	-/0.00	0	21
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-/0.00	0	22
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BOULEVARD VAN NUYS CA 914010000	-/0.00	0	22
1	HAZNET	GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-/0.00	0	23
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BLVD. VAN NUYS CA 914010000	-/0.00	0	23
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-/0.00	0	23
1	HAZNET	1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-/0.00	0	24

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
2	HIST CHMIRS		6551 VAN NUYS BLVD VAN NUYS CA	S/0.00	0	24
2	HAZNET	BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914011566	S/0.00	0	25
2	HAZNET	BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914010000	S/0.00	0	25
2	HAZNET	BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914010000	S/0.00	0	26
2	HAZNET	1X BANK OF AMERICA VAN NUYS BRANCH	6551 VAN NUYS BLVD. VAN NUYS CA 914010000	S/0.00	0	27
2	HAZNET	BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914011442	S/0.00	0	27
2	HAZNET	1X BANK OF AMERICA	6551 VAN NUYS BLVD. VAN NUYS CA 914010000	S/0.00	0	28
2	HAZNET	BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914011442	S/0.00	0	29
3	FINDS/FRS	VAN NUYS PAYMENT CENTER	6550 VAN NUYS BOULEVARD VAN NUYS CA 91401-1426	SSE/0.01	0	29
3	HAZNET	LOS ANGELES DEPT OF WATER & POWER	6550 VAN NUYS BLVD VAN NUYS CA 91401	SSE/0.01	0	30
3	HAZNET	SOUTHERN CALIFORNIA GAS CO	6550 VAN NUYS BLVD VAN NUYS CA 914010000	SSE/0.01	0	31

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
3	RCRA GEN	VAN NUYS PAYMENT CENTER	6550 VAN NUYS BOULEVARD VAN NUYS CA 91402	SSE/0.01	0	32
4	FINDS/FRS	PHOTO CITY	6566 VAN NUYS BLVD VAN NUYS CA 91401	NNE/0.01	1	33
4	HAZNET	1X PHOTOCITY	6566 VAN NUYS BLVD. VAN NUYS CA 914010000	NNE/0.01	1	34
4	HAZNET	BEST PHOTO	6566 VAN NUYS BLVD VAN NUYS CA 914010000	NNE/0.01	1	34
4	RCRA GEN	PHOTO CITY	6566 VAN NUYS BLVD VAN NUYS CA 91401	NNE/0.01	1	36
5	HHSS	FIRESTONE MASTERCARD	6530 VAN NUYS BLVD VAN NUYS CA 90047	S/0.04	-1	37
6	RCRA GEN	VALLEY AUTO CLINIC INC	6478 VAN NUYS BLVD VAN NUYS CA 91401	S/0.11	-5	37
7	RCRA GEN	KINDERGARTEN LEARNING CENTER	6555 SYLMAR AVE VAN NUYS CA 91401	E/0.13	-1	38
8	RCRA GEN	LOS ANGELES USD VAN NUYS ELEM SCHOOL	6464 SYLMAR AVE VAN NUYS CA 91401	SE/0.18	-6	40
9	RCRA NON GEN	M & Y TRUCKING	14629 HAMLIN VAN NUYS CA 91411	WSW/0.20	-3	41
10	RCRA GEN	FREDS ONE HOUR PHOTO	14437 VICTORY BLVD VAN NUYS CA 91401	SSE/0.23	-8	42
11	LUST	UNOCAL #2326	14401 VICTORY BLVD VAN NUYS CA 91411 ***Global ID / Status***: T10000005431 / Completed - Case Closed	SSE/0.26	-9	43
12	LUST	ASIA AUTO REPAIR	14550 SYLVAN VAN NUYS CA 91411 ***Global ID / Status***: T0603755459 / Open - Eligible for Closure	SSW/0.38	-15	44

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
13	LUST	9/1 VALLEY POLICE HEADQUARTERS	6240 SYLMAR AVE VAN NUYS CA 91401 ***Global ID / Status:*** T0603702410 / Completed - Case Closed	SSE/0.47	-17	46
14	RCRA CORRACTS	VAN NUYS DIST HDQRS DEPT WATER & POWER	6000 VAN NUYS BLVD VAN NUYS CA 91401	S/0.70	-25	47
15	ENVIROSTOR	LA DEPARTMENT WATER & POWER	14453 OXNARD ST VAN NUYS CA 91401	S/0.74	-27	49
15	HWP	LA DEPARTMENT WATER & POWER	14453 OXNARD ST VAN NUYS CA	S/0.74	-27	50
16	ENVIROSTOR	VAN NUYS NEW ELEMENTARY SCHOOL NO. 1	15141 LEMAY STREET VAN NUYS CA 91405	W/0.83	10	50
17	ENVIROSTOR	REX PRECISION PRODUCTS INC	14806 OXNARD STREET VAN NUYS CA 91411	SSW/0.84	-24	51

Executive Summary: Summary by Data Source

Standard

Federal

RCRA CORRACTS - RCRA CORRACTS- Corrective Action

A search of the RCRA CORRACTS database, dated Oct 13, 2015 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key

Lower Elevation	Address	Direction	Distance mi	Map Key
VAN NUYS DIST HDQRS DEPT WATER & POWER	6000 VAN NUYS BLVD VAN NUYS CA 91401	S	0.70	14

RCRA GEN - RCRA Generator List

A search of the RCRA GEN database, dated Oct 13, 2015 has found that there are 6 RCRA GEN site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
VAN NUYS PAYMENT CENTER	6550 VAN NUYS BOULEVARD VAN NUYS CA 91402	SSE	0.01	3
PHOTO CITY	6566 VAN NUYS BLVD VAN NUYS CA 91401	NNE	0.01	4

Lower Elevation	Address	Direction	Distance mi	Map Key
VALLEY AUTO CLINIC INC	6478 VAN NUYS BLVD VAN NUYS CA 91401	S	0.11	6
KINDERGARTEN LEARNING CENTER	6555 SYLMAR AVE VAN NUYS CA 91401	E	0.13	7
LOS ANGELES USD VAN NUYS ELEM SCHOOL	6464 SYLMAR AVE VAN NUYS CA 91401	SE	0.18	8

Lower Elevation	Address	Direction	Distance mi	Map Key
FREDS ONE HOUR PHOTO	14437 VICTORY BLVD VAN NUYS CA 91401	SSE	0.23	10

RCRA NON GEN - RCRA Non-Generators

A search of the RCRA NON GEN database, dated Oct 13, 2015 has found that there are 1 RCRA NON GEN site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key

Lower Elevation	Address	Direction	Distance mi	Map Key
M & Y TRUCKING	14629 HAMLIN VAN NUYS CA 91411	WSW	0.20	9

State

ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Aug 14, 2015 has found that there are 3 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
VAN NUYS NEW ELEMENTARY SCHOOL NO. 1	15141 LEMAY STREET VAN NUYS CA 91405	W	0.83	16

Lower Elevation	Address	Direction	Distance mi	Map Key
LA DEPARTMENT WATER & POWER	14453 OXNARD ST VAN NUYS CA 91401	S	0.74	15
REX PRECISION PRODUCTS INC	14806 OXNARD STREET VAN NUYS CA 91411	SSW	0.84	17

HWP - EnviroStor Hazardous Waste Facilities

A search of the HWP database, dated Sep 8, 2015 has found that there are 1 HWP site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key

Lower Elevation	Address	Direction	Distance mi	Map Key
LA DEPARTMENT WATER & POWER	14453 OXNARD ST VAN NUYS CA	S	0.74	15

LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Aug 31, 2015 has found that there are 3 LUST site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key

Lower Elevation	Address	Direction	Distance mi	Map Key
UNOCAL #2326	14401 VICTORY BLVD VAN NUYS CA 91411	SSE	0.26	11
	***Global ID / Status**: T10000005431 / Completed - Case Closed*			
ASIA AUTO REPAIR	14550 SYLVAN VAN NUYS CA 91411	SSW	0.38	12
	***Global ID / Status**: T0603755459 / Open - Eligible for Closure*			
9/1 VALLEY POLICE HEADQUARTERS	6240 SYLMAR AVE VAN NUYS CA 91401	SSE	0.47	13
	***Global ID / Status**: T0603702410 / Completed - Case Closed*			

HHSS - Historical Hazardous Substance Storage Information Database

A search of the HHSS database, dated Aug 27, 2015 has found that there are 1 HHSS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key

Lower Elevation	Address	Direction	Distance mi	Map Key
FIRESTONE MASTERCARD	6530 VAN NUYS BLVD VAN NUYS CA 90047	S	0.04	5

Non Standard

Federal

FINDS/FRS - Facility Registry Service/Facility Index

A search of the FINDS/FRS database, dated Sep 24, 2015 has found that there are 2 FINDS/FRS site(s) within approximately 0.02 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
VAN NUYS PAYMENT CENTER	6550 VAN NUYS BOULEVARD VAN NUYS CA 91401-1426	SSE	0.01	3
PHOTO CITY	6566 VAN NUYS BLVD VAN NUYS CA 91401	NNE	0.01	4

Lower Elevation	Address	Direction	Distance mi	Map Key

State

HAZNET - Hazardous Waste Manifest Data

A search of the HAZNET database, dated Oct 2,2015 has found that there are 19 HAZNET site(s) within approximately 0.02 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-	0.00	1
1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-	0.00	1
1X GREAT WESTERN BANK	6569 VAN NUYS BLVD. VAN NUYS CA 914010000	-	0.00	1
GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-	0.00	1
1X GREAT WESTERN BANK	6569 VAN NUYS BOULEVARD VAN NUYS CA 914010000	-	0.00	1
1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-	0.00	1
1X GREAT WESTERN BANK	6569 VAN NUYS BLVD VAN NUYS CA 914010000	-	0.00	1
1X GREAT WESTERN BANK	6569 VAN NUYS BLVD. VAN NUYS CA 914010000	-	0.00	1

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
SOUTHERN CALIFORNIA GAS CO	6550 VAN NUYS BLVD VAN NUYS CA 914010000	SSE	0.01	3
LOS ANGELES DEPT OF WATER & POWER	6550 VAN NUYS BLVD VAN NUYS CA 91401	SSE	0.01	3
BEST PHOTO	6566 VAN NUYS BLVD VAN NUYS CA 914010000	NNE	0.01	4
1X PHOTOCITY	6566 VAN NUYS BLVD. VAN NUYS CA 914010000	NNE	0.01	4

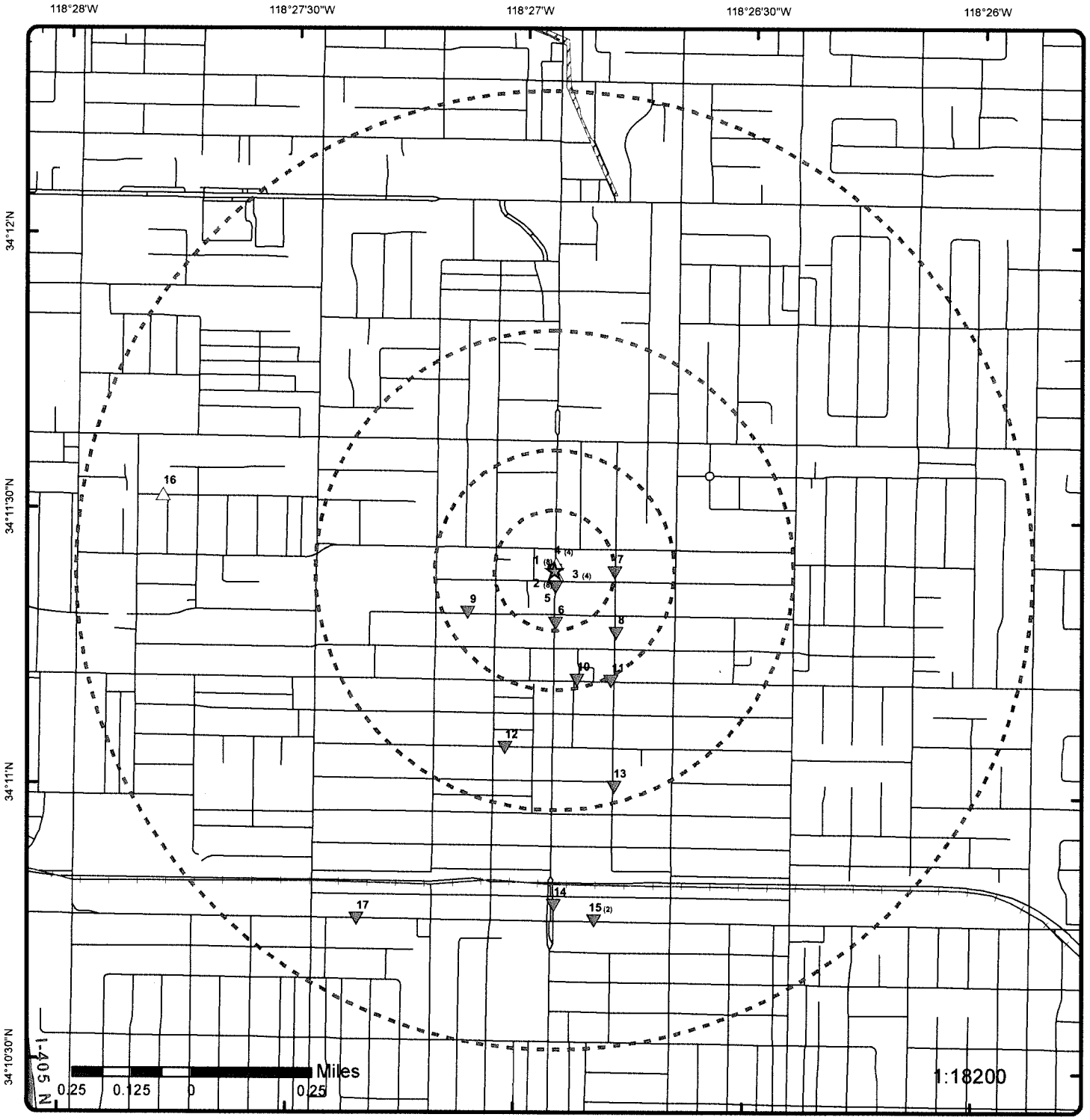
Lower Elevation	Address	Direction	Distance mi	Map Key
BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914011442	S	0.00	2
1X BANK OF AMERICA	6551 VAN NUYS BLVD. VAN NUYS CA 914010000	S	0.00	2
BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914011442	S	0.00	2
1X BANK OF AMERICA VAN NUYS BRANCH	6551 VAN NUYS BLVD. VAN NUYS CA 914010000	S	0.00	2
BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914010000	S	0.00	2
BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914010000	S	0.00	2
BANK OF AMERICA	6551 VAN NUYS BLVD VAN NUYS CA 914011566	S	0.00	2

HIST CHMIRS - Historical California Hazardous Material Incident Report System (CHMIRS)

A search of the HIST CHMIRS database, dated Jan 1, 1993 has found that there are 1 HIST CHMIRS site(s) within approximately 0.02 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key

Lower Elevation	Address	Direction	Distance mi	Map Key
	6551 VAN NUYS BLVD VAN NUYS CA	S	0.00	2



Map : 1 Mile Radius

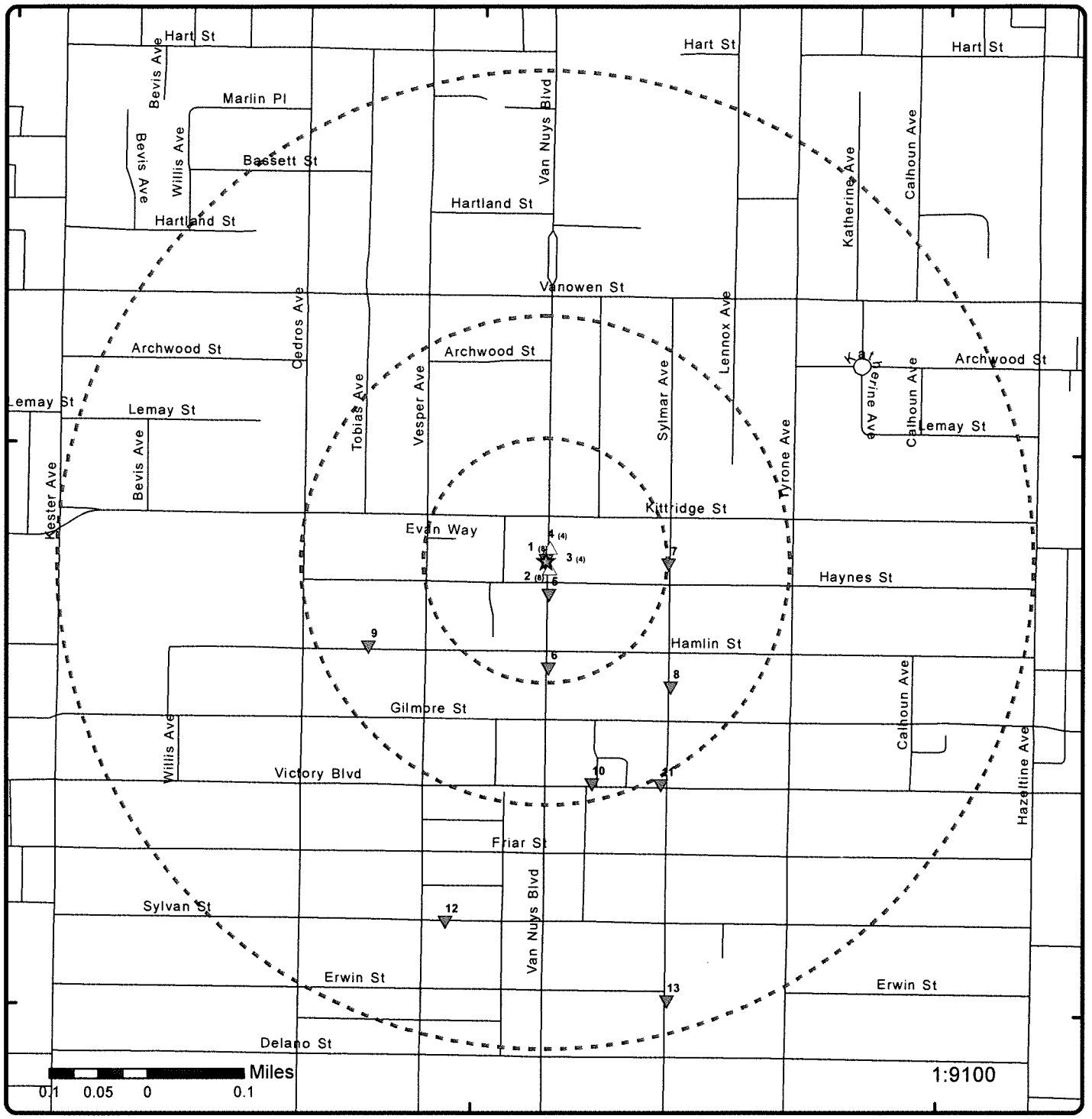
Order No: 20151113015

Address: 6569 Van Nuys Blvd, Van Nuys, CA, 91401

ENVIRONMENTAL RISK INFORMATION SERVICE

Project Property	Major Highways	County Boundary	Indian Reserve Land
Buffer Outline	Major Highways Ramps	State Boundary	Historic Fill
Eris Sites with Higher Elevation	Major Roads	500 Year Flood Zone	State Brownfield Sites
Eris Sites with Same Elevation	Major Roads Ramps	100 Year Flood Zone	State Brownfield Areas
Eris Sites with Lower Elevation	Secondary Roads	National Priority List Sites	State Superfund Areas:Dept. of Defense
Eris Sites with Unknown Elevation	Secondary Roads Ramps	National Wetland	State Superfund Areas:NPL
Rails	Local Roads and Ramps	FWS Special Designation Areas	WQARF Areas

Source: © 2012 ESRI



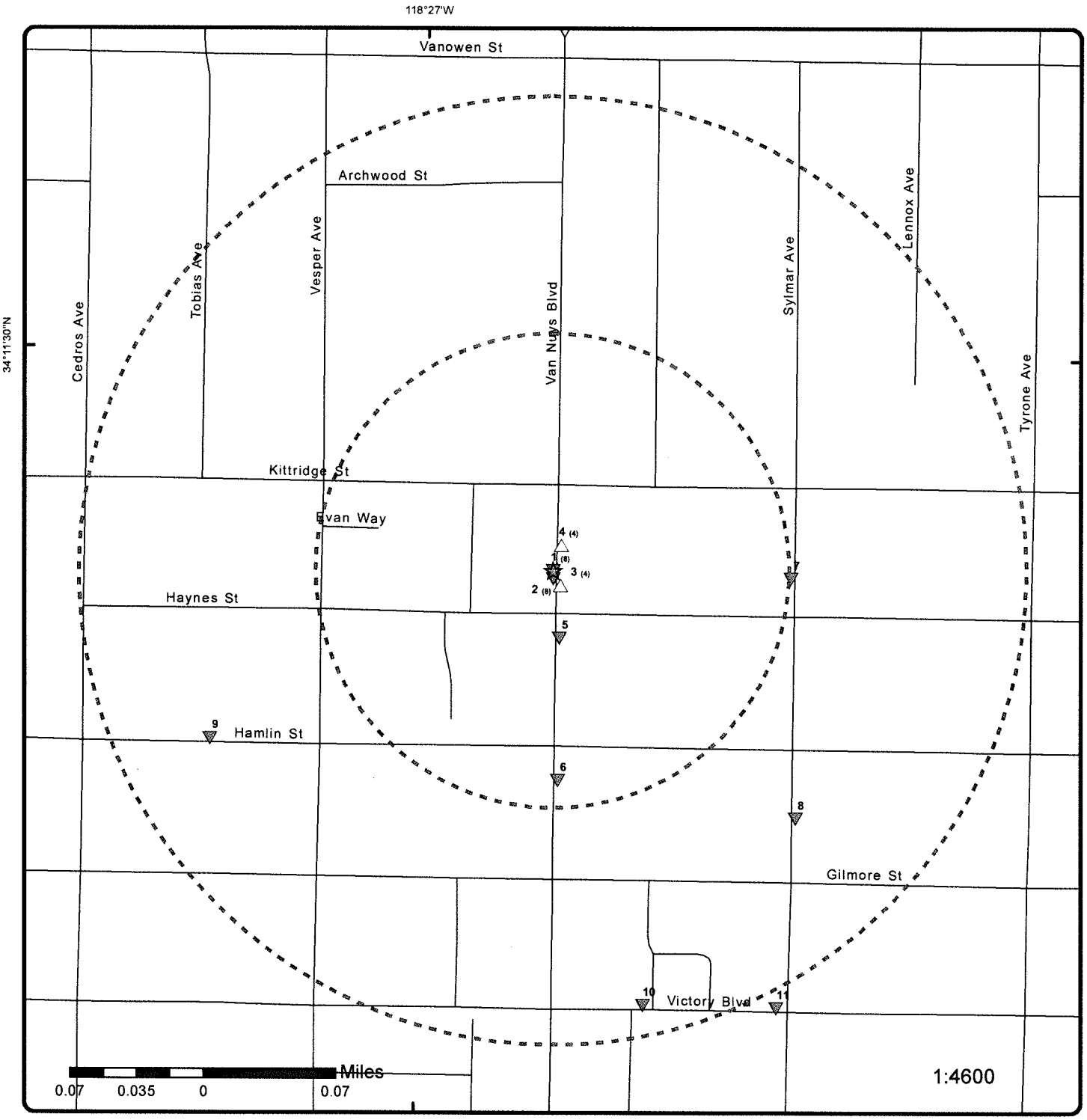
Map : 0.5 Mile Radius

Order No: 20151113015

Address: 6569 Van Nuys Blvd, Van Nuys, CA, 91401

ENVIRONMENTAL RISK INFORMATION SERVICES

Project Property	Major Highways	County Boundary	Indian Reserve Land
Buffer Outline	Major Highways Ramps	State Boundary	Historic Fill
Eris Sites with Higher Elevation	Major Roads	500 Year Flood Zone	State Brownfield Sites
Eris Sites with Same Elevation	Major Roads Ramps	100 Year Flood Zone	State Brownfield Areas
Eris Sites with Lower Elevation	Secondary Roads	National Priority List Sites	State Superfund Areas:Dept. of Defense
Eris Sites with Unknown Elevation	Secondary Roads Ramps	National Wetland	State Superfund Areas:NPL
Rails	Local Roads and Ramps	FWS Special Designation Areas	WQARF Areas



Map : 0.25 Mile Radius

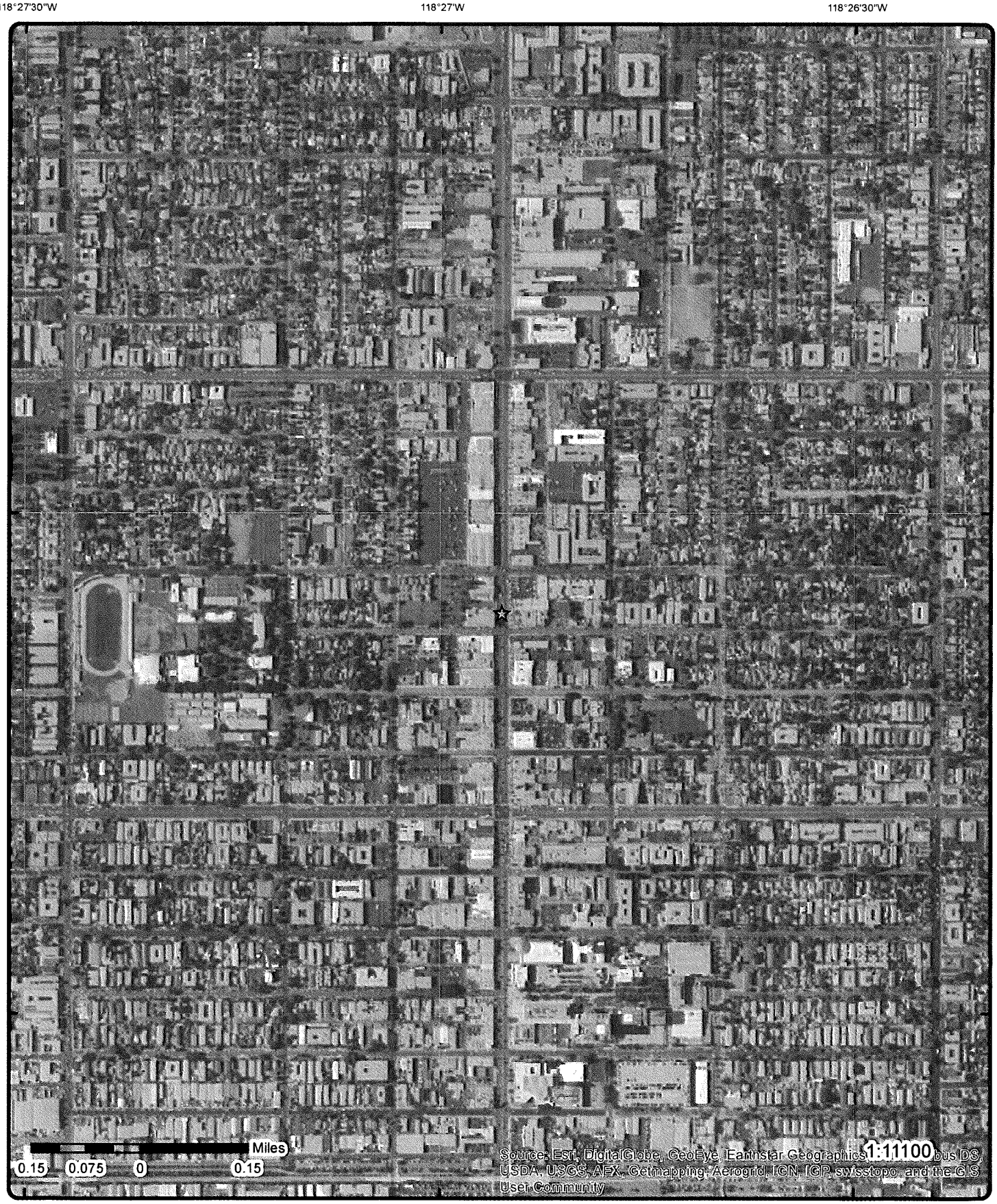
Order No: 20151113015

Address: 6569 Van Nuys Blvd, Van Nuys, CA, 91401

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICE

Project Property	Major Highways	County Boundary	Indian Reserve Land
Buffer Outline	Major Highways Ramps	State Boundary	Historic Fill
Eris Sites with Higher Elevation	Major Roads	500 Year Flood Zone	State Brownfield Sites
Eris Sites with Same Elevation	Major Roads Ramps	100 Year Flood Zone	State Brownfield Areas
Eris Sites with Lower Elevation	Secondary Roads	National Priority List Sites	State Superfund Areas:Dept. of Defense
Eris Sites with Unknown Elevation	Secondary Roads Ramps	National Wetland	State Superfund Areas:NPL
Rails	Local Roads and Ramps	FWS Special Designation Areas	WQARF Areas

Source: © 2012 ESRI



Aerial

Order No: 20151113015

Address: 6569 Van Nuys Blvd, Van Nuys, CA, 91401

Source: ESRI World Imagery, Updated October 2014

Detail Report

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	1 of 8	-/0.00	721.06	1X GREAT WESTERN BANK 6569 VAN NUYS BLVD VAN NUYS CA 914010000	HAZNET

SIC Code:		**Mailing City:**	DUBLIN
NAICS Code:		**Mailing State:**	CA
EPA ID:	CAC000611168	**Mailing Zip:**	945680000
Create Date:	6/26/1991	**Region Code:**	3
Fac Act Ind:	No	**Owner Name:**	CORP
Inact Date:	10/25/2000	**Owner Addr 1:**	--
File Source:	File Sent By Department	**Owner Addr 2:**	
County Code:	19	**Owner City:**	--
County Name:	Los Angeles	**Owner State:**	99
Mail Name:		**Owner Zip:**	--
Mailing Addr 1:	--	**Owner Phone:**	0000000000
Mailing Addr 2:		**Owner Fax:**	

Contact Information

Contact Name:	MITCHELL, STEVE/V P
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	4155516142

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	2 of 8	-/0.00	721.06	1X GREAT WESTERN BANK 6569 VAN NUYS BLVD. VAN NUYS CA 914010000	HAZNET

SIC Code:		**Mailing City:**	DUBLIN
NAICS Code:		**Mailing State:**	CA
EPA ID:	CAC000585248	**Mailing Zip:**	945680000
Create Date:	4/19/1991	**Region Code:**	3
Fac Act Ind:	No	**Owner Name:**	GREAT WESTERN CORPORATION
Inact Date:	10/25/2000	**Owner Addr 1:**	--
File Source:	File Sent By Department	**Owner Addr 2:**	
County Code:	19	**Owner City:**	--
County Name:	Los Angeles	**Owner State:**	99
Mail Name:		**Owner Zip:**	--
Mailing Addr 1:	GREAT WESTERN BANK	**Owner Phone:**	0000000000
Mailing Addr 2:		**Owner Fax:**	

Contact Information

Contact Name:	INACTIVE AS PER 6/93 FEE FORMR
Street Address 1:	
Street Address 2:	
City:	

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
State:		99			
Zip:					
Phone:		4155516142			

1 **3 of 8** **-/0.00** **721.06** **1X GREAT WESTERN BANK** **HAZNET**
6569 VAN NUYS BLVD
VAN NUYS CA 914010000

SIC Code:		Mailing City:	REDWOOD CITY
NAICS Code:		Mailing State:	CA
EPA ID:	CAC000628680	Mailing Zip:	940640000
Create Date:	8/7/1991	Region Code:	3
Fac Act Ind:	No	Owner Name:	GREAT WESTERN BANK
Inact Date:	10/25/2000	Owner Addr 1:	--
File Source:	File Sent By Department	Owner Addr 2:	
County Code:	19	Owner City:	--
County Name:	Los Angeles	Owner State:	99
Mail Name:		Owner Zip:	--
Mailing Addr 1:	2400 BROADWAY	Owner Phone:	0000000000
Mailing Addr 2:		Owner Fax:	

Contact Information

Contact Name:	STEVE MITCHELL/REG VICE PRES.
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	4158532636

1 **4 of 8** **-/0.00** **721.06** **1X GREAT WESTERN BANK** **HAZNET**
6569 VAN NUYS BOULEVARD
VAN NUYS CA 914010000

SIC Code:		Mailing City:	DUPLIN
NAICS Code:		Mailing State:	CA
EPA ID:	CAC000257977	Mailing Zip:	945680000
Create Date:	3/9/1990	Region Code:	3
Fac Act Ind:	No	Owner Name:	GREAT WESTERN BANK
Inact Date:	10/25/2000	Owner Addr 1:	--
File Source:	File Sent By Department	Owner Addr 2:	
County Code:	19	Owner City:	--
County Name:	Los Angeles	Owner State:	99
Mail Name:		Owner Zip:	--
Mailing Addr 1:	--	Owner Phone:	0000000000
Mailing Addr 2:		Owner Fax:	

Contact Information

Contact Name:	BILL ALBERT, CONTRACTOR REP.
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	2137626000

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	5 of 8	-/0.00	721.06	GREAT WESTERN BANK 6569 VAN NUYS BLVD VAN NUYS CA 914010000	HAZNET

SIC Code:		Mailing City:	CHATSWORTH
NAICS Code:		Mailing State:	CA
EPA ID:	CAC001107808	Mailing Zip:	913110000
Create Date:	1/22/1996	Region Code:	3
Fac Act Ind:	No	Owner Name:	GREAT WESTERN BANK
Inact Date:	10/25/2000	Owner Addr 1:	STEPHANIE JONES
File Source:	File Sent By Department	Owner Addr 2:	
County Code:	19	Owner City:	--
County Name:	Los Angeles	Owner State:	99
Mail Name:		Owner Zip:	--
Mailing Addr 1:	9200 OAKDALE AVE	Owner Phone:	8187756782
Mailing Addr 2:		Owner Fax:	

Contact Information

Contact Name:	DIARMID FLATLEY PROJ MNG
Street Address 1:	COMLIGHT
Street Address 2:	
City:	GARDEN GROVE
State:	CA
Zip:	926430000
Phone:	7147500100

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	6 of 8	-/0.00	721.06	1X GREAT WESTERN BANK 6569 VAN NUYS BLVD. VAN NUYS CA 914010000	HAZNET

SIC Code:		Mailing City:	DUBLIN
NAICS Code:		Mailing State:	CA
EPA ID:	CAC000257809	Mailing Zip:	945680000
Create Date:	3/9/1990	Region Code:	3
Fac Act Ind:	No	Owner Name:	GREAT WESTERN BANK
Inact Date:	10/25/2000	Owner Addr 1:	--
File Source:	File Sent By Department	Owner Addr 2:	
County Code:	19	Owner City:	--
County Name:	Los Angeles	Owner State:	99
Mail Name:		Owner Zip:	--
Mailing Addr 1:	--	Owner Phone:	0000000000
Mailing Addr 2:		Owner Fax:	

Contact Information

Contact Name:	STEVE MITCHELL/VICE PRES.
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	4155516142

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	7 of 8	-/0.00	721.06	1X GREAT WESTERN BANK 6569 VAN NUYS BLVD VAN NUYS CA 914010000	HAZNET

SIC Code:		Mailing City:	REDWOOD CITY

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

NAICS Code:				**Mailing State:**	CA
EPA ID:	CAC000750392			**Mailing Zip:**	940630000
Create Date:	10/19/1992			**Region Code:**	3
Fac Act Ind:	No			**Owner Name:**	GREAT WESTERN BANK
Inact Date:	10/25/2000			**Owner Addr 1:**	--
File Source:	File Sent By Department			**Owner Addr 2:**	
County Code:	19			**Owner City:**	--
County Name:	Los Angeles			**Owner State:**	99
Mail Name:				**Owner Zip:**	--
Mailing Addr 1:	ENVIRONMENTAL MANAGEMENT			**Owner Phone:**	0000000000
Mailing Addr 2:				**Owner Fax:**	

Contact Information

Contact Name:	BILL RIEDERS
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	4158532636

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1 | **8 of 8** | **-/0.00** | **721.06** | **1X GREAT WESTERN BANK**
6569 VAN NUYS BLVD
VAN NUYS CA 914010000 | **HAZNET**

SIC Code:				**Mailing City:**	REDWOOD CITY
NAICS Code:				**Mailing State:**	CA
EPA ID:	CAC000671120			**Mailing Zip:**	940630000
Create Date:	2/14/1992			**Region Code:**	3
Fac Act Ind:	No			**Owner Name:**	GREAT WESTERN BANK
Inact Date:	10/25/2000			**Owner Addr 1:**	--
File Source:	File Sent By Department			**Owner Addr 2:**	
County Code:	19			**Owner City:**	--
County Name:	Los Angeles			**Owner State:**	99
Mail Name:				**Owner Zip:**	--
Mailing Addr 1:	2400 BROADWAY			**Owner Phone:**	0000000000
Mailing Addr 2:				**Owner Fax:**	

Contact Information

Contact Name:	STEVE MITCHELL
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	4158532636

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2 | **1 of 8** | **S/0.00** | **720.98** | **6551 VAN NUYS BLVD**
VAN NUYS CA | **HIST CHMIRS**

OES Control NO:	9331375	**Incident Date:**	5/26/1993
Release Factors:	Other	**Date Reported:**	5/26/1993
Release Text:	accidental	**Fatalities:**	0
Equipm Involved:	Other	**Other Injury:**	0
Action Taken Text:		**Other Decon:**	0
Chemicals:	CARBON DIOXIDE	**Other Fatal:**	0

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Case Number:
HazMat Other:
HM Injury: 0
Decon: 0
Agency Name: LOS ANGELES CITY FD
Action Taken: Remove Hazard (Neutralize)
HazMat Pers:
More than three involved?: 2

Vehicle:
State:
CA DOT PUC ICC:
Company Name:
County: LOS ANGELES

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2 | 2 of 8 | S/0.00 | 720.98 | **BANK OF AMERICA** | HAZNET

6551 VAN NUYS BLVD
VAN NUYS CA 914011566

SIC Code:
NAICS Code:
EPA ID: CAC002801392
Create Date: 1/23/2015
Fac Act Ind: No
Inact Date: 4/24/2015
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 275 VALENCIA AVE
Mailing Addr 2:

Mailing City: BREA
Mailing State: CA
Mailing Zip: 928236340
Region Code: 3
Owner Name: BANK OF AMERICA
Owner Addr 1: 275 VALENCIA AVE
Owner Addr 2:
Owner City: BREA
Owner State: CA
Owner Zip: 928236340
Owner Phone: 7147925940
Owner Fax:

Contact Information

Contact Name: JOE RYAN
Street Address 1: 275 VALENCIA AVE
Street Address 2:
City: BREA
State: CA
Zip: 928236340
Phone: 7147925940

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2 | 3 of 8 | S/0.00 | 720.98 | **BANK OF AMERICA** | HAZNET

6551 VAN NUYS BLVD
VAN NUYS CA 914010000

SIC Code:
NAICS Code:
EPA ID: CAC002211633
Create Date: 10/26/2000
Fac Act Ind: No
Inact Date: 6/11/2001
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 6602 OWENS DR
Mailing Addr 2:

Mailing City: PLEASANTON
Mailing State: CA
Mailing Zip: 945880000
Region Code: 3
Owner Name: BANK OF AMERICA
Owner Addr 1: 6602 OWENS DR
Owner Addr 2:
Owner City: PLEASANTON
Owner State: CA
Owner Zip: 945880000
Owner Phone: 0000000000
Owner Fax:

Contact Information

Contact Name: ROBERT NEIL
Street Address 1: 6602 OWENS DR
Street Address 2:

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

City:	PLEASANTON
State:	CA
Zip:	945880000
Phone:	9257370367
Tanner Information	
Generator EPA ID:	CAC002211633
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	0.8428
Year:	2000

2	***4 of 8***	***S/0.00***	***720.98***	***BANK OF AMERICA*** ***6551 VAN NUYS BLVD*** ***VAN NUYS CA 914010000***	***HAZNET***

SIC Code:		***Mailing City:***	VAN NUYS
NAICS Code:		***Mailing State:***	CA
EPA ID:	CAC001469424	***Mailing Zip:***	914010000
Create Date:	2/23/1999	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	BANK OF AMERICA
Inact Date:	10/25/2000	***Owner Addr 1:***	24301 SOUTHLAND DR STE 400
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	HAYWARD
County Name:	Los Angeles	***Owner State:***	CA
Mail Name:		***Owner Zip:***	945450000
Mailing Addr 1:	6551 VAN NUYS BLVD	***Owner Phone:***	5107844128
Mailing Addr 2:		***Owner Fax:***	

Contact Information

Contact Name:	KELLY VOGELE/CONTR
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	6264475216
Tanner Information	
Generator EPA ID:	CAC001469424
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	16.856
Year:	1999

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
2	5 of 8	S/0.00	720.98	1X BANK OF AMERICA VAN NUYS BRANCH 6551 VAN NUYS BLVD. VAN NUYS CA 914010000	HAZNET

SIC Code:		**Mailing City:**	PASADENA
NAICS Code:		**Mailing State:**	CA
EPA ID:	CAC000826472	**Mailing Zip:**	911030000
Create Date:	10/6/1992	**Region Code:**	3
Fac Act Ind:	No	**Owner Name:**	BANK OF AMERICA
Inact Date:	10/25/2000	**Owner Addr 1:**	--
File Source:	File Sent By Department	**Owner Addr 2:**	
County Code:	19	**Owner City:**	--
County Name:	Los Angeles	**Owner State:**	99
Mail Name:		**Owner Zip:**	--
Mailing Addr 1:	20 NORTH RAYMOND AVENUE, 3RD	**Owner Phone:**	0000000000
Mailing Addr 2:		**Owner Fax:**	

Contact Information

Contact Name:	MARIE REYES
Street Address 1:	
Street Address 2:	
City:	
State:	99
Zip:	
Phone:	7145943232

Tanner Information

Generator EPA ID:	CAC000826472
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD067786749
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	0.8428
Year:	1994
Generator EPA ID:	CAC000826472
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD990794133
TSD County Code:	39
TSD County:	San Joaquin
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	1.6856
Year:	1993

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
2	6 of 8	S/0.00	720.98	BANK OF AMERICA 6551 VAN NUYS BLVD VAN NUYS CA 914011442	HAZNET

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

SIC Code:		**Mailing City:**	MANCHESTER
NAICS Code:		**Mailing State:**	CT
EPA ID:	CAC002654550	**Mailing Zip:**	060428929
Create Date:	6/9/2010	**Region Code:**	3
Fac Act Ind:	No	**Owner Name:**	BANK OF AMERICA
Inact Date:	12/7/2010	**Owner Addr 1:**	37318 VERBENA CT
File Source:	File Sent By Department	**Owner Addr 2:**	
County Code:	19	**Owner City:**	PALMDALE
County Name:	Los Angeles	**Owner State:**	CA
Mail Name:		**Owner Zip:**	935516198
Mailing Addr 1:	160 CHAPEL RD STE 201	**Owner Phone:**	6615267169
Mailing Addr 2:		**Owner Fax:**	

Contact Information

Contact Name:	JEAN CROUFE
Street Address 1:	37318 VERBENA CT
Street Address 2:	
City:	PALMDALE
State:	CA
Zip:	935516198
Phone:	6615267169

Tanner Information

Generator EPA ID:	CAC002654550
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	H132
Method Description:	LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons:	0.4
Year:	2010

2	7 of 8	S/0.00	720.98	1X BANK OF AMERICA 6551 VAN NUYS BLVD. VAN NUYS CA 914010000	HAZNET

SIC Code:		**Mailing City:**	PASADENA
NAICS Code:		**Mailing State:**	CA
EPA ID:	CAC000856720	**Mailing Zip:**	911030000
Create Date:	11/3/1992	**Region Code:**	3
Fac Act Ind:	No	**Owner Name:**	BANK OF AMERICA
Inact Date:	10/25/2000	**Owner Addr 1:**	--
File Source:	File Sent By Department	**Owner Addr 2:**	
County Code:	19	**Owner City:**	--
County Name:	Los Angeles	**Owner State:**	99
Mail Name:		**Owner Zip:**	--
Mailing Addr 1:	20 N. RAYMOND AVE.	**Owner Phone:**	0000000000
Mailing Addr 2:		**Owner Fax:**	

Contact Information

Contact Name:	MARIE REYES/ASST OFC MGR

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Street Address 1:
Street Address 2:
City:
State: 99
Zip:
Phone: 7145943232

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2 **8 of 8** **S/0.00** **720.98** **BANK OF AMERICA** **HAZNET**
6551 VAN NUYS BLVD
VAN NUYS CA 914011442

SIC Code:		**Mailing City:**	CHARLOTTE
NAICS Code:		**Mailing State:**	NC
EPA ID:	CAC002712376	**Mailing Zip:**	282550000
Create Date:	11/21/2012	**Region Code:**	3
Fac Act Ind:	No	**Owner Name:**	BANK OF AMERICA
Inact Date:	2/20/2013	**Owner Addr 1:**	525 N TRYON STREET
File Source:	File Sent By Department	**Owner Addr 2:**	5TH FL NC1-023-05-48
County Code:	19	**Owner City:**	CHARLOTTE
County Name:	Los Angeles	**Owner State:**	NC
Mail Name:		**Owner Zip:**	282550000
Mailing Addr 1:	525 N TRYON STREET 5TH FL	**Owner Phone:**	3122282097
Mailing Addr 2:	NC1-023-05-48	**Owner Fax:**	8055205202

Contact Information

Contact Name:	Margaret Sexton
Street Address 1:	ARCADIS U.S., Inc.
Street Address 2:	160 Chapel Road, Suite 201
City:	Manchester
State:	CT
Zip:	06042
Phone:	8605339914

Tanner Information

Generator EPA ID:	CAC002712376
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County Code:	99
TSD County:	Unknown
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	H132
Method Description:	LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons:	0.8
Year:	2012

---

3 **1 of 4** **SSE/0.01** **721.06** **VAN NUYS PAYMENT CENTER** **FINDS/FRS**
6550 VAN NUYS BOULEVARD
VAN NUYS CA 91401-1426

Registry ID:	110042154307
FIPS Code:	06037
Program Acronyms:	
HUC Code:	18070105
Site Type Name:	STATIONARY

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

EPA Region Code:	09
Conveyor:	FRS-GEOCODE
County Name:	LOS ANGELES
Source:	
SIC Codes:	
SIC Code Descriptions:	
Federal Facility Code:	
NAICS Codes:	221121
NAICS Code Descriptions:	ELECTRIC BULK POWER TRANSMISSION AND CONTROL.
Federal Agency Name:	
US/Mexico Border Ind:	
Congressional Dist No:	28
Census Block Code:	060371281021004
Create Date:	22-SEP-2010 09:18:08
Update Date:	28-MAR-2014 21:11:06
Location Description:	
Supplemental Location:	
Tribal Land Code:	
Tribal Land Name:	
Latitude:	34.18983
Longitude:	-118.44816
Coord Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value:	30
Datum:	NAD83
Reference Point:	CENTER OF A FACILITY OR STATION
Interest Types:	HAZARDOUS WASTE BIENNIAL REPORTER, LQG
Facility Detail Rprt URL:	http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110042154307

3 ***2 of 4*** ***SSE/0.01*** ***721.06*** ***LOS ANGELES DEPT OF WATER & POWER*** ***HAZNET***
6550 VAN NUYS BLVD
VAN NUYS CA 91401

SIC Code:		***Mailing City:***	LOS ANGELES
NAICS Code:		***Mailing State:***	CA
EPA ID:	CAC002634917	***Mailing Zip:***	900120000
Create Date:	9/19/2008	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	LA DEPT OF WATER & POWER
Inact Date:	3/19/2009	***Owner Addr 1:***	111 N HOPE ST RM 1050
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	LOS ANGELES
County Name:	Los Angeles	***Owner State:***	CA
Mail Name:	JOHN SHARP/FLEET MGR	***Owner Zip:***	900120000
Mailing Addr 1:	111 N HOPE ST RM 1050	***Owner Phone:***	2133670403
Mailing Addr 2:		***Owner Fax:***	0000000000

Contact Information

Contact Name:	JENNIFER MADDEN
Street Address 1:	111 NORTH HOPE ST
Street Address 2:	
City:	LOS ANGELES
State:	CA
Zip:	900120000
Phone:	2133670470

Tanner Information

Generator EPA ID:	CAC002634917

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD980675276
TSD County Code:	15
TSD County:	Kern
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	H132
Method Description:	LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons:	32.4
Year:	2009
Generator EPA ID:	CAC002634917
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD980675276
TSD County Code:	15
TSD County:	Kern
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	H132
Method Description:	LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons:	16
Year:	2008
Generator EPA ID:	CAC002634917
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD980675276
TSD County Code:	15
TSD County:	Kern
State Waste Code:	181
State Waste Code Desc.:	Other inorganic solid waste
Method Code:	H132
Method Description:	LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons:	37.926
Year:	2009

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3 **3 of 4** **SSE/0.01** **721.06** ***SOUTHERN CALIFORNIA GAS CO*** ***HAZNET***
6550 VAN NUYS BLVD
VAN NUYS CA 914010000

SIC Code:		**Mailing City:**	Pico Rivera
NAICS Code:		**Mailing State:**	CA
EPA ID:	CAP000225664	**Mailing Zip:**	906605100
Create Date:	11/6/2012 10:45:36 AM	**Region Code:**	1
Fac Act Ind:	No	**Owner Name:**	Southern California Gas Company
Inact Date:	2/5/2013	**Owner Addr 1:**	8101 S. Rosemead Blvd.
File Source:	File Sent By Department	**Owner Addr 2:**	
County Code:	19	**Owner City:**	Pico Rivera
County Name:	Los Angeles	**Owner State:**	CA
Mail Name:	Nancy Lee	**Owner Zip:**	906605100
Mailing Addr 1:	8101 S. Rosemead Blvd.	**Owner Phone:**	5628064419
Mailing Addr 2:	Mail Location SC722E	**Owner Fax:**	5628064345

Contact Information

Contact Name: Nancy Lee

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Street Address 1:	8101 S. Rosemead Blvd
Street Address 2:	Mail Location SC722E
City:	Pico Rivera
State:	CA
Zip:	90660
Phone:	5628064419
Tanner Information	
Generator EPA ID:	CAP000225664
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	181
State Waste Code Desc.:	Other inorganic solid waste
Method Code:	H141
Method Description:	STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)
Tons:	0.04
Year:	2012

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
3	4 of 4	SSE/0.01	721.06	VAN NUYS PAYMENT CENTER 6550 VAN NUYS BOULEVARD VAN NUYS CA 91402	RCRA GEN

EPA Handler ID:	CAC002634917
Current Site Name:	VAN NUYS PAYMENT CENTER
Generator Status Universe:	Large Quantity Generator
Land Type:	Municipal
Activity Location:	CA
TSD Activity:	N
Mixed Waste Generator:	N
Importer Activity:	N
Transporter Activity:	N
Transfer Facility:	N
Recycler Activity:	N
Onsite Burner Exemption:	N
Furnace Exemption:	N
Underground Inject Activity:	N
Rece Waste From Off Site:	N
Used Oil Transporter:	
Used Oil Transfer Facility:	
Used Oil Processor:	
Used Oil Refiner:	
Used Oil Burner:	
Used Oil Market Burner:	
Used Oil Spec Marketer:	
Mailing Address:	111 NORTH HOPE STREET, ROOM 1050, LOS ANGELES, CA, 90012, US
Contact Name:	MARK J SEDLACEK
Contact Address:	111 NORTH HOPE STREET, ROOM 1050, LOS ANGELES, CA, 90012, US
Contact Email:	MARK.SEDLACEK@LADWP.COM
Location Street 2:	
Owner/Operator Information	
Owner/Operator Indicator:	CO
Owner/Operator Name:	LA DEPT. OF WATER & POWER
Owner/Operator Address:	111 NORTH HOPE STREET ROOM 1050 LOS ANGELES CA US 90012

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Owner/Operator Phone: 2133670403
Owner/Operator Type: M
Date Became Current: 19540101
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: MARK J. SEDLACEK
Owner/Operator Address:
Owner/Operator Phone:
Owner/Operator Type: M
Date Became Current: 19570101
Date Ended Current:

NAICS Information

Naics Code: 221121
Naics Description: ELECTRIC BULK POWER TRANSMISSION AND CONTROL

Handler Information

Date Received: 20100609
Facility Name: VAN NUYS PAYMENT CENTER
Classification: Large Quantity Generator

Hazardous Waste Information

Waste Code: D008
Waste: LEAD

Waste Code: 181
Waste: from br conversion

Violation/Evaluation Information

4	1 of 4	NNE/0.01	721.85	PHOTO CITY 6566 VAN NUYS BLVD VAN NUYS CA 91401	FINDS/FRS

Registry ID: 110002821322
FIPS Code: 06037
Program Acronyms:
HUC Code: 18070105
Site Type Name: STATIONARY
EPA Region Code: 09
Conveyor: FRS-GEOCODE
County Name: LOS ANGELES
Source:
SIC Codes:
SIC Code Descriptions:
Federal Facility Code:
NAICS Codes:
NAICS Code Descriptions:
Federal Agency Name:
US/Mexico Border Ind:
Congressional Dist No: 28
Census Block Code: 060371278061000
Create Date: 01-MAR-2000 00:00:00
Update Date: 05-AUG-2010 11:52:16

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Location Description:
Supplemental Location:
Tribal Land Code:
Tribal Land Name:
Latitude: 34.190358
Longitude: -118.44873
Coord Collection Method: ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value: 50
Datum: NAD83
Reference Point: ENTRANCE POINT OF A FACILITY OR STATION
Interest Types: SQG
Facility Detail Rprt URL: http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002821322

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4 | **2 of 4** | **NNE/0.01** | **721.85** | **1X PHOTOCITY**
6566 VAN NUYS BLVD.
VAN NUYS CA 914010000 | **HAZNET**

SIC Code:
NAICS Code:
EPA ID: CAC000096165
Create Date: 6/23/1988
Fac Act Ind: No
Inact Date: 10/25/2000
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 6566 VAN NUYS BLVD.
Mailing Addr 2:

Mailing City: VAN NUYS
Mailing State: CA
Mailing Zip: 914010000
Region Code: 3
Owner Name: PHOTO CHEMICALS
Owner Addr 1: --
Owner Addr 2:
Owner City: --
Owner State: 99
Owner Zip: --
Owner Phone: 0000000000
Owner Fax:

Contact Information

Contact Name: JAMES YOON, OWNER
Street Address 1:
Street Address 2:
City:
State: 99
Zip:
Phone: 8189888298

---

4 | **3 of 4** | **NNE/0.01** | **721.85** | **BEST PHOTO**
6566 VAN NUYS BLVD
VAN NUYS CA 914010000 | **HAZNET**

SIC Code:
NAICS Code:
EPA ID: CAD982473324
Create Date: 6/15/1989
Fac Act Ind: Yes
Inact Date:
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 6566 VAN NUYS BLVD
Mailing Addr 2:

Mailing City: VAN NUYS
Mailing State: CA
Mailing Zip: 914011426
Region Code: 3
Owner Name: JAU-HUA LIN
Owner Addr 1: 23958 HARTLAND ST
Owner Addr 2:
Owner City: WEST HILLS
Owner State: CA
Owner Zip: 913070000
Owner Phone: 8187161966
Owner Fax: 0000000000

Contact Information

Contact Name:
Street Address 1:
Street Address 2:
City:
State: CA
Zip: 000000000
Phone: 0000000000
Tanner Information

Generator EPA ID: CAD982473324
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAD108040858
TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 541
State Waste Code Desc.: Photochemicals/photoprocessing waste
Method Code: R01
Method Description: Recycler
Tons: 0.1918
Year: 1997
Generator EPA ID: CAD982473324
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAD108040858
TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 541
State Waste Code Desc.: Photochemicals/photoprocessing waste
Method Code: R01
Method Description: Recycler
Tons: 1.1917
Year: 1996
Generator EPA ID: CAD982473324
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAD108040858
TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 541
State Waste Code Desc.: Photochemicals/photoprocessing waste
Method Code: R01
Method Description: Recycler
Tons: 1.4124
Year: 1995
Generator EPA ID: CAD982473324
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAD108040858
TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 541
State Waste Code Desc.: Photochemicals/photoprocessing waste
Method Code: R01
Method Description: Recycler
Tons: 1.542
Year: 1994
Generator EPA ID: CAD982473324
Generator County Code: 19

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Generator County:	Los Angeles
TSD EPA ID:	CAD108040858
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	541
State Waste Code Desc.:	Photochemicals/photoprocessing waste
Method Code:	
Method Description:	
Tons:	0.4168
Year:	1994
Generator EPA ID:	CAD982473324
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD108040858
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	541
State Waste Code Desc.:	Photochemicals/photoprocessing waste
Method Code:	R01
Method Description:	Recycler
Tons:	1.4295
Year:	1993
Generator EPA ID:	CAD982473324
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD108040858
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	541
State Waste Code Desc.:	Photochemicals/photoprocessing waste
Method Code:	
Method Description:	
Tons:	0.3126
Year:	1993

4	***4 of 4***	***NNE/0.01***	***721.85***	***PHOTO CITY*** ***6566 VAN NUYS BLVD*** ***VAN NUYS CA 91401***	***RCRA GEN***

EPA Handler ID:	CAD982473324
Current Site Name:	PHOTO CITY
Generator Status Universe:	Small Quantity Generator
Land Type:	
Activity Location:	CA
TSD Activity:	N
Mixed Waste Generator:	N
Importer Activity:	N
Transporter Activity:	N
Transfer Facility:	N
Recycler Activity:	N
Onsite Burner Exemption:	N
Furnace Exemption:	N
Underground Inject Activity:	N
Rece Waste From Off Site:	N
Used Oil Transporter:	
Used Oil Transfer Facility:	
Used Oil Processor:	
Used Oil Refiner:	
Used Oil Burner:	

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Used Oil Market Burner:
Used Oil Spec Marketer:
Mailing Address: 6566, VAN NUYS BLVD, , VAN NUYS, CA, 91401,
Contact Name:
Contact Address:
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: YOON JAMES
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: NOT REQUIRED
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

NAICS Information

Handler Information

Date Received: 19960901
Facility Name: PHOTO CITY
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

5	*1 of 1*	*S/0.04*	*720.51*	***FIRESTONE MASTERCARD*** ***6530 VAN NUYS BLVD*** ***VAN NUYS CA 90047***	*HHSS*

County:
Pdf File Url: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002678b.pdf

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6	*1 of 1*	*S/0.11*	*716.36*	***VALLEY AUTO CLINIC INC*** ***6478 VAN NUYS BLVD*** ***VAN NUYS CA 91401***	*RCRA GEN*

EPA Handler ID: CAD982482010
Current Site Name: VALLEY AUTO CLINIC INC
Generator Status Universe: Small Quantity Generator
Land Type:
Activity Location: CA
TSD Activity: N
Mixed Waste Generator: N
Importer Activity: N

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Transporter Activity:	N
Transfer Facility:	N
Recycler Activity:	N
Onsite Burner Exemption:	N
Furnace Exemption:	N
Underground Inject Activity:	N
Rece Waste From Off Site:	N
Used Oil Transporter:	
Used Oil Transfer Facility:	
Used Oil Processor:	
Used Oil Refiner:	
Used Oil Burner:	
Used Oil Market Burner:	
Used Oil Spec Marketer:	
Mailing Address:	6478, VAN NUYS BLVD, , VAN NUYS, CA, 91401,
Contact Name:	ENVIRONMENTAL MANAGER
Contact Address:	6478 VAN NUYS BLVD, , VAN NUYS, CA, 91401, US
Contact Email:	
Location Street 2:	

Owner/Operator Information

Owner/Operator Indicator:	CO
Owner/Operator Name:	MEHRDAD AJDARI
Owner/Operator Address:	NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone:	4155551212
Owner/Operator Type:	P
Date Became Current:	
Date Ended Current:	

Owner/Operator Indicator:	CP
Owner/Operator Name:	NOT REQUIRED
Owner/Operator Address:	NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone:	4155551212
Owner/Operator Type:	P
Date Became Current:	
Date Ended Current:	

NAICS Information

Handler Information

Date Received:	19880802
Facility Name:	VALLEY AUTO CLINIC INC
Classification:	Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

7	***1 of 1***	***E/0.13***	***720.40***	***KINDERGARTEN LEARNING CENTER 6555 SYLMAR AVE VAN NUYS CA 91401***	***RCRA GEN***

EPA Handler ID:	CAR000184804
Current Site Name:	KINDERGARTEN LEARNING CENTER
Generator Status Universe:	Large Quantity Generator

Land Type:	District
Activity Location:	CA
TSD Activity:	N
Mixed Waste Generator:	N
Importer Activity:	N
Transporter Activity:	N
Transfer Facility:	N
Recycler Activity:	N
Onsite Burner Exemption:	N
Furnace Exemption:	N
Underground Inject Activity:	N
Rece Waste From Off Site:	N
Used Oil Transporter:	
Used Oil Transfer Facility:	
Used Oil Processor:	
Used Oil Refiner:	
Used Oil Burner:	
Used Oil Market Burner:	
Used Oil Spec Marketer:	
Mailing Address:	333 S BEAUDRY AVE, 20TH FL LAUSD OEHS, LOS ANGELES, CA, 90017, US
Contact Name:	SOE AUNG
Contact Address:	333 S BEAUDRY AVE, 20TH FL LAUSD OEHS, LOS ANGELES, CA, 90017, US
Contact Email:	SOE.AUNG@LAUSD.NET
Location Street 2:	

Owner/Operator Information

Owner/Operator Indicator:	CO
Owner/Operator Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/Operator Address:	333 S BEAUDRY AVE LOS ANGELES CA US 90017
Owner/Operator Phone:	
Owner/Operator Type:	D
Date Became Current:	20070201
Date Ended Current:	

Owner/Operator Indicator:	CP
Owner/Operator Name:	KINDERGARTEN LEARNING CENTER
Owner/Operator Address:	
Owner/Operator Phone:	
Owner/Operator Type:	D
Date Became Current:	20070201
Date Ended Current:	

NAICS Information

Naics Code:	61111
Naics Description:	ELEMENTARY AND SECONDARY SCHOOLS

Handler Information

Date Received:	20070531
Facility Name:	KINDERGARTEN LEARNING CENTER
Classification:	Large Quantity Generator

Hazardous Waste Information

Waste Code:	D008
Waste:	LEAD

Waste Code:	181

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Waste: from br conversion

Violation/Evaluation Information

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8 **1 of 1** **SE/0.18** **715.22** **LOS ANGELES USD VAN NUYS ELEM SCHOOL**
6464 SYLMAR AVE
VAN NUYS CA 91401 **RCRA GEN**

EPA Handler ID: CAD982022691
Current Site Name: LOS ANGELES USD VAN NUYS ELEM SCHOOL
Generator Status Universe: Small Quantity Generator
Land Type: Other
Activity Location: CA
TSD Activity: N
Mixed Waste Generator: N
Importer Activity: N
Transporter Activity: N
Transfer Facility: N
Recycler Activity: N
Onsite Burner Exemption: N
Furnace Exemption: N
Underground Inject Activity: N
Rece Waste From Off Site: N
Used Oil Transporter:
Used Oil Transfer Facility:
Used Oil Processor:
Used Oil Refiner:
Used Oil Burner:
Used Oil Market Burner:
Used Oil Spec Marketer:
Mailing Address: 1425 S SAN PEDRO ST ROOM 215, , LOS ANGELES, CA, 90015,
Contact Name: ENVIRONMENTAL MANAGER
Contact Address: 6464 SYLMAR AVE, , VAN NUYS, CA, 91401, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: M
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: NOT REQUIRED
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: M
Date Became Current:
Date Ended Current:

NAICS Information

Naics Code: 61111

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Naics Description: ELEMENTARY AND SECONDARY SCHOOLS

Handler Information

Date Received: 19870807
Facility Name: LOS ANGELES USD VAN NUYS ELEM SCHOOL
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

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9 | 1 of 1 | WSW/0.20 | 718.39 | M & Y TRUCKING
14629 HAMLIN
VAN NUYS CA 91411 | RCRA
NON GEN

EPA Handler ID: CAD982492332
Current Site Name: M & Y TRUCKING
Generator Status Universe: No Report
Land Type:
Activity Location: CA
TSD Activity: N
Mixed Waste Generator: N
Importer Activity: N
Transporter Activity: Y
Transfer Facility: N
Recycler Activity: N
Onsite Burner Exemption: N
Furnace Exemption: N
Underground Inject Activity: N
Rece Waste From Off Site: N
Used Oil Transporter:
Used Oil Transfer Facility:
Used Oil Processor:
Used Oil Refiner:
Used Oil Burner:
Used Oil Market Burner:
Used Oil Spec Marketer:
Mailing Address: 14629, HAMLIN, , VAN NUYS, CA, 91411,
Contact Name: ENVIRONMENTAL MANAGER
Contact Address: 14629 HAMLIN, , VAN NUYS, CA, 91411, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: MKRTICH YEPREMIAN
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: NOT REQUIRED
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212

Owner/Operator Type:	P
Date Became Current:	
Date Ended Current:	
NAICS Information	
Handler Information	
Date Received:	19900608
Facility Name:	M & Y TRUCKING
Hazardous Waste Information	
Violation/Evaluation Information	
Evaluation Start Date:	20040527
Evaluation Agency:	S
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description:	Generators - General
Violation Determined Date:	20040527
Actual Return to Compliance Date:	20040930
Violation Responsible Agency:	S
Enforcement Action Date:	20040527
Enforcement Agency:	S
Disposition Status Date:	
Disposition Status:	
Enforcement Type Description:	WRITTEN INFORMAL
Proposed Penalty Amount:	
Paid Amount:	
Final Amount:	

10	1 of 1	SSE/0.23	712.65	***FREDS ONE HOUR PHOTO*** ***14437 VICTORY BLVD*** ***VAN NUYS CA 91401***	RCRA GEN

EPA Handler ID:	CAD982051575
Current Site Name:	FREDS ONE HOUR PHOTO
Generator Status Universe:	Small Quantity Generator
Land Type:	Other
Activity Location:	CA
TSD Activity:	N
Mixed Waste Generator:	N
Importer Activity:	N
Transporter Activity:	N
Transfer Facility:	N
Recycler Activity:	N
Onsite Burner Exemption:	N
Furnace Exemption:	N
Underground Inject Activity:	N
Rece Waste From Off Site:	N
Used Oil Transporter:	
Used Oil Transfer Facility:	
Used Oil Processor:	
Used Oil Refiner:	
Used Oil Burner:	
Used Oil Market Burner:	
Used Oil Spec Marketer:	
Mailing Address:	14437 VICTORY BLVD, , VAN NUYS, CA, 91401,
Contact Name:	ENVIRONMENTAL MANAGER

Contact Address: 14437 VICTORY BLVD, , VAN NUYS, CA, 91401, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: FREGI COHEN
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: NOT REQUIRED
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

NAICS Information

Naics Code: 81292
Naics Description: PHOTOFINISHING

Handler Information

Date Received: 19871005
Facility Name: FREDS ONE HOUR PHOTO
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

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11 | 1 of 1 | SSE/0.26 | 712.40 | **UNOCAL #2326**
14401 VICTORY BLVD
VAN NUYS CA 91411 | LUST

Global ID: T10000005431
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1997-07-30 00:00:00
RB Case Number:
LOC Case Number:
CUF Case: YES
Potential Cntm of Concrn:
Potential Media Affected:
County: Los Angeles
Latitude: 34.1866787
Longitude: -118.4465575
Lead Agency: LOS ANGELES, CITY OF
Case Worker:
Local Agency:
File Location:

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Status History

Status:	Completed - Case Closed
Status Date:	1997-07-30 00:00:00
Status:	Open - Case Begin Date
Status Date:	1995-09-07 00:00:00

Activities

Action Type:	Other
Date:	1995-09-07 00:00:00
Action:	Leak Began
Action Type:	Other
Date:	1995-09-07 00:00:00
Action:	Leak Discovery
Action Type:	Other
Date:	1995-09-07 00:00:00
Action:	Leak Reported

12	***1 of 1***	***SSW/0.38***	***706.28***	***ASIA AUTO REPAIR*** ***14550 SYLVAN*** ***VAN NUYS CA 91411***	*LUST*

Global ID:	T0603755459
Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	2014-08-05 00:00:00
RB Case Number:	
LOC Case Number:	TT
CUF Case:	NO
Potential Cntm of Concrn:	Gasoline
Potential Media Affected:	Soil
County:	Los Angeles
Latitude:	34.184351
Longitude:	-118.450466
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES, CITY OF
File Location:	

Status History

Status:	Open - Case Begin Date
Status Date:	1998-10-13 00:00:00
Status:	Open - Eligible for Closure
Status Date:	2014-01-17 00:00:00
Status:	Open - Eligible for Closure
Status Date:	2014-08-05 00:00:00
Status:	Open - Site Assessment
Status Date:	2008-10-17 00:00:00

Activities

Action Type: ENFORCEMENT
Date: 2005-03-04 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2000-04-27 00:00:00
Action: Notice of Violation - #41148

Action Type: ENFORCEMENT
Date: 2007-08-27 00:00:00
Action: Notice of Violation - #200732

Action Type: ENFORCEMENT
Date: 2014-04-29 00:00:00
Action: Notification - Public Notice of Case Closure

Action Type: ENFORCEMENT
Date: 2014-08-05 00:00:00
Action: State Water Board - Closure Order

Action Type: Other
Date: 1998-10-13 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 1998-10-13 00:00:00
Action: Leak Reported

Action Type: RESPONSE
Date: 2009-02-09 00:00:00
Action: Site Assessment Report

Action Type: RESPONSE
Date: 1998-11-19 00:00:00
Action: Tank Removal Report / UST Sampling Report

Action Type: RESPONSE
Date: 1982-07-28 00:00:00
Action: Other Report / Document

Action Type: RESPONSE
Date: 2007-11-29 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2013-03-20 00:00:00
Action: Other Report / Document

Action Type: RESPONSE
Date: 2008-01-07 00:00:00
Action: Other Report / Document

Contact Information

Contact Type: Local Agency Caseworker
Contact Name: GILBERT T. URREA, JR.
Organization Name: LOS ANGELES, CITY OF
Address: 221 N. Figueroa Street, 15th floor
City: LOS ANGELES

Email:	gilbert.urrea@lacity.org
Phone Number:	2134826528
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:	
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

13 ***1 of 1*** ***SSE/0.47*** ***703.80*** ***9/1 VALLEY POLICE HEADQUARTERS 6240 SYLMAR AVE VAN NUYS CA 91401*** ***LUST***

Global ID:	T0603702410
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	1999-06-03 00:00:00
RB Case Number:	914010816
LOC Case Number:	
CUF Case:	NO
Potential Cntm of Concrn:	Gasoline
Potential Media Affected:	Soil
County:	Los Angeles
Latitude:	34.1846252
Longitude:	-118.4464724
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
File Location:	

Status History

Status:	Completed - Case Closed
Status Date:	1999-06-03 00:00:00
Status:	Open - Case Begin Date
Status Date:	1994-02-13 00:00:00
Status:	Open - Site Assessment
Status Date:	1994-03-28 00:00:00

Activities

Action Type:	Other
Date:	1994-02-13 00:00:00
Action:	Leak Discovery

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Action Type:	Other
Date:	1994-02-13 00:00:00
Action:	Leak Reported

Contact Information

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:	

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:	

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
14	1 of 1	S/0.70	695.85	VAN NUYS DIST HDQRS DEPT WATER & POWER 6000 VAN NUYS BLVD VAN NUYS CA 91401	RCRA CORRACTS

EPA Handler ID:	CAD980737571
Current Site Name:	VAN NUYS DIST HDQRS DEPT WATER & POWER
Generator Status Universe:	Small Quantity Generator
Land Type:	
Activity Location:	CA
TSD Activity:	N
Mixed Waste Generator:	N
Importer Activity:	N
Transporter Activity:	N
Transfer Facility:	N
Recycler Activity:	N
Onsite Burner Exemption:	N
Furnace Exemption:	N
Underground Inject Activity:	N
Rece Waste From Off Site:	N
Used Oil Transporter:	
Used Oil Transfer Facility:	
Used Oil Processor:	
Used Oil Refiner:	
Used Oil Burner:	
Used Oil Market Burner:	
Used Oil Spec Marketer:	
Mailing Address:	PO BOX 111 RM 634, , LOS ANGELES, CA, 90051,
Contact Name:	
Contact Address:	
Contact Email:	
Location Street 2:	

Owner/Operator Information

Owner/Operator Indicator: CP
Owner/Operator Name: NOT REQUIRED
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: NOT REQUIRED
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: LOS ANGELES DEPT OF WATER & POWER
Owner/Operator Address: NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone: 4155551212
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

NAICS Information

Naics Code: 22131
Naics Description: WATER SUPPLY AND IRRIGATION SYSTEMS

Naics Code: 2211
Naics Description: ELECTRIC POWER GENERATION, TRANSMISSION AND DISTRIBUTION

Handler Information

Date Received: 19960901
Facility Name: VAN NUYS DIST HDQRS DEPT WATER & POWER
Classification: Large Quantity Generator

Date Received: 19960901
Facility Name: VAN NUYS DIST HDQRS DEPT WATER & POWER
Classification: Small Quantity Generator

Date Received: 19820927
Facility Name: VAN NUYS DIST HDQRS DEPT WATER & POWER
Classification: Large Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

Evaluation Start Date: 19960625
Evaluation Agency: S
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Violation Determined Date:
Actual Return to Compliance Date:
Violation Responsible Agency:
Enforcement Action Date:
Enforcement Agency:
Disposition Status Date:

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Disposition Status:
Enforcement Type Description:
Proposed Penalty Amount:
Paid Amount:
Final Amount:

Event

Corrective Action Event Code: CA029
Corrective Action Event Description:
Original Schedule Date of Event:
New Schedule Date of Event:
Actual Date of Event: 20071220

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15 | *1 of 2* | *S/0.74* | *693.64* | ***LA DEPARTMENT WATER & POWER***
14453 OXNARD ST
VAN NUYS CA 91401 | *ENVIROSTOR*

Estor/EPA ID: 60002146
Site Code:
Cleanup Status: NO FURTHER ACTION AS OF 6/11/2002
Site Type: CORRECTIVE ACTION
Potential Media Affected: NO MEDIA AFFECTED
Past Uses Caused Contam: NONE
APN: 2240007901
National Priorities List: NO
Cleab up Oversight Agenci: DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:
Funding: RESPONSIBLE PARTY
Acres: 5 ACRES
School District:
Assembly District: , 46
Senate District: 18
Zip: 91401

POTENTIAL COMTAMI:

NO CONTAMINANTS FOUND

SITE HISTORY:

The California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) has made a determination that no further action is required for the Los Angeles Department of Water and Power (DWP) Valley Telecommunications Headquarters site (Site). DTSC made the determination after reviewing and approving the Resource Conservation and Recovery Act (RFI) Facility Investigation report. The RFI was part of Corrective Action activities conducted by the DWP under DTSC oversight to determine if releases of hazardous waste posing a risk to public health or the environment had occurred.

Facility Information

Program Type: CORRECTIVE ACTION
Status: NO FURTHER ACTION
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60002146

Completed Activities

Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60002146&enforcement_id=60389603

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Area Name:
Sub Area:
Document Type: Correspondence
Date Completed: 2/25/2015
Comments: This deliverable contains the entire record for this site.
Activity Type: Completed Activities

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15 | 2 of 2 | S/0.74 | 693.64 | **LA DEPARTMENT WATER & POWER**
14453 OXNARD ST
VAN NUYS CA | HWP

EPA ID: CAD980737571
Status: UNKNOWN
Facility Type: Historical - Non-Operating
Facility Size:
Team:
Site Code:
County: LOS ANGELES
Project Manager:

Latitude: 34.179734
Longitude: -118.448092
Assembly District: 46
Senate District: 18
Public Info Officer:
Public Part Speci:
Zip: 914010000

Alias

Facility Type: Historical - Non-Operating
Alias Type: Alternate Address
Alias: 6000 Van Nuys Blvd

Facility Type: Historical - Non-Operating
Alias Type: EPA Identification Number
Alias: CAD980737571

Facility Type: Historical - Non-Operating
Alias Type: FRS
Alias: 110018968991

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16 | 1 of 1 | W/0.83 | 730.71 | **VAN NUYS NEW ELEMENTARY SCHOOL NO. 1**
15141 LEMAY STREET
VAN NUYS CA 91405 | ENVIROSTOR

Estor/EPA ID: 19010006
Site Code: 304000
Cleanup Status: CERTIFIED AS OF 1/9/2001
Site Type: SCHOOL
Potential Media Affected: SOIL
Past Uses Caused Contam: AGRICULTURAL - ROW CROPS
APN: NONE SPECIFIED
National Priorities List: NO
Cleab up Oversight Agenci: DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:
Funding: SCHOOL DISTRICT
Acres: 3.5 ACRES
School District: LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District: 46
Senate District: 18
Zip: 91405

POTENTIAL COMTAMI:

ARSENIC

SITE HISTORY:

This 3.5 acre site was historically a horticultural education center. A PEA was completed in May 2000. Results from the PEA investigation indicated concentrations of metals and polyaromatic hydrocarbons (specifically creosote), therefore a Removal Action was recommended.

Facility Information

Program Type: SCHOOL CLEANUP
Status: CERTIFIED
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19010006

Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: Certification
Date Completed: 1/9/2001
Comments:
Activity Type: Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 10/24/2000
Comments:
Activity Type: Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: Removal Action Workplan
Date Completed: 9/28/2000
Comments:
Activity Type: Completed Activities

Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010006&enforcement_id=6007707
Area Name:
Sub Area:
Document Type: Environmental Oversight Agreement
Date Completed: 2/10/2000
Comments:
Activity Type: Completed Activities

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17 ***1 of 1*** ***SSW/0.84*** ***697.08*** ***REX PRECISION PRODUCTS INC*** ***ENVIROSTOR***
14806 OXNARD STREET
VAN NUYS CA 91411

Estor/EPA ID: 19360219
Site Code:
Cleanup Status: REFER: OTHER AGENCY AS OF 3/19/1984
Site Type: * HISTORICAL

Potential Media Affected:	NONE SPECIFIED
Past Uses Caused Contam:	NONE SPECIFIED
APN:	NONE SPECIFIED
National Priorities List:	NO
Cleab up Oversight Agenci:	NONE SPECIFIED
Special Program:	* RCRA 3012 - PAST HAZ WASTE DISP INVEN SITE
Funding:	
Acres:	NONE SPECIFIED
School District:	
Assembly District:	46
Senate District:	18
Zip:	91411

POTENTIAL COMTAMI:

UNSPECIFIED ACID SOLUTION
CYANIDE (FREE)

SITE HISTORY:

Facility Information

Program Type:	HISTORICAL
Status:	REFER: OTHER AGENCY
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19360219

Completed Activities

Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Site Screening
Date Completed:	10/25/1994
Comments:	Database verification project confirms NFA for DTSC.
Activity Type:	Completed Activities

Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Preliminary Assessment Report
Date Completed:	3/19/1984
Comments:	SOURCE ACT: METAL CASTING/FINISHIG,WAX SHAPE ASSEMBLIES(CITY IW 2/28/84 VISIT) WASTE TYPE: CHLORAL. CAUSTIC/CILICATE WASTE IN DRUMS. 5000GAL/D IN 1975 SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012
Activity Type:	Completed Activities

Doc Link:	
Area Name:	
Sub Area:	
Document Type:	* Discovery
Date Completed:	9/28/1983
Comments:	FACILITY IDENTIFIED ID FROM ERRIS
Activity Type:	Completed Activities

Doc Link:	
Area Name:	
Sub Area:	
Document Type:	* Discovery

Date Completed:	10/1/1982
Comments:	FACILITY IDENTIFIED ID'D BY LOS ANGELES CHAM COMM DIR 63-64. RELAYS, AMPLIFIERS, SEALS.
Activity Type:	Completed Activities

Unplottable Summary

Total: 50 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip
CHMIRS	Spill Center	Van Nuys Blvd and Riverside Dr	Van Nuys CA	23235
CHMIRS	UPRR	Van Nuys at Cabrito Rd.	Van Nuys CA	
CHMIRS	UPRR	Valley Scax Subdivision MM 19.5, nearest cross is Van Nuys in Yard 52 track #4	Van Nuys CA	91405
CHMIRS	Ecology and Environment	Unkn business at SE corner of Van Nuys Blvd & Magnolia Blvd	Sherman Oaks CA	
CHMIRS	UPRR	Jemco Rail Yard; Cross Streets: Van Nuys Blvd & Arminita	Panorama City CA	91402
CHMIRS	CHP LOS ANGELES	EAST BOUND 101 FREEWAY AT VAN NUYS BLVD. RIGHT HAND SHOULDER.	VAN NUYS CA	90044
CHMIRS	CHP-Dispatch	EB 101 at Van Nuys	Los Angeles CA	
CHMIRS	Veeder Root	Exxon-Mobil #18LLD, 44715 Van Nuys Blvd.	Sherman Oaks CA	90509
CHMIRS	UPRR	14000 Block of Van Nuys Blvd, Union Pacific Railyard, MPM 455, Ventura Subdivisi ion	Van Nuys CA	91405
CHMIRS	CHP-LA	WB 101 JEO Van Nuys Blvd	Van Nuys CA	
CHMIRS	UPRR	Gemco Railyard/ 7808 Van Nuys Blvd	Van Nuys CA	
CHMIRS	UPRR	Gemco Yard - 7801 Van Nuys Blvd.	Van Nuys CA	
ENVIROSTOR	VALLEY REGION ES9 5640030	CALHOUN AVE/HART ST./VANOWEN STREET	VAN NUYS CA	91405
ENVIROSTOR	NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4	ARCHWOOD STREET/BELLINGHAM AVENUE	LOS ANGELES CA	91606-1408
ENVIROSTOR	EAST VALLEY HIGH SCHOOL NO. 3	VAN NUYS BOULEVARD/LANARK STREET	VAN NUYS CA	91402
ENVIROSTOR	VAN NUYS AAF	AT VAN NUYS MUNICIPAL AIRPORT	VAN NUYS CA	91406

ENVIROSTOR	NOBLE NEW ELEMENTARY SCHOOL NO. 1	KESTER AVENUE/PARTHENIA STREET	PANORAMA CITY CA	91402
ERNS		SE CORNER VAN NUYS BLVD AND MAGNOLIA BLVD	SHERMAN OAKS CA	
FED BROWNFIELDS	Delano Park	1511 Erwin Street	Los Angeles CA	90026
FINDS/FRS	CVS PHARMACY #5483	5601 VAN NUYS BLVD	SHERMAN OAKS CA	91441
FINDS/FRS	VICTORY W VAN NUYS OVERHEAD WIDENING	RTE 405 NB VAN NUYS	VAN NUYS CA	914360000
HAZNET	WELLS FARGO CORPORATE PROPERTY GROUP	1600 VAN NUYS	VAN NUYS CA	91405
HAZNET	FOREMAN HONDA	5151 VAN NUYS BLD	VAN NUYS CA	914030000
HAZNET	1X SHELL OIL CO STA #20481002804	5161 VAN NUYS	VAN NUYS CA	907490000
HAZNET	SHELL	5161 VAN NUYS	VAN NUYS CA	914030000
HAZNET	1X ANZALONE ASSOC. INC	VENTURA FREEWAY (VAN NUYS &101	LOS ANGELES CA	000000000
HAZNET	1X COUNTY OF LOS ANGELES	VAN NUYS SUPERIOR COURTS	VAN NUYS CA	914010000
HAZNET	PACIFIC RIM TRANSPORTATION INC	VAN NUYS OFF RAMP WB 101 FREEWAY	LOS ANGELES CA	000000000
HAZNET	LOS ANGELES TIMES	3856 VAN NUYS BLVD.	VAN NUYS CA	914050000
HAZNET	1X SHERMAN OAKS MEDICAL PLAZA	4955 VAN NUYS BLVD	VAN NUYS CA	914030000
HAZNET	ATV, INC DBA AMERICAN TIRE DEPOT	5262 VAN NUYS BLVD	SHERMAN OAKS CA	914015617
HAZNET	WEST COAST WATER PROOFING	IRWINE AND VAN NUYS	VAN NUYS CA	913440000
HAZNET	UNION PACIFIC RAILROAD	APPROX RAYMER ST & VAN NUYS	LOS ANGELES CA	914020000
HAZNET	CALTRANS D-7/REHAB BRIDGE DECKS PROJECT / EA07-3Y6504	RTE 405 LONG BEACH TO VAN NUYS	VAN NUYS CA	91406
HAZNET	LOGISTICS CEVA INC	INTERSECT OF VAN NUYS BLVD&ARMITA	VAN NUYS CA	91403
HAZNET	MIDAS INC	5262 VAN NUYS BLVD	VAN NUYS CA	914010000

HAZNET	MIDAS	5262 VAN NUYS BLVD	SHERMAN OAKS CA	91401
HAZNET	AFFORDABLE GENTLE DENTAL	6600 VAN NUYS BLVD	PANORAMA CITY CA	914020000
HAZNET	1X UNITED PARCEL SERVICE	SELMAR & VAN NUYS BLVD	VAN NUYS CA	906400000
HAZNET	IMPACT AUTO BODY & PAINT	70043 3/4 VAN NUYS BLVD.	VAN NUYS CA	914050000
HAZNET	UNION PACIFIC RAILROAD	7801 W VAN NUYS BLVD	VAN NUYS CA	914020000
HAZNET	VICTORY W VAN NUYS OVERHEAD WIDENING	RTE 405 NB VAN NUYS	VAN NUYS CA	914360000
HHSS	JERRYS SHELL SVC CTR	5161 VAN NUYS BLVD	VAN NUYS CA	91403
HHSS	VAN NUYS VOR	VAN NUYS AIRPORT	VAN NUYS CA	91505
HIST CHMIRS		4929 N VAN NUYS BLVD	VAN NUYS CA	
HIST CHMIRS		7800 VAN NUYS	VAN NUYS CA	
HMIRS		VAN NUYS BLVD	PANORAMA CITY CA	
SCH	NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4	ARCHWOOD STREET/BELLINGHAM AVENUE	LOS ANGELES CA	91606-1408
SCH	EAST VALLEY HIGH SCHOOL NO. 3	VAN NUYS BOULEVARD/LANARK STREET	VAN NUYS CA	91402
UST	LUIS MONROY	13201 VAN NUYS BL	North Hollywood CA	

Unplottable Report

Site: ***Spill Center***
Van Nuys Blvd and Riverside Dr Van Nuys CA 23235 CHMIRS

Control NO:	00-0396
Notified Date:	1/27/200007:38:26 AM
Year:	2000
Agency:	Spill Center
County:	Los Angeles County
California Hazardous Material Incident Report System	
--	--
Contained:	Yes
Water Involved:	No
Water Way:	
Incident Date:	1/27/200012:00:00 AM
Incident Time:	
Spill Site:	
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	Contractor
Admin Agency:	L. A. County Fire Prevention
Site:	Road
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	
1 Measure:	
1 Type:	
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	0
Cups:	0
Cubic Ft:	0
Gallons:	50

Grams:	0
Lbs:	0
Liters:	0
Ozs:	0
Pts:	0
Qts:	0
Sheen:	0
Tons:	0
Unknown:	0
Cause Other:	
Notification Area:	
Description:	

Site: ***UPRR***
Van Nuys at Cabrito Rd. ***Van Nuys CA*** CHMIRS

Control NO:	'08-2028
Notified Date:	3/13/2008 14:16
Year:	2008
Agency:	UPRR
County:	Los Angeles County
California Hazardous Material Incident Report System	
--	--
Contained:	Yes
Water Involved:	No
Water Way:	
Incident Date:	3/13/2008
Incident Time:	1412
Spill Site:	Rail Road
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	Reporting Party
Admin Agency:	L. A. County Fire Prevention
Site:	
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	UNK
1 Measure:	Unknown
1 Type:	CHEMICAL
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	

3 Vessel 300 Tons:
Barrels:
Cups:
Cubic Ft:
Gallons:
Grams:
Lbs:
Liters:
Ozs:
Pts:
Qts:
Sheen:
Tons:
Unknown:
Cause Other:
Notification Area: AA/CUPA,DFG-OSPR,DTSC,RWQCB,US EPA,USFWS,PUC
Description:

Site: ***UPRR***
Valley Scax Subdivision MM 19.5, nearest cross is Van Nuys in Yard 52 track #4 Van Nuys CA 91405 CHMIRS

Control NO: '13-2969
Notified Date: 5/16/2013 11:21
Year: 2013
Agency: UPRR
County: Los Angeles County

California Hazardous Material Incident Report System
--
Contained: Yes
Water Involved: No
Water Way:
Incident Date: 5/16/2013
Incident Time: 1110
Spill Site: Rail Road
Injuries?: No
Injuries Number:
Fatals?: No
Fatals Number:
Evacs?: No
Evacs Number:
Clean Up: N/A
Admin Agency: Los Angeles City Fire Department
Site:
Cause: Mechanical
DOG Number:
1 Substance:
1 Quantity: 1
1 Measure: N/A
1 Type: RAILROAD
1 Other:
1 Pipeline: No
1 Vessel 300 Tons: No
2 Substance:
2 Quantity::
2 Measure:
2 Type:
2 Other:
2 Pipeline: No
2 Vessel 300 Tons: No

3 Substance:
3 Quantity:
3 Measure:
3 Type:
3 Other:
3 Pipeline: No
3 Vessel 300 Tons: No
Barrels:
Cups:
Cubic Ft:
Gallons:
Grams:
Lbs:
Liters:
Ozs:
Pts:
Qts:
Sheen:
Tons:
Unknown:
Cause Other:
Notification Area: AA/CUPA,DFG-OSPR,DTSC,RWQCB,US EPA,USFWS,PUC,SFM
Description:

Site: ***Ecology and Environment***
Unkn business at SE corner of Van Nuys Blvd & Magnolia Blvd Sherman Oaks CA CHMIRS

Control NO: 99-4450
Notified Date: 10/20/199912:59:46 PM
Year: 1999
Agency: Ecology and Environment
County: Los Angeles County

California Hazardous Material Incident Report System
-- --
Contained: No
Water Involved: No
Water Way:
Incident Date: 10/20/199912:00:00 AM
Incident Time:
Spill Site:
Injuries?:
Injuries Number: 0
Fatals?:
Fatals Number: 0
Evacs?:
Evacs Number: 0
Clean Up: Unknown
Admin Agency: L. A. County Fire Prevention
Site: Merchant/Business
Cause:
DOG Number:
1 Substance:
1 Quantity:
1 Measure:
1 Type:
1 Other:
1 Pipeline:
1 Vessel 300 Tons:
2 Substance:
2 Quantity::

2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	0
Cups:	0
Cubic Ft:	0
Gallons:	2
Grams:	0
Lbs:	0
Liters:	0
Ozs:	0
Pts:	0
Qts:	0
Sheen:	0
Tons:	0
Unknown:	0
Cause Other:	
Notification Area:	
Description:	

Site: ***UPRR***
Jemco Rail Yard; Cross Streets: Van Nuys Blvd & Arminita Panorama City CA 91402 CHMIRS

Control NO:	'07-4540
Notified Date:	7/29/2007 11:09
Year:	2007
Agency:	UPRR
County:	Los Angeles County
California Hazardous Material Incident Report System	
--	--
Contained:	Yes
Water Involved:	No
Water Way:	
Incident Date:	7/29/2007
Incident Time:	1033
Spill Site:	Rail Road
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	Contractor
Admin Agency:	L. A. County Fire Prevention
Site:	
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	45
1 Measure:	Gal(s)
1 Type:	PETROLEUM

1 Other:
1 Pipeline:
1 Vessel 300 Tons:
2 Substance:
2 Quantity::
2 Measure:
2 Type:
2 Other:
2 Pipeline:
2 Vessel 300 Tons:
3 Substance:
3 Quantity:
3 Measure:
3 Type:
3 Other:
3 Pipeline:
3 Vessel 300 Tons:
Barrels:
Cups:
Cubic Ft:
Gallons:
Grams:
Lbs:
Liters:
Ozs:
Pts:
Qts:
Sheen:
Tons:
Unknown:
Cause Other:
Notification Area: AA/CUPA,DFG-OSPR,DTSC,RWQCB,US EPA,USFWS,PUC
Description:

Site: ***CHP LOS ANGELES***
EAST BOUND 101 FREEWAY AT VAN NUYS BLVD. RIGHT HAND SHOULDER. VAN NUYS CA 90044 CHMIRS

Control NO: 011558
Notified Date: 1/2/1996
Year: 1996
Agency: CHP LOS ANGELES
County: LOS ANGELES

California Hazardous Material Incident Report System
-- --
Contained: YES
Water Involved:
Water Way: STORM DRAIN
Incident Date: 0811 2JAN96
Incident Time:
Spill Site:
Injuries?:
Injuries Number: NO
Fatals?:
Fatals Number: NO
Evacs?:
Evacs Number: NO
Clean Up:
Admin Agency:
Site: RD

Cause:
DOG Number:
1 Substance:
1 Quantity: UNKNOWN 10 TO 15 GALS
1 Measure:
1 Type: PETROLEUM
1 Other:
1 Pipeline:
1 Vessel 300 Tons:
2 Substance:
2 Quantity::
2 Measure:
2 Type:
2 Other:
2 Pipeline:
2 Vessel 300 Tons:
3 Substance:
3 Quantity:
3 Measure:
3 Type:
3 Other:
3 Pipeline:
3 Vessel 300 Tons:
Barrels:
Cups:
Cubic Ft:
Gallons:
Grams:
Lbs:
Liters:
Ozs:
Pts:
Qts:
Sheen:
Tons:
Unknown:
Cause Other:
Notification Area:
Description:

Site: ***CHP-Dispatch***
EB 101 at Van Nuys Los Angeles CA CHMIRS

Control NO: '08-0692
Notified Date: 1/25/2008 3:00
Year: 2008
Agency: CHP-Dispatch
County: Los Angeles County

California Hazardous Material Incident Report System
--
Contained: Yes
Water Involved: Yes
Water Way: Storm drain
Incident Date: 1/24/2008
Incident Time: 2040
Spill Site: Road
Injuries?:
Injuries Number: 1
Fatals?:
Fatals Number: 0

Evacs?:
Evacs Number: 0
Clean Up: CalTrans
Admin Agency: Los Angeles City Fire Department
Site: Storm drain
Cause:
DOG Number:
1 Substance:
1 Quantity: 80
1 Measure: Gal(s)
1 Type: PETROLEUM
1 Other:
1 Pipeline:
1 Vessel 300 Tons:
2 Substance:
2 Quantity::
2 Measure:
2 Type:
2 Other:
2 Pipeline:
2 Vessel 300 Tons:
3 Substance:
3 Quantity:
3 Measure:
3 Type:
3 Other:
3 Pipeline:
3 Vessel 300 Tons:
Barrels:
Cups:
Cubic Ft:
Gallons:
Grams:
Lbs:
Liters:
Ozs:
Pts:
Qts:
Sheen:
Tons:
Unknown:
Cause Other:
Notification Area: AA/CUPA,DFG-OSPR,DTSC,RWQCB,US EPA,USFWS,COASTAL COM,LANDS,PARKS & REC,USCG
Description:

Site: ***Veeder Root***
Exxon-Mobil #18LLD, 44715 Van Nuys Blvd. Sherman Oaks CA 90509 CHMIRS

Control NO: 01-2764
Notified Date: 5/12/200104:41:19 PM
Year: 2001
Agency: Veeder Root
County: Los Angeles County

California Hazardous Material Incident Report System
--
Contained: Yes
Water Involved: No
Water Way:
Incident Date: 5/12/200112:00:00 AM

Incident Time:	
Spill Site:	
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	Contractor
Admin Agency:	L. A. County Fire Prevention
Site:	Service Station
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	
1 Measure:	
1 Type:	
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	0
Cups:	0
Cubic Ft:	0
Gallons:	0
Grams:	0
Lbs:	0
Liters:	0
Ozs:	0
Pts:	0
Qts:	0
Sheen:	0
Tons:	0
Unknown:	0.000000
Cause Other:	
Notification Area:	
Description:	

Site: ***UPRR***
14000 Block of Van Nuys Blvd, Union Pacific Railyard, MPM 455, Ventura Subdivisi ion Van Nuys CA 91405

CHMIRS

Control NO:	'07-5978
Notified Date:	10/1/2007 12:13
Year:	2007
Agency:	UPRR
County:	Los Angeles County

California Hazardous Material

Incident Report System

--	*--*
Contained:	Yes
Water Involved:	No
Water Way:	
Incident Date:	10/1/2007
Incident Time:	1202
Spill Site:	Rail Road
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	Reporting Party
Admin Agency:	L. A. County Fire Prevention
Site:	
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	2
1 Measure:	Oz.
1 Type:	CHEMICAL
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	
Cups:	
Cubic Ft:	
Gallons:	
Grams:	
Lbs:	
Liters:	
Ozs:	
Pts:	
Qts:	
Sheen:	
Tons:	
Unknown:	
Cause Other:	
Notification Area:	AA/CUPA,DFG-OSPR,DTSC,RWQCB,US EPA,USFWS
Description:	

Site: ***CHP-LA***
WB 101 JEO Van Nuys Blvd Van Nuys CA CHMIRS

Control NO:	'06-0239
Notified Date:	1/10/2006 6:50

Year:	2006
Agency:	CHP-LA
County:	Los Angeles County
California Hazardous Material Incident Report System	
--	--
Contained:	Yes
Water Involved:	No
Water Way:	
Incident Date:	1/6/2006
Incident Time:	1141
Spill Site:	Road
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	CalTrans
Admin Agency:	L. A. County Fire Prevention
Site:	
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	10
1 Measure:	Gal(s)
1 Type:	PETROLEUM
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	
Cups:	
Cubic Ft:	
Gallons:	
Grams:	
Lbs:	
Liters:	
Ozs:	
Pts:	
Qts:	
Sheen:	
Tons:	
Unknown:	
Cause Other:	
Notification Area:	AA/CUPA,DFG-OSPR,DTSC,RWQCB,US EPA,USFWS
Description:	

Site: ***UPRR***
Gemco Railyard/ 7808 Van Nuys Blvd Van Nuys CA

CHMIRS

Control NO:	04-3266
Notified Date:	6/23/200405:21:45 PM
Year:	2004
Agency:	UPRR
County:	Los Angeles County
California Hazardous Material Incident Report System	
--	--
Contained:	Unknown
Water Involved:	
Water Way:	
Incident Date:	6/23/200412:00:00 AM
Incident Time:	
Spill Site:	
Injuries?:	
Injuries Number:	1
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	N/A
Admin Agency:	L. A. County Fire Prevention
Site:	Rail Road
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	
1 Measure:	
1 Type:	
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	0
Cups:	0
Cubic Ft:	0
Gallons:	0.000000
Grams:	0
Lbs:	0
Liters:	0
Ozs:	0
Pts:	0
Qts:	0
Sheen:	0
Tons:	0
Unknown:	0

Cause Other:
Notification Area:
Description:

Site: ***UPRR***
Gemco Yard - 7801 Van Nuys Blvd. Van Nuys CA CHMIRS

Control NO:	04-5749
Notified Date:	11/4/200411:41:36 AM
Year:	2004
Agency:	UPRR
County:	Los Angeles County
California Hazardous Material Incident Report System	
--	--
Contained:	Yes
Water Involved:	
Water Way:	
Incident Date:	11/4/200412:00:00 AM
Incident Time:	
Spill Site:	
Injuries?:	
Injuries Number:	0
Fatals?:	
Fatals Number:	0
Evacs?:	
Evacs Number:	0
Clean Up:	Contractor
Admin Agency:	L. A. County Fire Prevention
Site:	Rail Road
Cause:	
DOG Number:	
1 Substance:	
1 Quantity:	
1 Measure:	
1 Type:	
1 Other:	
1 Pipeline:	
1 Vessel 300 Tons:	
2 Substance:	
2 Quantity::	
2 Measure:	
2 Type:	
2 Other:	
2 Pipeline:	
2 Vessel 300 Tons:	
3 Substance:	
3 Quantity:	
3 Measure:	
3 Type:	
3 Other:	
3 Pipeline:	
3 Vessel 300 Tons:	
Barrels:	0
Cups:	0
Cubic Ft:	0
Gallons:	55
Grams:	0
Lbs:	0
Liters:	0
Ozs:	0

Pts:	0
Qts:	0
Sheen:	0
Tons:	0
Unknown:	0
Cause Other:	
Notification Area:	
Description:	

Site: ***VALLEY REGION ES9 5640030***
CALHOUN AVE/HART ST./VANOWEN STREET VAN NUYS CA 91405 ENVIROSTOR

Estor/EPA ID:	60000083
Site Code:	304494
Cleanup Status:	CERTIFIED AS OF 9/24/2008
Site Type:	SCHOOL
Potential Media Affected:	SOIL
Past Uses Caused Contam:	RESIDENTIAL AREA
APN:	2217-013--008, 2217-013--010, 2217-013--011, 2217-013--018, 2217-013--028, 2217-013--029, 2217-013--033, 2217-013-007
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	3.98 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	46
Senate District:	18
Zip:	91405

POTENTIAL COMTAMI:

LEAD

SITE HISTORY:

The site is currently occupied by a residential development.

Facility Information	
--	--
Program Type:	SCHOOL CLEANUP
Status:	CERTIFIED
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000083
--	--
Completed Activities	
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&enforcement_id=6010650
Area Name:	
Sub Area:	
Document Type:	Certification
Date Completed:	3/27/2007
Comments:	DTSC completed the site certification form associated with completion of the removal action for the site.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&doc_id=6014285
Area Name:	
Sub Area:	
Document Type:	Removal Action Completion Report
Date Completed:	3/8/2007
Comments:	DTSC issued a "No Further Action" determination based on the Removal Action Completion Report

Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&enforcement_id=6010452

Area Name:
Sub Area:
Document Type: CEQA - Notice of Exemption
Date Completed: 1/4/2007
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&doc_id=60135 72

Area Name:
Sub Area:
Document Type: Removal Action Workplan
Date Completed: 1/4/2007
Comments: DTSC approved the RAW for implementation
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&doc_id=60159 05

Area Name:
Sub Area:
Document Type: Fact Sheets
Date Completed: 11/16/2006
Comments: RAW Fact Sheet approved
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&doc_id=60130 65

Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 10/20/2006
Comments: DTSC approved the PEA Report and concurred with the conclusion that a removal action is necessary for lead contamination onsite.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&doc_id=60103 34

Area Name:
Sub Area:
Document Type: Phase 1
Date Completed: 3/24/2006
Comments: Phase 1 addm reqd for LBP
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&enforcement_id=6007913

Area Name:
Sub Area:
Document Type: Environmental Oversight Agreement
Date Completed: 2/10/2000
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000083&doc_id=60219 70

Area Name:
Sub Area:
Document Type: Construction Response Tech Memo
Date Completed: 1/6/2009

Comments:	Report submitted for DTSC records
Activity Type:	Completed Activities
--	--

Site: ***NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4***
ARCHWOOD STREET/BELLINGHAM AVENUE LOS ANGELES CA 91606-1408 ENVIROSTOR

Estor/EPA ID:	19880012
Site Code:	304345
Cleanup Status:	NO FURTHER ACTION AS OF 5/6/2003
Site Type:	SCHOOL
Potential Media Affected:	SOIL
Past Uses Caused Contam:	RESIDENTIAL AREA
APN:	NONE SPECIFIED
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	2.8 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	53
Senate District:	30
Zip:	91606-1408

POTENTIAL COMTAMI:

ACETONE
ASBESTOS CONTAINING MATERIALS (ACM)
TPH-DIESEL
VOLATILE ORGANICS (8260B VOCS): Benzene, Methylene chloride, Styrene, Toluene, Trichloroethylene (TCE), Xylenes

SITE HISTORY:

Located within TCE plume of San Fernando NPL site. Site has been residential since early 1940s. Auto repair violations of two residential parcels and septic tank in a 3rd parcel. Detected low levels of VOCs in soil but not in soil gas. Detected TVPH in soil gas but not BTEX.

Facility Information

--	--
Program Type:	SCHOOL EVALUATION
Status:	NO FURTHER ACTION
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19880012
--	--
Completed Activities	
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880012&doc_id=6002338
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	4/30/2003
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880012&doc_id=6002337
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	2/25/2002
Comments:	
Activity Type:	Completed Activities
--	--

Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Initial Study/Mitigated Negative Declaration Draft
Date Completed:	1/1/2002
Comments:	Initial Study/Mitigated Negative Declaration
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	11/20/2001
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880012&enforcement_id=6007876
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Date Completed:	2/10/2000
Comments:	
Activity Type:	Completed Activities
--	--

Site: ***EAST VALLEY HIGH SCHOOL NO. 3***
VAN NUYS BOULEVARD/LANARK STREET VAN NUYS CA 91402 ENVIROSTOR

Estor/EPA ID:	19010032
Site Code:	304194
Cleanup Status:	NO FURTHER ACTION AS OF 6/4/2003
Site Type:	SCHOOL
Potential Media Affected:	SOIL
Past Uses Caused Contam:	AGRICULTURAL - ROW CROPS
APN:	NONE SPECIFIED
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	18 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	46
Senate District:	18
Zip:	91402

POTENTIAL COMTAMI:

POLYCHLORINATED BIPHENYLS (PCBS)

SITE HISTORY:

The northern portion of the site was used for agricultural purposes until the early 1960s. The southern and northwestern portion of the site was used for residential and agricultural purposes until 1953. From 1953 to 1994, Nestle USA, operated food related businesses on the northwestern and southern portion of the site. In 2000, all buildings on the northwestern and southern portions of the site were demolished and the site was graded. In mid 1970s a strip mall was constructed on the northern portion of the site. A gas station operated in the northeastern corner of the site from 1964 to 1989. Historical onsite operations with potential environmental impact included underground tanks, paint booth, transformers and laboratories. The PEA evaluation addressed these areas.

Facility Information

--	--
Program Type:	SCHOOL EVALUATION

Status:	NO FURTHER ACTION
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19010032
--	--
Completed Activities	
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&doc_id=6001182
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	6/4/2003
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&doc_id=6001181
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	3/12/2003
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&doc_id=6001180
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	3/4/2002
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&enforcement_id=6007793
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Date Completed:	2/10/2000
Comments:	
Activity Type:	Completed Activities
--	--

Site: ***VAN NUYS AAF***
AT VAN NUYS MUNICIPAL AIRPORT VAN NUYS CA 91406 ENVIROSTOR

Estor/EPA ID:	80000120
Site Code:	
Cleanup Status:	INACTIVE - ACTION REQUIRED AS OF 12/20/2010
Site Type:	FUDS
Potential Media Affected:	NO MEDIA AFFECTED
Past Uses Caused Contam:	FIRING RANGE - SMALL ARMS ETC...
APN:	NONE SPECIFIED
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	DERA
Acres:	1509.36 ACRES
School District:	
Assembly District:	46
Senate District:	18
Zip:	91406

POTENTIAL COMTAMI:

NO CONTAMINANTS FOUND

SITE HISTORY:

The Van Nuys Army Air Field (AAF) is located in Van Nuys, California, in Los Angeles County. Land acquisition for the site was accomplished with six separate transactions beginning in December 1942, ending 12 June 1947, with military use of the 476.98-acre site beginning in 1943. The Preliminary Assessment (PA) reports that most of the land acquired consisted of the Metropolitan Airport, the remainder was either agricultural or undeveloped. The Inventory Project Report (INPR) records the total acreage as 477.01 (presumed rounding error). The Van Nuys AAF was used to train fighter pilots beginning with the formation of the 428th Fighter Squadron, flying the P-38 Lightning. Major military improvements at Van Nuys AAF included two paved landing strips, six paved taxiways, airplane parking areas, airplane hangars and shops, and approximately 200 buildings for housing, administration, and operational purposes. Munitions-related improvements included a gunnery office, ammunition storage yard, armament shop, chemical warfare office and yard, gas chamber, skeet range (located off site), and a firing-in butt. Air-to-ground gunnery firing and strafing took place off site at Soda Lake Airto-Ground Gunnery Range and Muroc Gunnery Range. A separate formerly used defense site (FUDS), J09CA0668, covers 63.09 acres of the former California Air National Guard (CANG) Base that was part of the original Van Nuys AAF. The FUDS project that is the subject of this Site Inspection (SI) originally included 413.89 acres. Van Nuys AAF was placed in inactive status on 28 August 1946; War Department leases were cancelled starting that month and continued through May 1950. The quitclaim deed, dated 10 February 1949, transferred the property to the City of Los Angeles with the restriction that it be used as a public airport.

Facility Information

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Program Type:	MILITARY EVALUATION
Status:	INACTIVE - ACTION REQUIRED
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=80000120
--	--
Completed Activities	
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=80000120&doc_id=6023498
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	6/29/2009
Comments:	Final document submitted. This site was recommended for no department of defense action indicated for both MRS 01 and 03 due to extensive developement and no reportings of MEC or MD.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=80000120&doc_id=6023496
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Tech Memo
Date Completed:	4/20/2009
Comments:	DTSC comments incorporated. Final document received.
Activity Type:	Completed Activities
--	--

Site: ***NOBLE NEW ELEMENTARY SCHOOL NO. 1***
KESTER AVENUE/PARTHENIA STREET PANORAMA CITY CA 91402 ENVIROSTOR

Estor/EPA ID:	19880037
Site Code:	304273
Cleanup Status:	CERTIFIED AS OF 2/28/2003
Site Type:	SCHOOL
Potential Media Affected:	SOIL
Past Uses Caused Contam:	RESIDENTIAL AREA

APN: NONE SPECIFIED
National Priorities List: NO
Cleab up Oversight Agenci: DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:
Funding: SCHOOL DISTRICT
Acres: 3.79 ACRES
School District: LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District: 46
Senate District: 18
Zip: 91402

POTENTIAL COMTAMI:

CHLORDANE

SITE HISTORY:

Site is currently residential, historically agricultural. PEA was conducted for OCPs and septic. PEA identified chlordane impacted soil, and DTSC determined that a removal action was necessary for chlordane impacted soil. Following completion of the Soil RA for chlordane, a Supplemental Site Investigation was conducted for lead-based paints in the area of the former structures. Site recieved a final DTSC No Further Action determination on 7/30/2003

Facility Information
-- --
Program Type: SCHOOL CLEANUP
Status: CERTIFIED
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19880037
-- --
Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Report
Date Completed: 7/30/2003
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Certification
Date Completed: 2/28/2003
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 2/13/2003
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Removal Action Workplan
Date Completed: 6/10/2002
Comments:
Activity Type: Completed Activities
-- --
Doc Link:

Area Name:
Sub Area:
Document Type: * CEQA
Date Completed: 6/10/2002
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 12/24/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Phase 1
Date Completed: 5/30/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880037&enforcement_id=6007830
Area Name:
Sub Area:
Document Type: Environmental Oversight Agreement
Date Completed: 2/10/2000
Comments:
Activity Type: Completed Activities
-- --

Site:

SE CORNER VAN NUYS BLVD AND MAGNOLIA BLVD SHERMAN OAKS CA ERNS

NRC Report Number: 503047
Type Of Incident: MOBILE
Desc Remedial Action: CALLER ASKED RP ABOUT PLANS TO CLEAN UP MATERIAL AND RP TOLD CALLERTHAT THERE WERE NO PLANS FOR CLEAN UP AND WOULDN'T FORBID PRACTICE
Description Of Incident: AUTOMOBILES OIL PANS AND RADIATORS/RP SELLS PRODUCTS AND ALLOWSCUSTOMERS TO CHANGE FLUIDS IN PARKING LOT LETTING MATERIAL RUN FREE
Release Secured: U
Release Rate:
Date Received: 10/20/1999 3:04:43 PM
Incident Cause: DUMPING
Incident Date: 10/20/1999 11:30:00 AM
Incident Location:
State Agency Notified:
Federal Agency Notified:
State Agency On Scene:
State Agency Report Num:
Responsible Company: UNKNOWN NAMED AUTO PARTS
Estima Duration of Release:
Responsible Org Type: PRIVATE ENTERPRISE
Responsible City: SHERMAN OAKS
Responsible State: CA
Responsible Zip:
Fire Involved: N
Fire Extinguished: U
Any Evacuations: N
Who Evacuated:

Radius Of Evacuation:	
Any Injuries:	U
Number Injured:	
Any Fatalities:	U
Number Fatalities:	
Any Damages:	N
Damage Amount:	
Employee Fatality:	
Passenger Fatality:	
Occupant Fatality:	
Air Corridor Closed:	N
Air Corridor Desc:	
Air Closure Time:	
Waterway Corridor Closed:	N
Waterway Corridor Desc:	
Waterway Closure Time:	
Road Closed:	N
Road Desc:	
Road Closure Time:	
Major Artery:	N
Track Closed:	N
Track Desc:	
Track Closure Time:	
Media Interest:	
Medium Desc:	LAND
Additional Medium Info:	ASPHALT
Body Of Water:	
Tributary Of:	
Weather Conditions:	
Air Temperature:	
Wind Speed:	
Wind Direction:	
Water Supply Contamin:	U
Nearest River Mile Marker:	
Passengers Transferred:	UNK
Community Impact:	N
Additional Info:	SIZE OF IMPACTED AREA:70FT X 12FT

Material Spill Information

--	--
CHRIS Code:	OMT
CAS Number:	
UN Number:	
Amount Of Material:	0
Unit Of Material:	UNKNOWN AMOUNT
Name Of Material:	OIL, MISC: MOTOR
If Reached Water:	YES
Amount In Water:	0
Unit Of Measure Reach Water:	NONE
--	--

Material Spill Information

--	--
CHRIS Code:	EGL
CAS Number:	
UN Number:	
Amount Of Material:	0
Unit Of Material:	UNKNOWN AMOUNT
Name Of Material:	ETHYLENE GLYCOL
If Reached Water:	YES
Amount In Water:	0
Unit Of Measure Reach Water:	NONE
--	--

Site: ***Delano Park***
1511 Erwin Street Los Angeles CA 90026

FED BROWNFIELDS

Type of Funding:	N/A
Acres Property ID:	11456
ICs In Place:	U
Property Size(Acres):	
Local Property Number:	
Ownership Entity:	
Current Owner:	
Did Ownership Change:	
Sfllp Fact Into The Owship:	
Latitude:	34.077145
Longitude:	-118.269737
Horizontal Collection Mthd:	
Source Map Scale:	
Reference Point:	
Horiz Reference Datum:	
Description History:	
Past Use Greenspace:	
Past Use Residential:	
Past Use Commercial:	
Past Use Industrial:	
Past Use Multistory:	
Future Use Multistory:	
Cleanup Required:	Y
Cntmnt Fnd Ctrl Sbstncs:	
Cntmnt Fnd Petroleum:	
Cntmnt Fnd Asbestos:	
Cntmnt Fnd Lead:	
Cntmnt Fnd Pahs:	
Cntmnt Fnd Pcbs:	
Cntmnt Fnd Vocs:	
Cntmnt Fnd Selenium:	
Cntmnt Fnd Iron:	
Cntmnt Fnd Arsenic:	
Cntmnt Fnd Cadmium:	
Cntmnt Fnd Chromium:	
Cntmnt Fnd Copper:	
Cntmnt Fnd Mercury:	
Cntmnt Fnd Nickel:	
Cntmnt Fnd Pesticides:	
Cntmnt Fnd Svocs:	
Cntmnt Fnd Other Metals:	
Cntmnt Fnd Other:	
Cntmnt Fnd Other Descr :	
Cntmnt Fnd Unknown:	
Cntmnt Fnd None:	
Cntmnt Clnd Up Ctrl Sbstncs:	
Cntmnt Clnd Up Petroleum:	
Cntmnt Clnd Up Asbestos:	
Cntmnt Clnd Up Lead:	
Cntmnt Clnd Up Pahs:	
Cntmnt Clnd Up Pcbs:	
Cntmnt Clnd Up Vocs:	
Cntmnt Clnd Up Selenium:	
Cntmnt Clnd Up Iron:	
Cntmnt Clnd Up Arsenic:	
Cntmnt Clnd Up Cadmium:	
Cntmnt Clnd Up Chromium:	
Cntmnt Clnd Up Copper:	
Cntmnt Clnd Up Mercury:	

Cntmnt Clnd Up Nickel:
Cntmnt Clnd Up Pesticides:
Cntmnt Clnd Up Svocs:
Cntmnt Clnd Up Other Metals:
Cntmnt Clnd Up Other:
Cntmnt Clnd Up Other Descr :
Cntmnt Clnd Up Unknown:
Cntmnt Clnd Up None:
Media Affected Air:
Media Affected Sediments:
Media Affected Soil:
Media Affect Drnking Water:
Media Affected Ground Water:
Media Affctd Surface Water:
Media Affctd Bldg Materials:
Media Affected Indoor Air:
Media Affected None:
Media Affected Unknown:
Media Clnd Up Air:
Media Clnd Up Sediments:
Media Clnd Up Soil:
Media Clnd Up Drnking Water:
Media Clnd Up Ground Water:
Media Clnd Up Surface Water:
Media Clnd Up Bldg Materials:
Media Clnd Up Indoor Air:
Media Clnd Up Unknown:
St Tribal Prg ID Number:
Further Action Cleanup:
Enrollment St Tribal Prg:
Institutional Ctrl ICs Req:
IC Catgry Proprietary Ctrls:
IC Catgry Informational Dev:
IC Catgry Govmntal Ctrls:
IC Catgry Enfrcmnt Prmt Tools:
Date ICs In Place:
Future Use Greenspace:
Future Use Residential:
Future Use Commercial:
Future Use Industrial:
Photographs Are Available:
Video is Available:

--- Details ---

Grant Recipient Name:	Los Angeles, City of
Accomplishment Counted:	0
Cooperative Agreement Number:	98912501
Type Of Brownfields Grant:	Assessment
Assessment Phase:	Phase I Environmental Assessment
Assessment Start Date:	12/31/2002 00:00:00
Assessment Completion Date:	12/31/2002 00:00:00
Source Of Assessment Funding:	
Entity Providing Assmnt Funds:	
Amt Of Assessment Funding:	
Cleanup Start Date:	12/31/2002 00:00:00
Cleanup Completion Date:	12/31/2002 00:00:00

Acres Cleaned Up:
Source Of Cleanup Funding:
Entity Prvding Cleanup Funds:
Amount Of Cleanup Funding:
Redevelopment Start Date: 12/31/2002 00:00:00
NO Of Cleanup And Redev Jobs: 0
Acreage And Greenspace Created:
Src Of Redev Funding:
Entity Prvding Redev Funds:
Amount Of Redev Funding:

Site: ***CVS PHARMACY #5483***
5601 VAN NUYS BLVD SHERMAN OAKS CA 91441 FINDS/FRS

Registry ID: 110055055354
FIPS Code: 06037
Program Acronyms:
HUC Code:
Site Type Name: STATIONARY
EPA Region Code: 09
Conveyor:
County Name: LOS ANGELES
Source:
SIC Codes:
SIC Code Descriptions:
Federal Facility Code:
NAICS Codes:
NAICS Code Descriptions:
Federal Agency Name:
US/Mexico Border Ind:
Congressional Dist No:
Census Block Code:
Create Date: 19-FEB-2013 12:43:17
Update Date: 27-JAN-2015 14:08:05
Location Description:
Supplemental Location:
Tribal Land Code:
Tribal Land Name:
Latitude:
Longitude:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Reference Point:
Interest Types: HAZARDOUS WASTE BIENNIAL REPORTER, LQG
Facility Detail Rprt URL: http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110055055354

Site: ***VICTORY W VAN NUYS OVERHEAD WIDENING***
RTE 405 NB VAN NUYS VAN NUYS CA 914360000 FINDS/FRS

Registry ID: 110018974270
FIPS Code: 06037
Program Acronyms:
HUC Code:
Site Type Name: STATIONARY
EPA Region Code: 09

Conveyor:	
County Name:	LOS ANGELES
Source:	
SIC Codes:	
SIC Code Descriptions:	
Federal Facility Code:	
NAICS Codes:	
NAICS Code Descriptions:	
Federal Agency Name:	
US/Mexico Border Ind:	
Congressional Dist No:	
Census Block Code:	
Create Date:	18-NOV-2004 14:30:46
Update Date:	20-FEB-2008 13:31:32
Location Description:	
Supplemental Location:	
Tribal Land Code:	
Tribal Land Name:	
Latitude:	
Longitude:	
Coord Collection Method:	
Accuracy Value:	
Datum:	NAD83
Reference Point:	
Interest Types:	STATE MASTER
Facility Detail Rprt URL:	http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110018974270

Site: ***WELLS FARGO CORPORATE PROPERTY GROUP***
1600 VAN NUYS VAN NUYS CA 91405

HAZNET

SIC Code:		***Mailing City:***	LOS ANGELES
NAICS Code:		***Mailing State:***	CA
EPA ID:	CAC002556560	***Mailing Zip:***	90007
Create Date:	9/18/2002	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	WELLS FARGO CORPORATE PROPERTY GROU
Inact Date:	8/19/2003	***Owner Addr 1:***	333 S GRAND AVE STE 700
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	LOS ANGELES
County Name:	Los Angeles	***Owner State:***	CA
Mail Name:		***Owner Zip:***	90007
Mailing Addr 1:	333 S GRAND AVE STE 700	***Owner Phone:***	2136320410
Mailing Addr 2:		***Owner Fax:***	

Contact Information

--	--
Contact Name:	FRANKLIN YAFFI
Street Address 1:	333 S GRAND AVE STE 700
Street Address 2:	
City:	LOS ANGELES
State:	CA
Zip:	90007
Phone:	2136320410

Tanner Information

--	--
Generator EPA ID:	CAC002556560
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County Code:	19
TSD County:	Los Angeles

State Waste Code: 151
State Waste Code Desc.: Asbestos containing waste
Method Code: D80
Method Description: Disposal, landfill
Tons: 0.8428
Year: 2002

Site: ***FOREMAN HONDA***
5151 VAN NUYS BLD VAN NUYS CA 914030000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAL000034706
Create Date: 7/5/1990
Fac Act Ind: No
Inact Date: 12/31/1899
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: PO BOX 56088
Mailing Addr 2:

Mailing City: SHERMAN OAKS
Mailing State: CA
Mailing Zip: 914130000
Region Code: 3
Owner Name: FOREMAN JACK
Owner Addr 1: --
Owner Addr 2:
Owner City: --
Owner State: 99
Owner Zip: --
Owner Phone: 0000000000
Owner Fax:

Contact Information
--
Contact Name: UNDELIVERABLE 1996 FEES FORM
Street Address 1: 5151 VAN NUYS BLD
Street Address 2:
City: VAN NUYS
State: CA
Zip: 914030000
Phone: 8187885151

Site: ***1X SHELL OIL CO STA #20481002804***
5161 VAN NUYS VAN NUYS CA 907490000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC000024646
Create Date: 7/22/1987
Fac Act Ind: No
Inact Date: 10/25/2000
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: PO BOX 249
Mailing Addr 2:

Mailing City: CARSON
Mailing State: CA
Mailing Zip: 907490000
Region Code: 3
Owner Name: --
Owner Addr 1: --
Owner Addr 2:
Owner City: --
Owner State: 99
Owner Zip: --
Owner Phone: 0000000000
Owner Fax:

Contact Information
--
Contact Name: ANNA SAMPSON
Street Address 1: --
Street Address 2:
City: --
State: 99
Zip: --
Phone: 2138162037

Site: ***SHELL***
5161 VAN NUYS VAN NUYS CA 914030000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAL000194079
Create Date: 3/23/1998
Fac Act Ind: No
Inact Date: 6/30/1999
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: P O BOX 4453
Mailing Addr 2:

Mailing City: HOUSTON
Mailing State: TX
Mailing Zip: 772104453
Region Code: 3
Owner Name: EQUILON ENTERPRISES LLC
Owner Addr 1: P O BOX 4453
Owner Addr 2:
Owner City: HOUSTON
Owner State: TX
Owner Zip: 772104453
Owner Phone: 7132412258
Owner Fax:

Contact Information

--	--
Contact Name:	SONDRA BIENVENU
Street Address 1:	INACTIVE PER VI99 LC
Street Address 2:	
City:	HOUSTON
State:	TX
Zip:	772104453
Phone:	7132412258

Tanner Information

--	--
Generator EPA ID:	CAL000194079
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD982484933
TSD County Code:	36
TSD County:	San Bernardino
State Waste Code:	513
State Waste Code Desc.:	Empty containers less than 30 gallons
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	0.02
Year:	1998

Site: ***1X ANZALONE ASSOC. INC***
VENTURA FREEWAY (VAN NUYS &101 LOS ANGELES CA 000000000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC000783064
Create Date: 12/22/1992
Fac Act Ind: No
Inact Date: 10/25/2000
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 12700 FOOTHILL BLVD.
Mailing Addr 2:

Mailing City: FILLMORE
Mailing State: CA
Mailing Zip: 913420000
Region Code: 3
Owner Name: ANZALONE ASSOC. INC.
Owner Addr 1: --
Owner Addr 2:
Owner City: --
Owner State: 99
Owner Zip: --
Owner Phone: 0000000000
Owner Fax:

Contact Information

--	--
Contact Name:	OWEN SMITH
Street Address 1:	--
Street Address 2:	
City:	--
State:	99
Zip:	--

Phone:	2138778291
Tanner Information	
--	--
Generator EPA ID:	CAC000783064
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County Code:	16
TSD County:	Kings
State Waste Code:	181
State Waste Code Desc.:	Other inorganic solid waste
Method Code:	T01
Method Description:	Treatment, tank
Tons:	8.428
Year:	1993

Site: ***1X COUNTY OF LOS ANGELES***
VAN NUYS SUPERIOR COURTS VAN NUYS CA 914010000 HAZNET

SIC Code:		***Mailing City:***	LOS ANGELES
NAICS Code:		***Mailing State:***	CA
EPA ID:	CAC000669304	***Mailing Zip:***	900630000
Create Date:	2/6/1992	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	COUNTY OF LOS ANGELES
Inact Date:	10/25/2000	***Owner Addr 1:***	--
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	--
County Name:	Los Angeles	***Owner State:***	99
Mail Name:		***Owner Zip:***	--
Mailing Addr 1:	1100 NORTH EASTERN AVENUE	***Owner Phone:***	0000000000
Mailing Addr 2:		***Owner Fax:***	

Contact Information	
--	--
Contact Name:	MARTY SCHAEFER/SUPERVISOR
Street Address 1:	--
Street Address 2:	
City:	--
State:	99
Zip:	--
Phone:	2132673168

Site: ***PACIFIC RIM TRANSPORTATION INC***
VAN NUYS OFF RAMP WB 101 FREEWAY LOS ANGELES CA 000000000 HAZNET

SIC Code:		***Mailing City:***	RICHMOND
NAICS Code:		***Mailing State:***	VA
EPA ID:	CAC001435268	***Mailing Zip:***	232350000
Create Date:	1/27/2000	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	PACIFIC RIM TRANSPORTATION INC
Inact Date:	10/25/2000	***Owner Addr 1:***	1071 MIDLOTHIAN TURNPIKE STE 401
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	RICHMOND
County Name:	Los Angeles	***Owner State:***	VA
Mail Name:	BILL MULESKI	***Owner Zip:***	232350000
Mailing Addr 1:	1071 MIDLOTHIAN TURNPIKE STE 401	***Owner Phone:***	8048972563
Mailing Addr 2:		***Owner Fax:***	

Contact Information	
--	--
Contact Name:	DALE STREETER/FOSS ENVIRO

Street Address 1:	PIER D BERTH 47
Street Address 2:	
City:	LONG BEACH
State:	CA
Zip:	908020000
Phone:	3106294355
Tanner Information	
--	--
Generator EPA ID:	CAC001435268
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	223
State Waste Code Desc.:	Unspecified oil-containing waste
Method Code:	R01
Method Description:	Recycler
Tons:	2.085
Year:	2000

Site: ***LOS ANGELES TIMES***
3856 VAN NUYS BLVD. VAN NUYS CA 914050000 HAZNET

SIC Code:		***Mailing City:***	LOS ANGELES
NAICS Code:		***Mailing State:***	CA
EPA ID:	CAC000925480	***Mailing Zip:***	900120000
Create Date:	8/10/1994	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	--
Inact Date:	10/25/2000	***Owner Addr 1:***	--
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	--
County Name:	Los Angeles	***Owner State:***	99
Mail Name:		***Owner Zip:***	--
Mailing Addr 1:	PHIL FOX, L.A. TIMES	***Owner Phone:***	0000000000
Mailing Addr 2:		***Owner Fax:***	

Contact Information	
--	--
Contact Name:	PHIL FOX
Street Address 1:	L.A. TIMES
Street Address 2:	
City:	LOS ANGELES
State:	CA
Zip:	900120000
Phone:	2132376519
Tanner Information	
--	--
Generator EPA ID:	CAC000925480
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County Code:	16
TSD County:	Kings
State Waste Code:	151
State Waste Code Desc.:	Asbestos containing waste
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	26.9696
Year:	1994

Site: ***1X SHERMAN OAKS MEDICAL PLAZA***
4955 VAN NUYS BLVD VAN NUYS CA 914030000

HAZNET

SIC Code:		***Mailing City:***	VAN NUYS
NAICS Code:		***Mailing State:***	CA
EPA ID:	CAC000867240	***Mailing Zip:***	914030000
Create Date:	5/6/1993	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	ARTHUR GILBERT
Inact Date:	10/25/2000	***Owner Addr 1:***	--
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	--
County Name:	Los Angeles	***Owner State:***	99
Mail Name:		***Owner Zip:***	--
Mailing Addr 1:	4955 VAN NUYS BLVD	***Owner Phone:***	0000000000
Mailing Addr 2:		***Owner Fax:***	

Contact Information

--	--
Contact Name:	WESTERN MECHANICAL
Street Address 1:	--
Street Address 2:	
City:	--
State:	99
Zip:	--
Phone:	8182854500

Tanner Information

--	--
Generator EPA ID:	CAC000867240
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT080031628
TSD County Code:	15
TSD County:	Kern
State Waste Code:	221
State Waste Code Desc.:	Waste oil and mixed oil
Method Code:	R01
Method Description:	Recycler
Tons:	0.038
Year:	1993

Site: ***ATV, INC DBA AMERICAN TIRE DEPOT***
5262 VAN NUYS BLVD SHERMAN OAKS CA 914015617

HAZNET

SIC Code:	7538	***Mailing City:***	LA MIRADA
NAICS Code:	811111	***Mailing State:***	CA
EPA ID:	CAL000363950	***Mailing Zip:***	906380000
Create Date:	5/25/2011 10:19:16 AM	***Region Code:***	3
Fac Act Ind:	Yes	***Owner Name:***	ATV INC
Inact Date:		***Owner Addr 1:***	14407 ALONDRA BLVD
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	LA MIRADA
County Name:	Los Angeles	***Owner State:***	CA
Mail Name:		***Owner Zip:***	906380000
Mailing Addr 1:	14407 ALONDRA BLVD	***Owner Phone:***	5626773950
Mailing Addr 2:		***Owner Fax:***	5626773956

Contact Information

--	--
Contact Name:	JOHN BEERWERT
Street Address 1:	14407 ALONDRA BLVD
Street Address 2:	
City:	LA MIRADA

State: CA
Zip: 90638
Phone: 5626773950

Site: ***WEST COAST WATER PROOFING***
IRWINE AND VAN NUYS VAN NUYS CA 913440000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC001216024
Create Date: 6/17/1996
Fac Act Ind: No
Inact Date: 10/25/2000
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: PO BOX 33203
Mailing Addr 2:

Mailing City: GRANADA HILLS
Mailing State: CA
Mailing Zip: 913940000
Region Code: 3
Owner Name: WEST COAST WATER PROOFING
Owner Addr 1: PO BOX 33203
Owner Addr 2:
Owner City: GRANDA HILLS
Owner State: CA
Owner Zip: 913940000
Owner Phone: 8183603428
Owner Fax:

Contact Information
-- --
Contact Name: LARRY CHECKOS/VP
Street Address 1: PO BOX 33203
Street Address 2:
City: GRANDA HILLS
State: CA
Zip: 913940000
Phone: 8183603428

Site: ***UNION PACIFIC RAILROAD***
APPROX RAYMER ST & VAN NUYS LOS ANGELES CA 914020000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC001377648
Create Date: 7/14/1998
Fac Act Ind: No
Inact Date: 10/25/2000
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 2410 E SEPULVEDA BLVD
Mailing Addr 2:

Mailing City: LONG BEACH
Mailing State: CA
Mailing Zip: 908100000
Region Code: 3
Owner Name: UNION PACIFIC RAILROAD
Owner Addr 1: 2410 E SEPULVEDA BLVD
Owner Addr 2:
Owner City: LONG BEACH
Owner State: CA
Owner Zip: 908100000
Owner Phone: 5624907045
Owner Fax:

Contact Information
-- --
Contact Name: DEAN COOPER-CHEMICAL TRANS SFT
Street Address 1: 2410 E SEPULVEDA BLVD
Street Address 2:
City: LONG BEACH
State: CA
Zip: 908100000
Phone: 5624907045
Tanner Information
-- --
Generator EPA ID: CAC001377648
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAD000088252

TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 343
State Waste Code Desc.: Unspecified organic liquid mixture
Method Code: H01
Method Description: Transfer station
Tons: 0.017
Year: 1998

Site: ***CALTRANS D-7/REHAB BRIDGE DECKS PROJECT / EA07-3Y6504***
RTE 405 LONG BEACH TO VAN NUYS VAN NUYS CA 91406 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC002670417
Create Date: 7/1/2011
Fac Act Ind: No
Inact Date: 12/29/2011
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name: CALTRANS
Mailing Addr 1: 100 S MAIN ST
Mailing Addr 2:
Mailing City: LOS ANGELES
Mailing State: CA
Mailing Zip: 90012
Region Code: 3
Owner Name: CALTRANS
Owner Addr 1: 1120 N ST
Owner Addr 2: MS 31
Owner City: SACRAMENTO
Owner State: CA
Owner Zip: 95814
Owner Phone: 0000000000
Owner Fax:

Contact Information
--
Contact Name: KELVIN TRAN
Street Address 1: 11229 WOODRUFF AVE
Street Address 2:
City: DOWNEY
State: CA
Zip: 902415521
Phone: 5624013333
Tanner Information
--
Generator EPA ID: CAC002670417
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: NVT330010000
TSD County Code: 99
TSD County: Unknown
State Waste Code: 181
State Waste Code Desc.: Other inorganic solid waste
Method Code: H132
Method Description: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons: 3.5
Year: 2011

Site: ***LOGISTICS CEVA INC***
INTERSECT OF VAN NUYS BLVD&ARMITA VAN NUYS CA 91403 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC002619647
Create Date: 7/31/2007
Fac Act Ind: No
Inact Date: 1/28/2008
File Source: File Sent By Department
County Code: 19
Mailing City: JACKSONVILLE
Mailing State: FL
Mailing Zip: 32256
Region Code: 3
Owner Name: LOGISTICS CEVA INC
Owner Addr 1: 10751 DEERWOOD PARK BLVD
Owner Addr 2:
Owner City: JACKSONVILLE

County Name:	Los Angeles	***Owner State:***	FL
Mail Name:		***Owner Zip:***	32256
Mailing Addr 1:	10751 DEERWOOD PARK BLVD	***Owner Phone:***	9049961209
Mailing Addr 2:		***Owner Fax:***	

Contact Information

--	--
Contact Name:	PATTY MULLIN
Street Address 1:	10751 DEERWOOD PARK BLVD
Street Address 2:	
City:	JACKSONVILLE
State:	FL
Zip:	32256
Phone:	9049961209
Tanner Information	
--	--
Generator EPA ID:	CAC002619647
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	343
State Waste Code Desc.:	Unspecified organic liquid mixture
Method Code:	H135
Method Description:	DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT TREATMENT)
Tons:	0.17
Year:	2007
Generator EPA ID:	CAC002619647
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	352
State Waste Code Desc.:	Other organic solids
Method Code:	H141
Method Description:	STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)
Tons:	0.8
Year:	2007

Site: ***MIDAS INC***
5262 VAN NUYS BLVD VAN NUYS CA 914010000 HAZNET

SIC Code:	7533	***Mailing City:***	ITASCA
NAICS Code:	811112	***Mailing State:***	IL
EPA ID:	CAL000231492	***Mailing Zip:***	601430000
Create Date:	9/13/2001	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	MIDAS INTERNATIONAL CORP
Inact Date:	6/30/2002	***Owner Addr 1:***	1300 ARLINGTON HEIGHTS RD
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	ITASCA
County Name:	Los Angeles	***Owner State:***	IL
Mail Name:	LINDA BUCKNER/STATE TAX MGR	***Owner Zip:***	601430000
Mailing Addr 1:	1300 ARLINGTON HEIGHTS RD	***Owner Phone:***	0000000000
Mailing Addr 2:		***Owner Fax:***	

Contact Information

--	--
Contact Name:	LINDA BUCKNER/STATE TAX MGR

Street Address 1:	1300 ARLINGTON HEIGHTS RD
Street Address 2:	
City:	ITASCA
State:	IL
Zip:	601430000
Phone:	6304383701

Site: ***MIDAS***
5262 VAN NUYS BLVD SHERMAN OAKS CA 91401 HAZNET

SIC Code:	9999	***Mailing City:***	VENTURA
NAICS Code:	811111	***Mailing State:***	CA
EPA ID:	CAL000295197	***Mailing Zip:***	930030000
Create Date:	6/15/2005 1:44:58 PM	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	AMOS MAHRER
Inact Date:	6/30/2011	***Owner Addr 1:***	29856 QUAIL RUN DR
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	AGOURA HILLS
County Name:	Los Angeles	***Owner State:***	CA
Mail Name:		***Owner Zip:***	913010000
Mailing Addr 1:	3949 E MAIN ST	***Owner Phone:***	8183999544
Mailing Addr 2:		***Owner Fax:***	0000000000

Contact Information

--	--
Contact Name:	JESUS VALENZUELA MANAGER
Street Address 1:	5262 VAN NUYS BLVD
Street Address 2:	
City:	SHERMAN OAKS
State:	CA
Zip:	914010000
Phone:	8187838555

Tanner Information

--	--
Generator EPA ID:	CAL000295197
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	135
State Waste Code Desc.:	Unspecified aqueous solution
Method Code:	H039
Method Description:	OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
Tons:	0.189
Year:	2010
Generator EPA ID:	CAL000295197
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	221
State Waste Code Desc.:	Waste oil and mixed oil
Method Code:	H039
Method Description:	OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
Tons:	0.456
Year:	2011

Site: ***AFFORDABLE GENTLE DENTAL***
6600 VAN NUYS BLVD PANORAMA CITY CA 914020000

HAZNET

SIC Code:	8011	***Mailing City:***	VAN NUYS
NAICS Code:	621493	***Mailing State:***	CA
EPA ID:	CAL000262076	***Mailing Zip:***	914054617
Create Date:	11/11/2002 11:24:46 AM	***Region Code:***	3
Fac Act Ind:	No	***Owner Name:***	DR EDDIE SIMON
Inact Date:	6/30/2003	***Owner Addr 1:***	6600 VAN NUYS BLVD STE A
File Source:	File Sent By Department	***Owner Addr 2:***	
County Code:	19	***Owner City:***	VAN NUYS
County Name:	Los Angeles	***Owner State:***	CA
Mail Name:		***Owner Zip:***	914050000
Mailing Addr 1:	6600 VAN NUYS BLVD # A	***Owner Phone:***	8187825020
Mailing Addr 2:		***Owner Fax:***	0000000000

Contact Information

--	--
Contact Name:	DR EDDIE SIMON
Street Address 1:	6600 VAN NUYS BLVD STE A
Street Address 2:	
City:	VAN NUYS
State:	CA
Zip:	914050000
Phone:	8187825020

Tanner Information

--	--
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	135
State Waste Code Desc.:	Unspecified aqueous solution
Method Code:	H135
Method Description:	DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT TREATMENT)
Tons:	0.021
Year:	2009
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	135
State Waste Code Desc.:	Unspecified aqueous solution
Method Code:	H135
Method Description:	DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT TREATMENT)
Tons:	0.021
Year:	2008
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	135
State Waste Code Desc.:	Unspecified aqueous solution
Method Code:	H135
Method Description:	DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT

	TREATMENT)
Tons:	0.042
Year:	2007
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAL000175030
TSD County Code:	43
TSD County:	Santa Clara
State Waste Code:	135
State Waste Code Desc.:	Unspecified aqueous solution
Method Code:	T01
Method Description:	Treatment, tank
Tons:	0.063
Year:	2005
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	223
State Waste Code Desc.:	Unspecified oil-containing waste
Method Code:	
Method Description:	
Tons:	
Year:	2009
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	343
State Waste Code Desc.:	Unspecified organic liquid mixture
Method Code:	H141
Method Description:	STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)
Tons:	0.017
Year:	2009
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County Code:	19
TSD County:	Los Angeles
State Waste Code:	343
State Waste Code Desc.:	Unspecified organic liquid mixture
Method Code:	
Method Description:	
Tons:	
Year:	2009
Generator EPA ID:	CAL000262076
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAL000175030
TSD County Code:	43
TSD County:	Santa Clara
State Waste Code:	343
State Waste Code Desc.:	Unspecified organic liquid mixture
Method Code:	H141
Method Description:	STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-

H129) OR (H131-H135)
Tons: 0.0034
Year: 2006
Generator EPA ID: CAL000262076
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAD044429835
TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 723
State Waste Code Desc.: Liquids with chromium (VI) >= 500 Mg./L
Method Code:
Method Description:
Tons:
Year: 2009

Site: ***1X UNITED PARCEL SERVICE***
SELMAR & VAN NUYS BLVD VAN NUYS CA 906400000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAX000250563
Create Date: 8/27/1985
Fac Act Ind: No
Inact Date: 4/30/1986
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: BILL MARTIN
Mailing Addr 2:
Mailing City: MONTEBELLO
Mailing State: CA
Mailing Zip: 906400000
Region Code: 3
Owner Name: --
Owner Addr 1: --
Owner Addr 2:
Owner City: --
Owner State: 99
Owner Zip: --
Owner Phone: 0000000000
Owner Fax:

Contact Information
--
Contact Name: BILL MARTIN
Street Address 1: --
Street Address 2:
City: --
State: 99
Zip: --
Phone: 2136121866

Site: ***IMPACT AUTO BODY & PAINT***
70043 3/4 VAN NUYS BLVD. VAN NUYS CA 914050000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAL000152435
Create Date: 12/26/1995
Fac Act Ind: No
Inact Date: 6/30/1997
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 70043 3/4 VAN NUYS BLVD
Mailing Addr 2:
Mailing City: VAN NUYS
Mailing State: CA
Mailing Zip: 914050000
Region Code: 3
Owner Name: MICHAEL KOZLOV
Owner Addr 1: 70043 3/4 VAN NUYS BLVD.
Owner Addr 2:
Owner City: VAN NUYS
Owner State: CA
Owner Zip: 914050000
Owner Phone: 8189948170
Owner Fax:

Contact Information
--
Contact Name: UNDELIVERABLE PER VF97 AH
Street Address 1: 70043 3/4 VAN NUYS BLVD.

Street Address 2:
City: VAN NUYS
State: CA
Zip: 914050000
Phone: 8189948170

Site: ***UNION PACIFIC RAILROAD***
7801 W VAN NUYS BLVD VAN NUYS CA 914020000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC002175993
Create Date: 4/12/1999
Fac Act Ind: No
Inact Date: 10/25/2000
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 2222 E SEPULVEDA
Mailing Addr 2:
Mailing City: CARSON
Mailing State: CA
Mailing Zip: 908100000
Region Code: 3
Owner Name: UNION PACIFIC RAILROAD
Owner Addr 1: 2222 E SEPULVEDA
Owner Addr 2:
Owner City: CARSON
Owner State: CA
Owner Zip: 908100000
Owner Phone: 5625907054
Owner Fax:

Contact Information
--
Contact Name: CHRISTINE CHRISTMAS
Street Address 1: 2222 E SEPULVEDA
Street Address 2:
City: CARSON
State: CA
Zip: 908100000
Phone: 5625907054
Tanner Information
--
Generator EPA ID: CAC002175993
Generator County Code: 19
Generator County: Los Angeles
TSD EPA ID: CAT080013352
TSD County Code: 19
TSD County: Los Angeles
State Waste Code: 223
State Waste Code Desc.: Unspecified oil-containing waste
Method Code: R01
Method Description: Recycler
Tons: 6.255
Year: 1999

Site: ***VICTORY W VAN NUYS OVERHEAD WIDENING***
RTE 405 NB VAN NUYS VAN NUYS CA 914360000 HAZNET

SIC Code:
NAICS Code:
EPA ID: CAR000142109
Create Date: 6/18/2004 11:38:02 AM
Fac Act Ind: No
Inact Date: 6/30/2004
File Source: File Sent By Department
County Code: 19
County Name: Los Angeles
Mail Name:
Mailing Addr 1: 5160 HASKELL AVE
Mailing City: ENCINO
Mailing State: CA
Mailing Zip: 914361546
Region Code: 3
Owner Name: VICTORY W VAN NUYS OVERHEAD WIDENIN
Owner Addr 1: RTE 405 NB VAN NUYS
Owner Addr 2:
Owner City: VAN NUYS
Owner State: CA
Owner Zip:
Owner Phone:

Mailing Addr 2: CAL DOT, DIV OF CONSTRUCTION ***Owner Fax:***

Contact Information

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Contact Name:	VICTORY W VAN NUYS OVERHEAD WIDENIN
Street Address 1:	RTE 405 NB VAN NUYS
Street Address 2:	
City:	VAN NUYS
State:	CA
Zip:	
Phone:	

Tanner Information

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Generator EPA ID:	CAR000142109
Generator County Code:	19
Generator County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County Code:	16
TSD County:	Kings
State Waste Code:	611
State Waste Code Desc.:	Contaminated soil from site clean-up
Method Code:	D80
Method Description:	Disposal, landfill
Tons:	75.852
Year:	2004

Site: ***JERRYS SHELL SVC CTR***
5161 VAN NUYS BLVD VAN NUYS CA 91403 HHSS

County:	Los Angeles
Pdf File Url:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000283fa.pdf

Site: ***VAN NUYS VOR***
VAN NUYS AIRPORT VAN NUYS CA 91505 HHSS

County:	Los Angeles
Pdf File Url:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026721.pdf

Site:
4929 N VAN NUYS BLVD VAN NUYS CA HIST CHMIRS

OES Control NO:	8908694	***Incident Date:***	11/2/1989
Release Factors:	Failure to Control Hazmat	***Date Reported:***	11/2/1989
Release Text:		***Fatalities:***	0
Equipm Involved:	No Equip Involved	***Other Injury:***	0
Action Taken Text:		***Other Decon:***	0
Chemicals:	TETRAHYDROFURAN	***Other Fatal:***	0
Case Number:		***Vehicle:***	
HazMat Other:		***State:***	
HM Injury:	0	***CA DOT PUC ICC:***	
Decon:	0	***Company Name:***	
Agency Name:	LOS ANGELES CITY FD	***County:***	LOS ANGELES
Action Taken:	Evacuation,Investigate,Provide Public Info,Remove Hazard (Neutralize),Rescue/Remove from Harm,Secure Property,Traffic Control		
HazMat Pers:	On-site Fire Services,Dot Manual,Computer Software,MSDS		
More than three involved?:	2		

Site:

7800 VAN NUYS VAN NUYS CA HIST CHMIRS

OES Control NO:	9330783	***Incident Date:***	1/27/1993
Release Factors:	Intentional Act,Operational Deficiency	***Date Reported:***	1/27/1993
Release Text:		***Fatalities:***	0
Equipm Involved:	Air Conditioning	***Other Injury:***	0
Action Taken Text:		***Other Decon:***	0
Chemicals:	SODIUM NITRATE	***Other Fatal:***	0
Case Number:		***Vehicle:***	
HazMat Other:		***State:***	
HM Injury:	0	***CA DOT PUC ICC:***	
Decon:	0	***Company Name:***	
Agency Name:	LOS ANGELES CITY FD	***County:***	LOS ANGELES
Action Taken:	63,ID/Analysis of Hazmat,Investigate		
HazMat Pers:			
More than three involved?:	1		

Site:

VAN NUYS BLVD PANORAMA CITY CA HMIRS

Report NO:	I-2002050470
Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	03/20/2002
Time of Incident:	0330
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	
Description of Events:	UNLOADING AT STATION WHEN FLAPPER CLOSED BECAUSE OF A BAD TANK VENT. THE CLOSING OF THE FLAPPER CAUSED THE FITTING TO COME OFF WHICH RESULTED IN THE SPILL. THE AMOUNT OF SPILL WAS DETERMINED ON 04-22-02
Carrier Information	
--	--
Name:	EVANS DEDICATED SYSTEMS
Street Name:	5711 MAYWOOD AVE
City:	MAYWOOD
State:	CA
Postal Code:	90270-2505
Non US State:	
Country:	US
Fed Dot ID:	1177295
Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	UNLOADING
--	--
Contact Information	
--	--
Name:	JOHN CANTLAY
Title:	DIR-LORR CONTROL
Business Name:	
Street:	
City:	
State:	
Postal Code:	
Non US State:	
Country:	US
--	--
Detail Information	

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Commodity Name:	DIESEL FUEL
Technical Trade Name:	
Identification Number:	UN1202
Hazardous Class Code:	3
Hazardous Class:	FLAMMABLE - COMBUSTIBLE LIQUID
Quantity Released:	20
Unit of Measure:	LGA
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	
Spillage Result Ind:	Yes
Fire Result Ind:	No
Explosion Result Ind:	No
Water Sewer Result Ind:	No
Gas Dispersion Result Ind:	No
Environ Damage Result:	No
No Release Result Ind:	No
Fire EMS Report Ind:	No
Fire EMS Report No:	
Police Report Ind:	No
Police Report No:	
In House Cleanup Ind:	No
Other Cleanup Ind:	No
Damage More Than 500:	No
Property Damage:	0
Remediation Cleanup Cost:	150
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
--	--

Site: ***NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4***
ARCHWOOD STREET/BELLINGHAM AVENUE LOS ANGELES CA 91606-1408 SCH

ESTOR/EPA ID:	19880012
Site Code:	304345
Status:	NO FURTHER ACTION
Cleanup Status:	NO FURTHER ACTION AS OF 5/6/2003
Program Type:	SCHOOL EVALUATION
Site Type:	SCHOOL
National Priorities List:	NO
CI Up Oversight Agencies:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
County:	LOS ANGELES
Funding:	SCHOOL DISTRICT
APN:	NONE SPECIFIED
Past Use Caused Contam:	RESIDENTIAL AREA
Potential Contam of Cncrn:	ACETONE ASBESTOS CONTAINING MATERIALS (ACM) TPH-DIESEL VOLATILE ORGANICS (8260B VOCS): Benzene, Methylene chloride, Styrene, Toluene, Trichloroethylene (TCE), Xylenes
Potential Media Affected:	SOIL
Acres:	2.8 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19880012
Assembly District:	53
Senate District:	30
Latitude:	34.0522761593686

Longitude: -118.252787171101

SITE HISTORY:

Located within TCE plume of San Fernando NPL site. Site has been residential since early 1940s. Auto repair violations of two residential parcels and septic tank in a 3rd parcel. Detected low levels of VOCs in soil but not in soil gas. Detected TVPH in soil gas but not BTEX.

Completed Activities

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Date Completed:	4/30/2003
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880012&doc_id=6002338
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Comments:	
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Date Completed:	2/25/2002
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880012&doc_id=6002337
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Comments:	
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Date Completed:	1/1/2002
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Initial Study/Mitigated Negative Declaration Draft
Comments:	Initial Study/Mitigated Negative Declaration
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Date Completed:	11/20/2001
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Comments:	
--	--
Date Completed:	2/10/2000
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880012&enforcement_id=6007876
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Comments:	
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Site: ***EAST VALLEY HIGH SCHOOL NO. 3***
VAN NUYS BOULEVARD/LANARK STREET VAN NUYS CA 91402 SCH

ESTOR/EPA ID:	19010032
Site Code:	304194
Status:	NO FURTHER ACTION
Cleanup Status:	NO FURTHER ACTION AS OF 6/4/2003
Program Type:	SCHOOL EVALUATION
Site Type:	SCHOOL
National Priorities List:	NO
Cl Up Oversight Agencies:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
County:	LOS ANGELES

Funding:	SCHOOL DISTRICT
APN:	NONE SPECIFIED
Past Use Caused Contam:	AGRICULTURAL - ROW CROPS
Potential Contam of Cncrn:	POLYCHLORINATED BIPHENYLS (PCBS)
Potential Media Affected:	SOIL
Acres:	18 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19010032
Assembly District:	46
Senate District:	18
Latitude:	34.217935
Longitude:	-118.447887

SITE HISTORY:

The northern portion of the site was used for agricultural purposes until the early 1960s. The southern and northwestern portion of the site was used for residential and agricultural purposes until 1953. From 1953 to 1994, Nestle USA, operated food related businesses on the northwestern and southern portion of the site. In 2000, all buildings on the northwestern and southern portions of the site were demolished and the site was graded. In mid 1970s a strip mall was constructed on the northern portion of the site. A gas station operated in the northeastern corner of the site from 1964 to 1989. Historical onsite operations with potential environmental impact included underground tanks, paint booth, transformers and laboratories. The PEA evaluation addressed these areas.

Completed Activities	
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Date Completed:	6/4/2003
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&doc_id=6001182
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Comments:	
--	--
Date Completed:	3/12/2003
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&doc_id=6001181
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Comments:	
--	--
Date Completed:	3/4/2002
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&doc_id=6001180
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Comments:	
--	--
Date Completed:	2/10/2000
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19010032&enforcement_id=6007793
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Comments:	
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Site: ***LUIS MONROY***
13201 VAN NUYS BL North Hollywood CA UST

Facility ID:	24812	***Latitude:***	0
County:	Los Angeles	***Longitude:***	0

Permitting Agency: LOS ANGELES, CITY OF

Appendix: Database Descriptions

Ecolog Environmental Risk Information Services Ltd (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

Government Publication Date: Oct 8, 2015

National Priority List - Proposed: PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

Government Publication Date: Oct 8, 2015

Deleted NPL: DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Government Publication Date: Oct 8, 2015

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 30, 2014

RCRA CORRACTS- Corrective Action: RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Oct 13, 2015

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Government Publication Date: Oct 13, 2015

RCRA Generator List: RCRA GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10).

Government Publication Date: Oct 13, 2015

RCRA Non-Generators: RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Oct 13, 2015

Federal Engineering Controls-ECs: FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jul 30, 2014

Federal Institutional Controls- ICs: FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

Government Publication Date: Jul 30, 2014

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the The National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the The National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports controlled by the The National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Oct 7, 2015

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jul 20, 2015

State

State Response Sites: RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

Government Publication Date: Aug 24, 2015

EnviroStor Database: ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

Government Publication Date: Aug 14, 2015

Solid Waste Information System (SWIS): SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

Government Publication Date: Sep 02, 2015

EnviroStor Hazardous Waste Facilities: HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

Government Publication Date: Sep 8, 2015

Land Disposal Sites: LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

Government Publication Date: Jul 16, 2015

Leaking Underground Fuel Tank Reports: LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

Government Publication Date: Aug 31, 2015

Delisted Leaking Storage Tanks: DLST

This database contains a list of leaking storage tank sites that were removed from the GeoTracker is the State Water Resources Control Board's (SWRCB) data management system.

Government Publication Date: Aug 31,2015

Permitted Underground Storage Tank (UST) in GeoTracker: UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

Government Publication Date: Sep 8, 2015

Aboveground Storage Tanks: AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

Government Publication Date: Aug 31, 2009

Historical Hazardous Substance Storage Information Database: HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

Government Publication Date: Aug 27, 2015

Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions: LUR

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

Government Publication Date: Aug 6, 2014

Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions: HLUR

The Department of Toxic Substances Control (DTSC) Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Government Publication Date: Jul 16, 2015

Deed Restrictions and Land Use Restrictions: DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

Government Publication Date: Jul 20, 2015

Voluntary Cleanup Program: VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

Government Publication Date: Aug 24, 2015

GeoTracker Cleanup Sites Data: CLEANUP SITES

A list of cleanup sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

Government Publication Date: Aug 31, 2015

Tribal

Leaking Underground Storage Tanks (LUSTs) on Indian Lands: INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Aug 28, 2014

Underground Storage Tanks (USTs) on Indian Lands: INDIAN UST

USTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Aug 28, 2014

County

Alameda County LOP Sites List: ALAMEDA LOP

A list of Leaking Underground Storage Tanks (LUST) facilities in Alameda County. This list is made available by Alameda County Department of Environmental Health (ACEH). ACEH implements a Local Oversight Program (LOP) under contract with the State Water Resources Control Board to provide regulatory oversight of the investigation and cleanup of soil and groundwater contamination from leaking petroleum USTs.

Government Publication Date: Aug 12, 2014

Alameda County UST List: ALAMEDA UST

A list of all registered Underground Storage Tanks (USTs) in the County of Alameda. The list is made available by Alameda County Department of Environmental Health.

Government Publication Date: Aug 12, 2014

Amador County CUPA List: AMADOR CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Amador County. This list is made available by Amador County Environmental Health Department which is the CUPA for Amador County and administers a consolidated hazardous materials program.

Government Publication Date: Mar 9, 2015

Butte County CUPA List: BUTTE CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Butte County. This list is made available by Butte County Public Health Department, Environmental Health Division which was certified by the California Environmental Protection Agency as the CUPA for Butte County.

Government Publication Date: May 28, 2015

Calaveras County CUPA Facilities List: CALAVERAS CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Calaveras. This list is made available by Calaveras County Environmental Health Department which has been certified by CalEPA to implement the Unified program as a CUPA.

Government Publication Date: Jun 19, 2015

Calaveras County Landfills List: CALAVERAS LF

A list of landfills in Calaveras County. This list is made available by Calaveras County Environmental Health Department which has been designated as the CUPA for the County.

Government Publication Date: Jul 21, 2014

Calaveras County UST Remediation Sites: CALAVERAS LUST

A list of Leaking Underground Storage Tank (LUST) facilities in Calaveras County. This list is made available by Calaveras County Environmental Health Department. Local Implementing Agency (LIA) provides oversight of site remediation with soil contamination while CalEPA - California Regional Water Quality Control Board - Central Valley Region oversees remediation of sites with groundwater contamination.

Government Publication Date: Aug 13, 2014

Colusa County CUPA List: COLUSA CUPA

A list of facilities associated with Business Plan and Hazardous Generator programs in the County of Colusa. This list is made available by Colusa County Environmental Health which was certified by the California Environmental Protection Agency as Certified Unified Program Agency for Colusa County.

Government Publication Date: Sep 12, 2014

Contra Costa County CUPA List: CONTRACO CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Contra Costa. This list is made available by Contra Costa County which has been certified by CalEPA to implement the Unified program as a CUPA.

Government Publication Date: Jun 15, 2015

Del Norte County CUPA Facility List: DELNORTE CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Del Norte County. This list is made available by Del Norte County Environmental Health Division which is the designated CUPA for the county.

Government Publication Date: May 19, 2015

El Dorado County CUPA Facility List: ELDORADO CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in El Dorado County. This list is made available by El Dorado County Department of Environmental Management - Hazardous Waste Division which is approved by CalEPA as CUPA for El Dorado County.

Government Publication Date: Aug 20, 2014

Fresno County CUPA/Solid Waste Programs Resource List: FRESNO CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Fresno County. This list is made available by Fresno County Department of Environmental Health Division which is approved by Cal-EPA as CUPA for the County.

Government Publication Date: Apr 30, 2015

Humboldt County CUPA Facility List: HUMBOLDT CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Humboldt County. This list is made available by Humboldt County Division of Environmental Health which is approved by the State Secretary for Environmental Protection as CUPA for the County.
Government Publication Date: May 28, 2015

Imperial County CUPA Facility List: IMPERIAL CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Imperial County. This list is made available by the California Department of Toxic Substances Control (DTSC) which is appointed as CUPA for Imperial County.
Government Publication Date: May 19, 2015

Inyo County CUPA Facility List: INYO CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Inyo. This list is made available by the Inyo County Environmental Health Services Department which has been certified by CalEPA to implement the Unified program as a CUPA.
Government Publication Date: Jul 16, 2014

Kern County CUPA List: KERN CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Kern. This list is made available by Kern County Environmental Health Services Department which has been certified by CalEPA to implement the Unified program as a CUPA for Kern County.
Government Publication Date: May 19, 2015

Kern County UST List: KERN UST
A list of all registered and inactive Underground Storage Tanks in the County of Kern. The list is made available by Kern County Environmental Health Division.
Government Publication Date: May 19, 2015

Kings County CUPA Facility List: KINGS CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Kings County. This list is made available by Kings County Department of Public Health which is appointed as CUPA for the county.
Government Publication Date: May 26, 2015

Lake County CUPA Facility List: LAKE CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Lake County. This list is made available by Lake County Division of Environmental Health which is CUPA for the entire county.
Government Publication Date: Jun 9, 2015

Los Angeles County - El Segundo City Underground Storage Tanks List: ELSEGUNDO UST
A list of all registered Underground Storage Tanks (USTs) in the City of El Segundo of Los Angeles County. The list is made available by El Segundo City Fire Department.
Government Publication Date: Jul 24, 2014

Los Angeles County - Torrance City Underground Storage Tanks: TORRANCE UST
A list of registered Underground Storage Tank (UST) sites in Torrance City of Los Angeles County. This list is made available by Torrance City Office of Clerk.
Government Publication Date: May 07, 2015

Los Angeles County HMS List: LA HMS
This list contains sites that have or had permits for Industrial Waste, Underground Storage Tanks, or Strom water in the County of Los Angeles. This list is made available by the County of Los Angeles Department of Public Works.
Government Publication Date: Jun 22, 2015

Los Angeles County Long Beach UST List: LA LONGB UST

A list of all registered active Underground Storage Tanks in the City of Long Beach of Los Angeles County. The list is made available by Long Beach Certified Unified Program Agency.

Government Publication Date: Jun 18, 2015

Los Angeles County Solid Waste Sites: LA SWF

List of permitted solid waste facilities, closed landfills, historical dumpsites and other solid waste sites in Los Angeles County, made available by the Department of Public Works in Los Angeles County.

Government Publication Date: May 19, 2014

Madera County CUPA Facility List: MADERA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Madera County. This list is made available by Madera County Environmental Health Department which is CUPA for the entire county.

Government Publication Date: Sep 16, 2015

Marin County CUPA List: MARIN CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Marin. This list is made available by Marin County which has been certified by CalEPA to implement the Unified program as a CUPA.

Government Publication Date: May 26, 2015

Merced County CUPA Facilities List: MERCED CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Merced. This list is made available by Merced County which has been certified by CalEPA to implement the Unified program as a CUPA for the entire county.

Government Publication Date: May 19, 2015

Mono County CUPA Facility List: MONO CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Mono County. This list is made available by Mono County Environmental Health Department which has been certified by CalEPA to implement the Unified program as a CUPA for the entire county.

Government Publication Date: Jul 15, 2014

Monterey County CUPA Facility List: MONTEREY CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Monterey County. This list is made available by Monterey County Hazardous Materials Management Services which is designated as the CUPA in Monterey County.

Government Publication Date: Jun 17, 2015

Napa County UST List: NAPA UST

A list of all registered active Underground Storage Tanks (USTs) in the County of Napa. This list is made available by Napa County Environmental Health Division.

Government Publication Date: Sep 10, 2015

Nevada County CUPA Facility List: NEVADA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Nevada County. This list is made available by Nevada County Department of Environmental Health which is the CUPA for all cities and unincorporated areas within Nevada County.

Government Publication Date: Jul 17, 2014

Orange County Aboveground Petroleum Storage Tank Listing: ORANGE AST

A list of Aboveground Petroleum Storage Tank (APST) facilities inspected by Orange County Certified Unified Program Agency (CUPA) Under the Aboveground Petroleum Storage Act (APSA). This list is made available by the Environmental Health Division of Orange County Health Care Agency.

Government Publication Date: May 1, 2015

Orange County Underground Storage Tanks Listing: ORANGE UST

A list of registered Underground Storage Tank (UST) sites in Orange County. This list is made available by Orange County Health Care Agency (OCHCA), Environmental Health Division which oversees the underground storage tank inspection program in most of the cities of Orange County, with the exception of Anaheim, Fullerton, and Orange.

Government Publication Date: May 1, 2015

Placer County CUPA Facilities List: PLACER CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Placer County. This list is made available by Placer County Environmental Health which is designated CUPA for all areas of the county except for the City of Roseville.

Government Publication Date: Aug 13, 2015

Riverside County Local Oversight Program List: RIVERSIDE LOP

A list of Leaking Underground Storage Tank (LUST) facilities in Riverside County. This list is made available by Riverside County Department of Environmental Health. Environmental Cleanup Program provides oversight of assessments and cleanups at properties that have been, or may have been, contaminated with hazardous substances from LUSTs or releases associated with other commercial/industrial use.

Government Publication Date: Jun 10, 2015

Riverside County Underground Storage Tanks List: RIVERSIDE UST

A list of registered Underground Storage Tank (UST) sites in Riverside County. This list is made available by Riverside County Department of Environmental Health. The Hazardous Materials Management Branch (HMMB) regulates and oversees the inspections of constructions, repairs, upgrades, system operation and removal of UST systems.

Government Publication Date: Jun 10, 2015

Sacramento County Master Hazardous Materials Facility List: SACRAMENTO HAZ

A list of Hazardous Materials Facilities in Sacramento County. This list is made available by Sacramento County Environmental Management Department which has been designated as the Certified Unified Program Agency (CUPA) for the County.

Government Publication Date: Feb 2, 2015

Sacramento Toxic Site Cleanup List: SACRAMENTO TOX

Sacramento County Environmental Management Department (EMD)'s Toxic Site Cleanup List includes sites where unauthorized releases of potentially hazardous materials have occurred. The EMD's Site Assessment & Mitigation Program, also referred to as Toxic Site Cleanup Program, provides mandated regulatory oversight of the assessment and remediation of properties on which there has been a release of hazardous materials to soil and/or groundwater.

Government Publication Date: Feb 2, 2015

San Bernardino County CUPA List: SANBERN CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in San Bernardino County. This list is made available by San Bernardino County Fire Department which is the CUPA for all areas of the County except the city of Victorville.

Government Publication Date: Jun 30, 2015

San Diego County Hazardous Materials Management Division Database: SANDIEGO HAZ

A list of facilities with Unified Program Facility Permit in San Diego County. This list has been made available by County of San Diego Environmental Health.

Government Publication Date: May 25, 2015

San Diego County Site Assessment and Mitigation Investigation Sites: SANDIEGO SAM

List of sites which have undergone a Site Assessment and Mitigation investigation. This list is made available by the County of San Diego Department of Environmental Health.

Government Publication Date: Jul 25, 2015

San Diego County Solid Waste Facility List: SANDIEGO SWF
A list of open and closed Solid Waste Facilities in the County of San Diego. The list is made available by San Diego County Department of Environmental Health.
Government Publication Date: Feb 18, 2015

San Francisco County Aboveground Storage Tanks List: SANFRAN AST
A list of Aboveground Storage Tanks (ASTs) facilities inspected by San Francisco Department of Public Health's (SFDPH) Hazardous Materials and Waste Program. Aboveground storage containers or tanks include oil-filled equipment (such as hydraulic systems/reservoirs and heat transfer systems) which have a petroleum storage capacity of 55 gallons or greater.
Government Publication Date: Sep 11, 2015

San Francisco County CUPA Facilities List: SANFRAN CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in San Francisco County. This list is made available by San Francisco County Hazardous Materials and Waste Program which is the CUPA for all areas of the County.
Government Publication Date: Sep 11, 2015

San Francisco County LOP Sites: SANFRAN LOP
A list of Underground Storage Tank (UST) release sites in the County of San Francisco. This list is made available by San Francisco County Department of Public Health Environmental Health Protection Branch.
Government Publication Date: Oct 6, 2015

San Francisco County UST List: SANFRAN UST
A list of all registered Underground Storage Tanks (USTs) in the County of San Francisco. This ist is made available by San Francisco County Environmental Health Division. The Hazardous Materials and Waste Program provides regulatory oversight for the construction, operation, repair and removal of USTs in San Francisco.
Government Publication Date: Sep 11, 2015

San Joaquin County Aboveground Tank List: SANJOAQUIN AST
A list of Aboveground Storage Tanks (ASTs) inspected by San Joaquin County Environmental Health Department (SJCEHD) under Aboveground Petroleum Storage Act (APSA).
Government Publication Date: Jun 5, 2015

San Joaquin County UST List: SANJOAQUIN UST
A list of all registered Underground Storage Tanks in the County of San Joaquin. The list is made available by San Joaquin County Environmental Health Division.
Government Publication Date: Jun 05, 2015

San Joaquin Hazardous Waste Facilities: SANJOAQUIN HW
A list of Hazardous Waste Facilities in San Joaquin County. This list is made available by San Joaquin County Environmental Health Department which has been designated as the CUPA for the County.
Government Publication Date: Jun 5, 2015

San Mateo County CUPA Facilities List: SANMATEO CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in San Mateo County. This list is made available by San Mateo County Environmental Health Department which has been designated as the CUPA for the County.
Government Publication Date: May 28, 2015

San Mateo County LOP List: SANMATEO LOP
A list of Leaking Underground Storage Tank (LUST) facilities in San Mateo County. This list is made available by San Mateo County Environmental Health Services Division.
Government Publication Date: May 27, 2015

Santa Clara County CUPA Facilities List: SANTACLARA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Santa Clara County. This list is made available by Santa Clara County Department of Environmental health (DEH). DEH's Hazardous Materials Compliance Division (HMCD) is CUPA for the county with jurisdiction within the Cities of Los Altos Hills, Monte Sereno, and Saratoga; and in all unincorporated areas of Santa Clara County, including Moffett Field, San Martin, and Stanford.

Government Publication Date: May 26, 2015

Santa Clara Local Oversight Program Listing: SANTACLARA LO

A list of Leaking Underground Storage Tanks (LUST) facilities in Santa Clara County Provided by Santa Clara Department of Environmental Health (DEH). Since July 1, 2004 the DEH has served as the oversight agency for investigations and clean-up of petroleum releases from underground storage tanks through implementation of the Local Oversight Program (LOP) contract with the State Water Resources Control Board.

Government Publication Date: Jul 22, 2014

Santa Cruz County CUPA Facility List: SANTACRUZ CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Santa Cruz County. This list is made available by Santa Cruz County Environmental Health Services (EHS) Division which has been designated as the CUPA for the County.

Government Publication Date: May 27, 2015

San Luis Obispo County CUPA Facilities List: SANLUISOB CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in San Luis Obispo County. This list is made available by County of San Luis Obispo Environmental Health Services Division which has been designated as the CUPA for the County.

Government Publication Date: May 27, 2015

Shasta County CUPA Facility List: SHASTA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Shasta County. This list is made available by Shasta County Environmental Health Division which has been designated as the CUPA for Shasta County by CalEPA.

Government Publication Date: Jun 12, 2015

Solano County CUPA List: SOLANO CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the County of Solano. This list is made available by Solano County Environmental Health Division which has been certified by CalEPA to implement the Unified program as a CUPA.

Government Publication Date: Aug 5, 2014

Solano County Local Oversight Program List: SOLANO LOP

A list of Leaking Underground Storage Tank (LUST) facilities in the Solano County. This list is made available by the Solano County Environmental Health Services. Since April 1993, the State Water Resources Control Board has contracted with the County of Solano to provide regulatory oversight for the cleanup of LUSTs under Local Oversight Program (LOP) contract.

Government Publication Date: Oct 22, 2015

Solano County Underground Storage Tanks List: SOLANO UST

A list of all registered Underground Storage Tanks (USTs) in the County of Solano. The list is made available by Solano County Environmental Health Services Division. There are an estimated 190 facilities throughout the county that are subject to the regulatory requirements of the UST program.

Government Publication Date: Aug 5, 2014

Sonoma County CUPA Facilities List: SONOMA CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Sonoma County. This list is made available by Sonoma County Hazardous Materials (HazMat) Division which has been designated as the CUPA for the County.
Government Publication Date: May 28, 2015

Sonoma County LOP Site List: SONOMA LOP
A list of Leaking Underground Storage Tank (LUST) facilities in Sonoma County. This list is made available by Sonoma County Department of Health Services. Sonoma County Local Oversight Program (LOP) oversees the investigation and cleanup of fuel releases from underground storage tanks in all areas of the County with the exception of the Cities of Santa Rosa and Healdsburg.
Government Publication Date: Apr 1, 2015

Sonoma County Petaluma City CUPA Facilities: SONOMA PETAL
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Petaluma City. This list is made available by Petaluma Fire Prevention Bureau which is the CUPA for Petaluma City in Sonoma County.
Government Publication Date: May 21, 2015

Sutter County CUPA List: SUTTER CUPA
A list of facilities associated with Aboveground Petroleum Storage Tank (APSA) regulation, Hazardous Materials Business Plan (HMBP) Program and Underground Storage Tank (UST) regulation of Certified Unified Program Agency (CUPA) programs in Sutter County. This list is made available by Sutter County Enviornmental Health Division which has been designated as the CUPA for the County.
Government Publication Date: May 06, 2015

Tuolumne County CUPA Facility List: TUOLUMNE CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Tuolumne County. This list is made available by Tuolumne County Environmental Health which is the CUPA for all areas of the County.
Government Publication Date: June 3, 2015

Ventura County CUPA Facilities List: VENTURA CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Ventura County. This list is made available by Ventura County Environmental health Division.
Government Publication Date: Apr 27, 2015

Ventura County City of Oxnard CUPA Facility List: OXNARD CUPA
A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Oxnard City. This list is made available by Oxnard City Fire Department which is the CUPA for Oxnard City in Ventura County.
Government Publication Date: Jul 24, 2014

Ventura County Inactive Underground Storage Tanks Sites: VENTURA INUST
A list of inactive Underground Storage Tank (UST) sites in Ventura County. This list is made available by Ventura County Environmental Health Division.
Government Publication Date: Apr 27, 2015

Ventura County Leaking Underground Fuel Tanks - Historic: VENTURA HLUFT
A historical list of cleanup oversight of the Leaking Underground Fuel Tank (LUFT) program provided by Ventura County Environmental Health Division. All new and existing underground fuel storage tank releases are now referred to the Los Angeles Regional Water Quality Control Board.
Government Publication Date: May 31, 2008

Yolo County UST List: YOLO UST
A list of registered Underground Storage Tank (UST) sites in Yolo County. This list is made available by Yolo County Environmental Health Department which regulates the construction, operation, repair and removal of USTs throughout Yolo County.

Government Publication Date: May 25, 2015

Yuba County CUPA Facilities List: YUBA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Yuba County. This list is made available by Yuba County Environmental Health Division which is the CUPA for all areas of the County.

Government Publication Date: May 27, 2015

City of Bakersfield CUPA List: BKRSFIELD CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the City of Bakersfield. This list is made available by the City of Bakersfield Fire Department.

Government Publication Date: Jun 19, 2015

Gilroy City CUPA Facilities List: SANTACLARA GIL

The Gilroy City Fire Marshal's office maintains a list of CUPA Facilities located in Gilroy City.

Government Publication Date: Jul 17, 2015

Glenn County CUPA List: GLENN CUPA

The Glenn County Air Pollution Control District is the Administering Agency and the Certified Unified Program Agency (CUPA) for Glenn County with responsibility for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, above ground storage tanks, and stationary sources handling regulated substances.

Government Publication Date: Sep 21,2015

Lassen County CUPA List: LASSEN CUPA

The Environmental Health Program of Lassen County tracks Certified Unified Program Agencies (CUPA) facilities.

Government Publication Date: Sep 18,2015

Mariposa County CUPA List: MARIPOSA CUPA

Mariposa County Health Department, Environmental Health Services, is certified by Cal-EPA as the Certified Unified Program Agency (CUPA) that administers specific hazardous materials/hazardous waste programs.

Government Publication Date: Oct 19,2015

Siskiyou County CUPA List: SISKIYOU CUPA

The Hazardous Materials Management Group of Siskiyou County's Environmental Health Division Certified Unified Program Agency (CUPA) regulates underground tanks, hazardous materials (including but not limited to: hazardous substances, hazardous waste, and any material which a handler or the CUPA has reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Government Publication Date: Oct 14,2015

Stanislaus County CUPA List: STANISLAUS CUPA

The Environmental Resources Department of Stanislaus County maintains a list of Certified Unified Program Agency (CUPA) facilities.

Government Publication Date: Sep 21,2015

Trinity County CUPA List: TRINITY CUPA

On January 1, 2005, the Department of Toxic Substances Control (DTSC) was authorized by the California Environmental Protection Agency (Cal/EPA) as the Trinity County Certified Unified Program Agency (CUPA). This CUPA list was made available by the DTSC.

Government Publication Date: Sep 22,2015

Additional Environmental Record Sources

Federal

Facility Registry Service/Facility Index: FINDS/FRS

The US Environmental Protection Agency (EPA)'s Facility Registry System (FRS) is a centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, data collected from EPA's Central Data Exchange registrations and data management personnel.

Government Publication Date: Sep 24, 2015

Toxics Release Inventory (TRI) Program: TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: 1987-2013

Hazardous Materials Information Reporting System: HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: Feb 24, 2015

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Sep 5, 2015

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA of the Act) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified ongressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

Toxic Substances Control Act: TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Jun 30, 2014

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.
The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: 2006

State

EnviroStor Inspection, Compliance, and Enforcement: INSP COMP ENF

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.

Government Publication Date: Aug 24, 2015

Clandestine Drug Lab Sites: CDL

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/clandestine drug laboratories.

Government Publication Date: Feb 27, 2015

School Property Evaluation Program Sites: SCH

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

Government Publication Date: Sep 10, 2015

California Hazardous Material Incident Report System (CHMIRS): CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Sept 18, 2015

Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report: SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

Government Publication Date: Dec 31, 1995

Hazardous Waste Manifest Data: HAZNET

A list of hazardous waste manifests received each year by Department of Toxic Substances Control (DTSC). The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Oct 2,2015

Historical California Hazardous Material Incident Report System (CHMIRS): HIST CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jan 1, 1993

Tribal

No Tribal additional environmental record sources available for this State.

County

Los Angeles County Site Mitigation List: LA SML

A Site Mitigation List in the County of Los Angeles. The list is made available by Los Angeles County Fire Department. Site mitigation is handled by the Site Mitigation Unit (SMU) which facilitates completion of site clean-up projects of contaminated sites in an expeditious manner in all cities of the Los Angeles County except El Segundo, Glendale, Long Beach, Santa Fe Springs, and Vernon.

Government Publication Date: Jun 23, 2015

Riverside County Disclosure Facility List: RIVERSIDE HZH

A list of facilities disclosed to Riverside County Department of Environmental Health (DEH). This list is made available by Riverside County DEH which has been designated as the CUPA for the County. A business is required to establish and submit a Business Plan if the facility handles hazardous material equal to or greater than 55 gallons, 500 pounds or 200 cubic feet at any time during the year.

Government Publication Date: Jun 10, 2015

Riverside County Hazardous Waste Generator Sites List: RIVERSIDE HWG

A list of Hazardous Waste Generator Sites in the County of Riverside. This list is made available by Riverside County Department of Environmental Health which has been designated as the CUPA for the County.

Government Publication Date: Jun 10, 2015

San Joaquin County Hazardous Materials Facilities List: SANJOAQUIN HM

A list of Hazardous Materials Facilities in San Joaquin County. This list is made available by San Joaquin County Environmental Health Department which has been designated as the CUPA for the County.

Government Publication Date: Jun 05, 2015

Ventura County Inactive Hazardous Waste Sites: HW INACTIVE

A list of Inactive Hazardous Waste Sites in Ventura County collected by Ventura County's Environmental Health Division.

Government Publication Date: Jun 26, 2015

Delisted County Records: DELISTED COUNTY

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

Government Publication Date: June, 2015

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries". All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and were included as reference.

APPENDIX F

INTERVIEW DOCUMENTATION

Questionnaire not returned.

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Ashland City, TN 37015
www.aaienvcorp.com

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APPENDIX G

STATEMENT OF QUALIFICATIONS

3030 River Road
Ashland City, TN 37015
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info@aaienvcorp.com

All Appropriate Inquiries Environmental Corporation

Daniel G. Tims *Chief Operations Officer*

TN Professional Geologist
EPA-Compliant Environmental Professional (40 CFR Part 312)

Experience

Mr. Tims is responsible for overall management of the company. Dan has performed, participated in and managed over 6,000 Phase I, II and III environmental site assessments throughout the United States, Canada and Mexico. Dan has over 25 years of environmental-related work experience in the environmental, geothermal and oil fields. His experience includes: environmental site assessments; remediation projects; NEPA compliance; as well as; asbestos and lead-based paint abatement; directional drilling and formation evaluation in the oilfield and geothermal field. He has extensive experience in groundwater supply and monitoring well design and installation. Having completed numerous hydrogeological investigations in a large variety of subsurface settings, Dan brings vast experience to each project he manages.

Some of Dan's representative experience includes:

- ⇒ Over 1,200 environmental site assessments, asbestos and lead-based paint consulting, as well as, NEPA-Compliance reports for various sites throughout the U.S. for radio & television broadcast towers and cell towers for American Tower, Cingular, Sprint, AT&T, Verizon Wireless & T-Mobile.

- ⇒ A 1,000-foot deep industrial groundwater supply well for Smurfit-Stone Corporation in the city of Vernon, CA that pumps at a maximum of 1,600 gallons per minute, with an average pumping rate of 800 gallons per minute on a 24-hour a day basis; environmental studies, well design, field scheduling and oversight, obtaining numerous permits from local, state and national agencies, well development design, pilot bore design and analysis, geophysical survey analysis, e-log analysis, neutron log analysis, bore log analysis, and final report writing oversight.

- ⇒ Phase II Environmental Site Assessment for litigation support in the proposed Newhall Farm and Land Development for Medallion Oil Company near Newhall, CA, which consisted of over 200 exploratory trenches at 180 active and inactive oil & gas wells.

- ⇒ Phase I & II environmental assessments, as well as, site characterization and remediation of oilfield property in Elk City, OK.

- ⇒ Phase I & II environmental site assessments of 14 beverage plants throughout the United States.

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⇒ Phase I Environmental Assessment of 26 oil and gas well production sites in Woods County, Oklahoma.

⇒ Over 100 environmental site assessments for United Commercial Bank, throughout California.

⇒ Developmental directional drilling in the Anschutz Field in southwestern Wyoming; mud rotary drilling through metamorphic rocks to a depth of over 9,000 feet below ground surface.

⇒ Developmental directional drilling in the Lake County Geothermal field in Lake County, California. This project included mud rotary drilling through igneous rock to over 10,000 feet below ground surface to help with production of geothermal-heated wells that were being used for public energy supplies for five counties in northern California.

⇒ Exploratory directional drilling and formation evaluation in the Channel Islands oilfield, offshore California for Exxon Corporation project. This project included setting up and managing formation evaluation equipment that utilized gamma ray, resistivity and neutron logs for downhole formation evaluation.

Certifications

Tennessee Professional Geologist #5324

Former State of California Licensed C-57 Water Well Contractor

Measurement While Drilling Engineer, Long Course Certified, Teleco Oilfield Services

E.P.A. Certified Asbestos Inspector

40-hour OSHA HAZWOPER Training

EPA-Compliant Environmental Professional (40 CFR Part 312)

Education

Post Graduate Studies for Master of Science in Hydrogeology; coursework complete to thesis, California State University, Northridge

Environmental Protection Agency Seminar on Site Characterization and Remediation of Dense Non-Aqueous Phase Liquids

Measurement While Drilling Long Course, Teleco Oilfield Services

Post Graduate Studies in Geosciences at University of Louisiana, Monroe

Bachelor of Science in Geology at Centenary College

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All Appropriate Inquiries Environmental Corporation

Carol A. Mears *Project Manager*

EPA-Compliant Environmental Professional (40 CFR Part 312)

Experience

Ms. Mears is responsible for project management including conducting site assessments, report writing, and supervision of project work by junior-level scientists. Carol has performed, participated in and managed over 200 Phase I and II environmental site assessments throughout the United States. Carol has over 15 years of environmental-related work experience in the environmental field. Her experience includes: environmental site assessments; remediation projects; NEPA compliance; as well as; asbestos and lead-based paint abatement; botanical surveys and wetland delineations for land development including wind farms and natural gas drilling sites. Ms. Mears has acquired extensive expertise in collection and documentation of environmental samples including surface water, groundwater, surface soil, subsurface soil, and air samples.

Some of Carol's representative experience includes:

⇒ Over 200 environmental Phase I environmental site assessments, for various site developments as well as established sites throughout the U.S., including projects for Oldcastle Glass, Verizon, D.R. Horton, Baker-Donelson, Life Care Centers of America, JP Morgan, Regions Bank, and BB&T.

⇒ Performed over 50 Phase II Environmental Assessments including subsurface soil and groundwater sampling to satisfy due diligence investigations for clients. Ms. Mears performed sampling using a hand auger as well as supervised subsurface investigation contractors that utilize GeoProbe direct-push technology, and hollow-stem auger drilling methods.

⇒ Performed limited and comprehensive asbestos assessments at properties in Tennessee, for various clients including nursing homes and Metro-Davidson County storm-water department. Ms. Mears conducted comprehensive asbestos sampling in a citywide project for residences scheduled for demolition after a 2010 flood event and FEMA buyout.

⇒ Participated as team leader and site manager for biannual groundwater sampling of over 200 monitoring wells located on and within the vicinity of the Volunteer Army Ammunition Plant (Chattanooga, TN) for the United States Army Corps of Engineers. Site activities included well development and monitoring for

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contaminants ranging from toluene to dinitro- and trinitrotoluene (TNT).

⇒ Participated in CFI Lease Area Soil Nitrate Investigations at Volunteer Army Ammunition Plant (Chattanooga, TN) as Site Manager, coordinating soil borings and sampling with on-site laboratory analyses, and worked with subsurface investigation contractors utilizing Geoprobe drilling methods.

⇒ Conducted wetland and waters surveys for midstream and upstream clients (Northeast Ohio) including wetland delineations. In addition, Carol performed associated threatened and endangered species (i.e. Indiana Bat) habitat surveys for these projects.

⇒ Field member of teams conducting assessments for jurisdictional wetlands and other waters of the U.S. for wind farm projects in Texas, Ohio, Indiana, Oklahoma, Minnesota, North Dakota, and South Dakota. Conducted wetland delineations and collected GPS coordinates in the field, assisted in determination of the location of aquatic features that should be avoided for placement of wind turbine pads and other necessary supporting structures of the project.

⇒ Conducted two Environmental Assessments (NEPA/DOJ) as well as a J-15 Attachment Update for expansion of Pine Prairie Correctional Facility, a private, low to mid-level security prison in Louisiana.

Certifications

US Army Corps of Engineers Wetland Delineation Training Course (USACE 1987 Manual)/Eastern Mountains and Piedmont Regional Supplement Training

E.P.A. Certified Asbestos Inspector

40-hour OSHA HAZWOPER Training

EPA-Compliant Environmental Professional (40 CFR Part 312)

Education

Post Graduate Studies for Master of Science in Aquatic Ecology and Botany; coursework complete to thesis, University of Alabama, Tuscaloosa

Post Graduate Studies in Biology at Youngstown State University

Bachelor of Science in Biology at Youngstown State University

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CITADEL ENVIRONMENTAL SERVICES, INC.

assess
resolve
strengthen

February 10, 2016

Pablo Kupersmid
Vice President
INDEX REAL ESTATE INVESTMENTS, INC.
14541 Delano Street
Van Nuys, California 91411

Re: CITADEL Proposal No. 0863.1001.0
Phase II Subsurface Investigation Report
6569 Van Nuys Boulevard
Los Angeles, California 91411

Dear Mr. Kupersmid:

Citadel Environmental Services, Inc. is pleased to provide Index Real Estate Investment, Inc. with this Phase II Investigation Report for the above-referenced location.

The Phase II Investigation was conducted for Index Real Estate Investment, Inc. in accordance with Citadel's Proposal 0863.1001.P, dated January 15, 2016, and Citadel's Phase II Subsurface Investigation Work Plan, dated January 28, 2016.

If, after your review, you have any questions or require additional information, please do not hesitate to telephone me at the Citadel Office at (818) 246-2707

Sincerely,

CITADEL ENVIRONMENTAL SERVICES, INC.

Mark Drollinger, M. Eng., CSP, CHMM EIT
Director of Environmental Geology and Engineering

Enclosure

CITADEL ENVIRONMENTAL SERVICES, INC.

assess
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Index Real Estate Investments, Inc.
14541 Delano Street
Van Nuys, California 91411

Phase II Subsurface Investigation Report

February 10, 2016

Citadel Project Number 0863.1001.0

6569 Van Nuys Boulevard
Los Angeles, California 91411

www.citadelenvironmental.com

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LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

Citadel Environmental Services, Inc. (Citadel) was contracted by Index Real Estate Investments, Inc. (Client) to conduct a Phase II Subsurface Investigation (Phase II) at 6569 Van Nuys Boulevard, Los Angeles, California (Site). The Site is located on the west side of Van Nuys Boulevard and the south side of Kittridge Street within a mixed commercial/retail/residential area of Los Angeles County.

The Site is currently occupied by WSS Shoes for commercial/retail use. Onsite operations consist of retail shoe sales. In addition to the current structures, the Site is also improved with asphalt-paved parking and landscaped areas.

According to historical sources, the Site was developed with several dwellings by 1923. By 1937, a gasoline station/auto repair facility occupied the northeast corner of the Site. The gas station and dwellings were demolished and replaced with the existing commercial structures in the early 1950s, and have since been utilized for retail, banking, and restaurant occupancies.

The immediate surrounding properties consist of commercial development to the north across Kittridge Street; a bank to the south; commercial development to the east across Van Nuys Boulevard; and residential development to the west. A Site Location Map and Site Plan with Soil Boring Locations are included as Figures 1 and 2.

2.0 BACKGROUND

A limited Phase II Environmental Site Assessment (ESA) was conducted at the Site by Alpha Environmental (Alpha) in 2000, to determine if the subsurface soil was impacted by potential petroleum hydrocarbon releases from former underground storage tanks (USTs) located at the Site (Alpha, 2000). As part of this Phase II ESA, three soil borings were drilled to a depth of 30 feet below ground surface (bgs) in the vicinity of the former gasoline service station located in the northeastern part of the Site. Soil samples were collected at intervals of five feet for all three borings. Soil samples from depths of 10 and 15 feet bgs for two of the three borings were analyzed for Total Petroleum Hydrocarbons (TPH) – carbon chain, TPH – gasoline, benzene, toluene, ethylbenzene, and xylene (BTEX), methyl tertiary butyl ether (MTBE), and purgeable aromatics and halocarbons. The remaining soil samples were placed on hold and not analyzed. No detectable concentrations of TPH were found in the soil samples analyzed, and the samples tested for purgeable aromatics and halocarbons also yielded concentrations below the method reporting limits (MDL). Based on these results, the Alpha (2000) concluded that no further investigation was required.

A Phase I ESA completed by Partner Engineering and Science, Inc. (Partner) dated January 8, 2016, identified a Recognized Environmental Condition (REC) at the Site. Based on a review of historical records for the Site, the Partner Phase I ESA reported that the northeastern portion of the Site was historically developed with a gasoline service station and automotive repair operation from as early as 1937 until the early 1950s. No information was identified regarding the quantity, size, location or contents of USTs associated with this operation. Additionally, no information was identified regarding the removal and/or abandonment of the USTs. Partner (2015) noted that the gasoline service station operated before regulatory oversight was in place, and it was unlikely that confirmation soil sampling was conducted at the time of UST removal and/or abandonment. The Partner Phase I ESA therefore concluded that a potential vapor encroachment concern (VEC) existed for the Site, based on the presence of the former gasoline service station and lack of

information about USTs formerly located onsite. Partner recommended a limited subsurface investigation be conducted, in order to determine the presence or absence of soil and/or groundwater contamination due to the historical use of the subject property as a gasoline service station.

Based on Citadel's review of the environmental documents, the Alpha Phase II ESA does not conclusively determine the presence or absence of subsurface contamination due to the former USTs located onsite, as the soil samples collected were not analyzed for the full range of TPHs typically associated with leaking USTs. Therefore, based upon the results of the Alpha (2000) and the recommendations of Partner (2015), a limited Phase II ESA was recommended for the Site to assess potential soil contamination and VEC concerns.

3.0 GEOLOGY/HYDROGEOLOGY

The Site is located in the City of Los Angeles in the San Fernando Valley, at the southern edge of the Transverse Ranges Geomorphic Province. The Site is located in the central portion of the Van Nuys 7.5-minute Quadrangle (DMG, 1997). Geologically, the San Fernando Valley is an east-trending structural trough within the Transverse Ranges geologic province of southern California. The mountains that bound it to the north and south are actively deforming anticlinal ranges bounded on their south sides by thrust faults. As these ranges have risen and been deformed, the San Fernando Valley has subsided and filled with sediment. The eastern portion of the valley, including most of the Van Nuys Quadrangle, has received sediment from Pacoima and Tujunga washes. These washes are associated with large river systems that have their sources in the steep, rugged San Gabriel Mountains, which are comprised of crystalline bedrock. The rivers have deposited a broad alluvial fan composed of sand, silt, and gravel that blankets most of the Van Nuys Quadrangle. Except for local floodplain deposits associated with the Los Angeles River, the remainder of the San Fernando Valley, south of the Pacoima/Tujunga alluvial fan, is covered by small alluvial fans, which have been deposited by local streams that drain the slopes underlain by marine sedimentary rocks of the Santa Monica Mountains. The surface geology of the Site is mapped by the DMG (1997) as old (Pleistocene?) alluvial fan deposits (Qof2).

The Site lies within the southernmost area of the San Fernando Groundwater Basin. Water-bearing deposits in the San Fernando Valley include the Saugus Formation, and older and younger alluvium. The Saugus Formation is composed of unconsolidated continental and marine deposits of conglomerate, sand, silt, and clay, and crops out in the northern part of the valley on the southerly slopes of the San Gabriel Mountains. Groundwater within the San Fernando Valley Basin is unconfined and flows at approximately 300 ft/year to the south-southeast at the Site vicinity. Groundwater in the San Fernando Valley occurs in three principal water-bearing zones: (1) the early Quaternary Saugus Formation, (2) Late Quaternary Older Alluvium (terrace deposits), and (3) Recent Alluvium. Groundwater for consumption (drinking and irrigation) is primarily drawn from the eastern part of the San Fernando Groundwater Basin. Under natural conditions, groundwater flows east across the San Fernando Valley in the western portion of the basin and to the southeast in the eastern portion toward the Los Angeles River Narrows (ULARA, 2001). The nearest surface water in the vicinity of the Site is the Tujunga Wash located approximately 1.62 miles east of the Site (Partner, 2016).

The closest leaking underground storage tank (LUST) site with data posted on Geotracker (http://geotracker.waterboards.ca.gov/), is the ARCO gasoline service station located at 14903 Victory Boulevard, approximately 0.54 miles southwest of the Site. This LUST case was closed in 2012. At the final quarterly groundwater gauging event, depth to groundwater was reported at 158 feet bgs (Arcadis, 2010). The closest municipal well to the site is Well 3752D, located 0.75 miles

south of the Site. Water was measured at 173.8 feet bgs at 3752D when last gauged on November 3, 2008 (LADPW, 2016).

4.0 SITE INVESTIGATION

A Health and Safety Plan (HASP) was prepared for the Phase II field activities. The HASP can be found in Appendix A.

SOIL BORING ACTIVITIES

The six soil borings were advanced to approximately 20 feet bgs with a Geoprobe© limited-access direct push drilling rig operated by Kehoe Testing and Engineering, Inc., of Huntington Beach, California, by a geologist operating under the supervision of a California Professional Geologist. Since boring activities were taking place in an enclosed indoor area, breathing zone air was monitored for VOCs with a photo-ionization detector (PID). Soil samples were collected at 5, 10, 15, and 20 feet bgs to confirm the presence or absence of potential contamination within the subsurface. Samples were collected in acetate sleeves inserted into 2-inch- diameter stainless steel rods. The acetate sleeves were labeled, sealed, and placed in an ice-packed cooler for delivery under proper Chain of Custody (COC) procedures to a state-certified laboratory for analysis. The soil samples collected at 15 and 20 feet bgs were analyzed for volatile organic compounds (VOCs), TPH full range, and lead, using EPA Methods 8260, 8015G/D, and 6020, respectively. The soil samples collected at depths of 5 and 10 feet were placed on hold to be analyzed at a later date. Soil Boring Logs are included in Appendix B.

Soil vapor probes were installed in each of the six boreholes. At each location, a vapor probe was installed at 20 feet bgs.

The soil vapor probes were set in accordance with the DTSC's – Active Soil Gas Investigation (2015) and Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air (2011). The probes consisted of plastic micro-porous vapor implants that are approximately two inches long with a 0.5-inch outside diameter, connected to 0.25-inch outside diameter nylaflow tubing that extended above the surface. The annulus around the vapor implants was backfilled with approximately 6 inches of screen-washed #3 sand. The probes were sealed using bentonite placed immediately above each sand pack to provide a secure borehole seal. The vapor wells were finished with gas-tight fittings at the surface pending vapor purging and sampling.

Vapor samples were collected following the procedure of the Cal/EPA's Active Soil Gas Investigation Authority (DTSC 2011, 2015). Two hours after the probes were set, shut-in, volume, and leak tests were conducted on the probes. The probe head was attached to the sampling train assembly of Teflon tubing, valves, and fittings and connected to a purge pump. The pump was used to evacuate the sealed system using an applied minimum vacuum of 100 inches of water column (in. WC). The vacuum on each probe was monitored for 90 seconds with the sampling train system sealed. After the shut-in test was validated, the sampling train was leak tested. Leak tests were conducted at each sampling location, which involved soaking paper towels in a liquid tracer (isopropanol) and placing them around all connections in the sampling train in order to evaluate whether ambient air had been introduced in to the sample during collection.

The purpose of purging is to remove stagnant air from the vapor sampling train to ensure samples representative of the formation are obtained. The probes were purged of three purge volumes of soil vapor (a purge volume includes the volume of tubing plus the void space of the sand pack

around the probe) using an adjustable vacuum pump with a built-in flow rate meter and timer. The purge rate was set at 50 milliliters/minute (mL/min). After purging three volumes through the system, vapor samples were collected from each probe. During sampling, the purge pump was operated at 50 mL/min, and the vacuum was monitored to ensure it was below 100 in. WC. Vacuum applied below this level helps ensure chemical partitioning from pore water to soil gas and the stress on the air seals are both minimized. The samples were containerized in Tedlar gas sampling bags, stored in a sealed cooler, and delivered to a state-certified laboratory for laboratory analysis. The soil vapor samples were analyzed for VOCs and TPH full range using EPA Methods TO-15M and TO-3M, respectively. All equipment was decontaminated using an alconox solution between holes and fresh tubing was used on each sampling train.

Following the collection of soil and soil vapor samples, the boring locations were backfilled with neat cement and the surface was finished with concrete to match the surface of the building floor.

5.0 RESULTS

SOIL SAMPLES

Results of the EPA Method 6020 laboratory analysis of the soil samples collected at 15 and 20 feet bgs are presented in Table 1 and Appendix C. All samples were found to have concentrations well below the residential CHSSL of 80 mg/kg.

Table 1: Soil Sampling Results

Sample ID	Lead
SB-1, 15’	2.16
SB-1, 20’	3.03
SB-2, 15’	3.44
SB-2, 20’	3.47
SB-3, 15’	2.86
SB-3, 20’	3.15
SB-4, 15’	2.84
SB-4, 20’	3.00
SB-5, 15’	2.21
SB-5, 20’	2.85
SB-6, 15’	3.55
SB-6, 20’	3.20
OEHHA CHHSL (commercial)	**320**
OEHHA CHHSL (residential)	**80**

All results in milligrams per kilogram (mg/kg).

TPH as gasoline and TPH as diesel were not detected in any of the twelve soil samples analyzed. Acetone, benzene, ethylbenzene, methylene chloride, toluene, and m,p-xylenes were detected

below the Reporting Limit in several of the soil samples collected. Details can be found in the Laboratory Report in Appendix C.

SOIL VAPOR SAMPLES

Five of the six collected soil vapor samples were analyzed for VOCs and TPH. The vapor sample from boring SB-4 was not analyzed. All contaminants which were detected above the Reporting Limit in at least one of the vapor samples are presented in Table 2. Details can be found in the Laboratory Report in Appendix C.

The soil vapor results were compared with screening levels (SLs) from the Office of Environmental Health Hazard Assessment (OEHHA) California Human Health Screening Levels (CHHSLs). The concentration of all detected contaminants was found to be below all established CHHSLs.

Table 2: Soil Vapor Sampling Results

Sample ID	Benzene	Chloroform	Ethanol	Ethylbenzene	Tetrachloro-ethene (PCE)	Toluene	1,3,5-Trimethylbenzene	1,2,4-Trimethylbenzene	o-Xylene	m,p-Xylene
SB-1	10	100	57J	5.6	35	34	1.8J	5.2J	6.7	19
SB-2	9.7	20	51J	5.8	11	35	1.8J	5.7J	7.0	20
SB-3	14	20	51J	5.7	6.3	30	2.2J	7.1J	7.4	21
SB-5	16	4.7	100	7.1	3.4J	38	3.1	9.5	9.5	26
SB-6	11	9.4	51J	4.5	2.1J	25	2.0J	6.2J	6.1	16
OEHHA CHHSL (commercial)	**280**	NA	NA	**3,600**	**1,600**	**8.9E05**	NA	NA	**2.1E06**	**2.4E06; 2.2E06**
OEHHA CHHSL (residential)	**85**	NA	NA	**1,100**	**470**	**3.2E05**	NA	NA	**7.4E05**	**8.5E05; 8.0E05**

All results in micrograms per cubic meter (µg/m³).
J = Value above Method Detection Limit but below Reporting Limit.
ND = Analyte not detected above reporting limit.
NA = CHSSL has not been determined for this compound.

6.0 CONCLUSIONS

The Phase II investigation was intended to evaluate 1) the concentration of TPH, VOCs, and lead in soil below the Site building, and 2) the potential for the presence of VOCs in soil gas at the Site and compare the concentration of contaminants to state and federal regulatory guidelines. The results of the investigation indicate that concentrations of lead in soil are below the guidelines established by the SFBWQCB and the OEHHA. TPH as gasoline and TPH as diesel were not detected in soil samples, and concentrations of acetone, benzene, ethylbenzene, methylene chloride, toluene, and m,p-xylenes were detected below the Reporting Limit. Soil vapor samples had concentrations of benzene, bromodichloromethane, 2-butanone, chloroform, dichlorodifluoromethane, ethanol, ethylbenzene, 4-ethyltoluene, PCE, toluene, 1,3,5- and 1,2,4-trimethylbenzene, and o- and m,p-xylenes detected above the reporting limit in at least one of the five soil vapor samples analyzed. However, none of the contaminant concentrations in soil vapor approached the screening levels of the SFBWQCB and the OEHHA.

Citadel therefore concludes that concentrations of TPH and VOCs in soil and soil vapor are below established screening levels and that a vapor intrusion concern does not exist at the Site. Furthermore, concentrations of lead in soil below the Site are below screening levels and the soil is non-hazardous. However, since lead and VOCs have been detected in soil samples, albeit at very low concentrations, Citadel does recommend that a Soil Management Plan be used by the contractor during any future demolition and excavation activities at the Site. The SMP will provide direction for the handling and disposal of soil encountered during Site work.

7.0 REFERENCES

Alpha Environmental, Limited Phase II Environmental Site Assessment, 6569 Van Nuys Boulevard, Van Nuys, California, 91401, July 10, 2000.

Arcadis, 2010. Second Quarter 2010 Semi-Annual Status Report. ARCO Station No. 6084, 14903 Victory Boulevard Van Nuys, California LARWQCB ID No. 914110961. July 15.

DMG (California Division of Mines and Geology), 1997. Seismic Report for the Van Nuys 7.5-Minute Quadrangle, Los Angeles County, California.

DTSC (Department of Toxic Substance Control), 2011. Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air (Vapor Intrusion Guidance).

DTSC, 2015. Advisory. Active Soil Gas Investigations.

LADPW (Los Angeles Department of Public Works), 2016. http://dpw.lacounty.gov/general/wells/

Partner Engineering and Science, Inc., 2016. Phase I Environmental Site Assessment Report, 6569 Van Nuys Boulevard, Los Angeles, California 91411. January 8.

Upper Los Angeles River Area Watermaster (ULARA), May 2001. Watermaster Service in the Upper Los Angeles River Area, Los Angeles County, 1999-2000 Water Year, October 1, 1999 - September 30, 2000.

8.0 SIGNATURES

Report Prepared by:

Jay Schneider, PG, QSD
Project Geologist

Report Reviewed and Approved by:

Mark Drollinger, M. Eng., CSP, CHMM EIT
Director of Environmental Geology and Engineering

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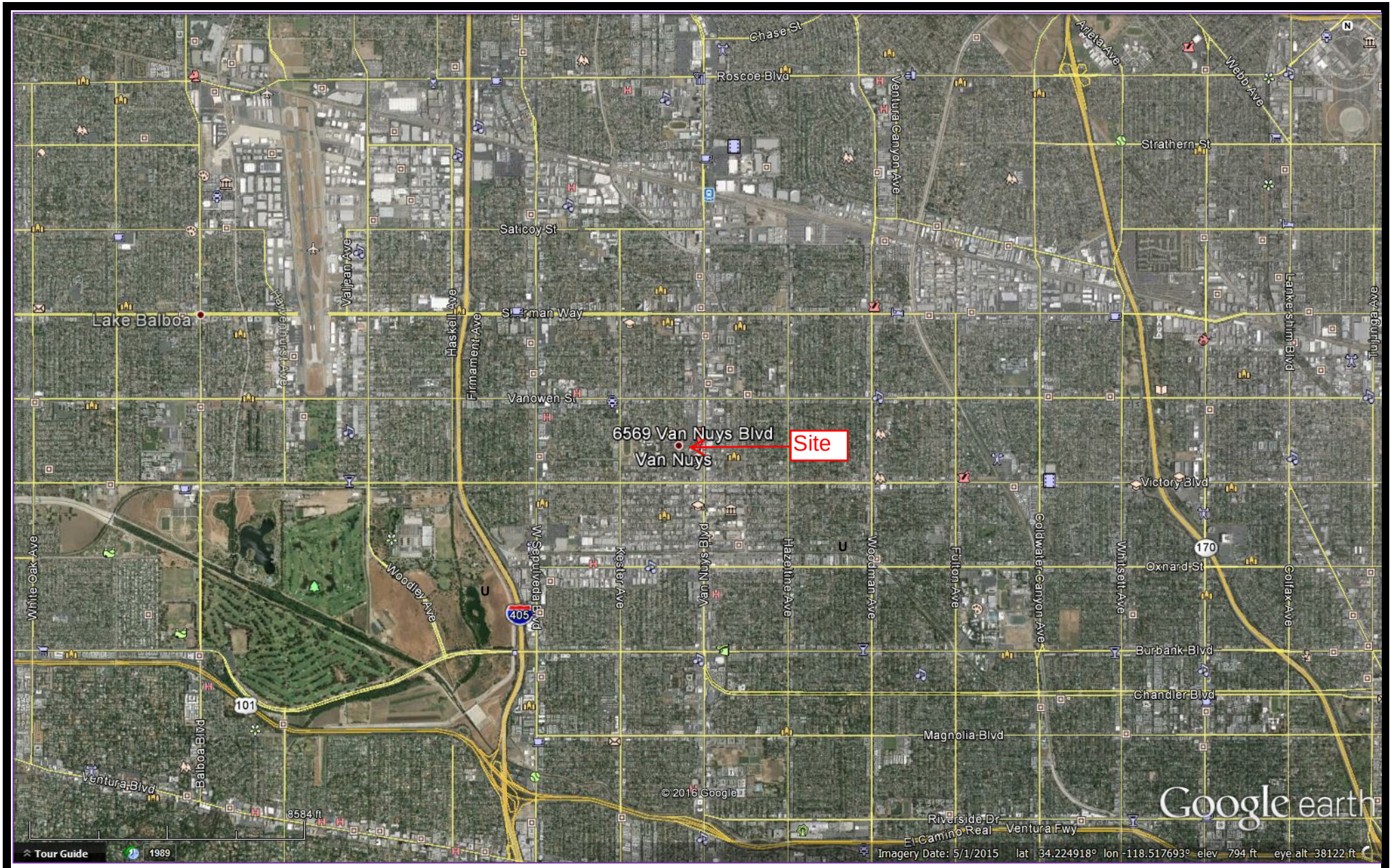
Figures



CITADEL
ENVIRONMENTAL SERVICES, INC.

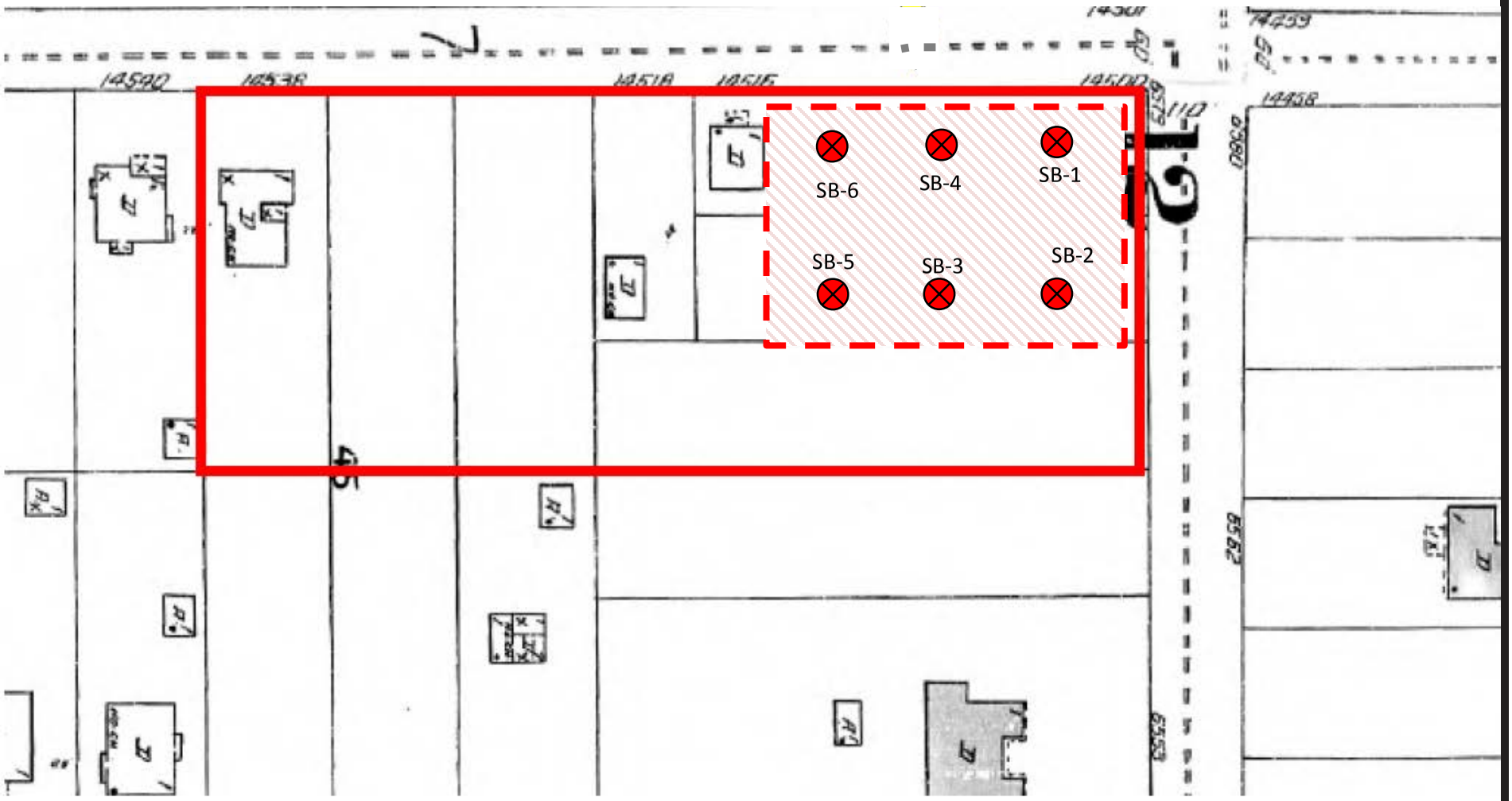
Index Real Estate Investments, Inc.
6569 Van Nuys Boulevard
Los Angeles, California 91411

Figure 1

PROJECT NO: 0863.1001.0

DATE: February 2016

Site Location Map



CITADEL ENVIRONMENTAL SERVICES, INC.

Index Real Estate Investments, Inc.
6569 Van Nuys Boulevard
Los Angeles, California 91411

Figure 2

PROJECT NO. 0863.1001.0

DATE: February 2016

Site Plan with Soil Boring Locations

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Appendix A
Health and Safety Plan

CITADEL ENVIRONMENTAL SERVICES, INC.

assess
resolve
strengthen

Index Real Estate Investments
14541 Delano Street
Los Angeles, California 91411

Health and Safety Plan

January 29, 2016

Citadel Project Number 0863.1001.0

6569 Van Nuys Boulevard
Los Angeles, California 91411

www.citadelenvironmental.com

Table of Contents

1.0 SITE DESCRIPTION

The Site is located at 6569 Van Nuys Boulevard, Los Angeles, California. Citadel Environmental Services, Inc., (Citadel) has prepared this Health and Safety Plan (HASP) for use during drilling activities to be conducted at the Site. Activities conducted under Citadel's direction at the Site will be in compliance with applicable Occupational Safety and Health Administration (OSHA) regulations, particularly those in Title 8 California Code of Regulations (CCR) 5192, and other applicable federal, state, and local laws, regulations, and statutes. A copy of this HASP will be kept onsite during scheduled field activities.

2.0 BACKGROUND

A limited Phase II Environmental Site Assessment (ESA) was conducted by Alpha Environmental (Alpha) in 2000, to determine if the subsurface soil was impacted by petroleum hydrocarbon leaks from former underground storage tanks (USTs) located at the Site[1]. As part of this Phase II ESA, soil samples were collected at intervals of five feet, to a depth of 30 feet below ground surface (bgs), in the vicinity of the former gasoline service station located in the northeastern part of the Site. Select samples were analyzed for Total Petroleum Hydrocarbons (TPH) – Carbon Chain, TPH – gasoline, Benzene, Toluene, Ethylbenzene, and Xylene (BTEX), Methyl Tertiary Butyl Ether (MTBE), and Purgeable Aromatics and Halocarbons. No detectable concentrations of TPH were found in the soil samples analyzed, and the samples tested for Purgeable Aromatics and Halocarbons also yielded concentrations below the method reporting limits. Based on these results, the Alpha Phase II ESA concluded that no further investigation was required.

On December 29, 2015, Partner Engineering and Science, Inc. (Partner) submitted a Phase I ESA report[2] to the Client, which identified a Recognized Environmental Condition (REC) at the Site. Based on a review of historical records for the Site, the Partner Phase I ESA reported that the northeastern portion of the subject property was historically developed with a gasoline service station and automotive repair operation from as early as 1937 until the early-1950s. No information was identified regarding the quantity, size, location or contents of underground storage tanks (USTs) associated with this operation. Additionally, no information was identified regarding the removal and/or abandonment of the USTs. The Partner Phase I ESA noted that the gasoline service station operated before regulatory oversight was in place, and it was unlikely that confirmation soil sampling was conducted at the time of UST removal and/or abandonment. The Partner Phase I ESA therefore concluded that a potential vapor encroachment concern (VEC) exists for the Site, based on the presence of the former gasoline service station and lack of information about USTs formerly located onsite. Partner recommended a limited subsurface investigation be conducted, in order to determine the presence or absence of soil and/or groundwater contamination due to the historical use of the subject property as a gasoline service station.

The Partner Phase I ESA also reported the potential presence of asbestos-containing material (ACM) and/or lead-based paint (LBP) in the onsite buildings due to their age. While all suspect ACMs and LBPs were observed in good to fair condition and do not pose a health and safety concern to occupants of the onsite building at the time of the Phase I ESA, it was recommended that the identified suspect ACMs and LBPs would need to be sampled to confirm the presence or absence of asbestos and/or LBP prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.

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1 Alpha Environmental, Limited Phase II Environmental Site Assessment, 6569 Van Nuys Boulevard, Van Nuys, California, 91401, July 10, 2000.

2 Partner Engineering and Science, Inc., Phase I Environmental Site Assessment, 6569 Van Nuys Boulevard, Los Angeles, California 91411, January 8,2016

Citadel believes that the Alpha Phase II ESA does not conclusively determine the presence or absence of subsurface contamination due to the former USTs located onsite, as the soil samples collected were not analyzed for the full range of TPHs typically associated with leaking USTs. Therefore, based upon the results of the Alpha Phase II ESA and the recommendations of the Partner Phase I ESA, Citadel proposes to conduct a Phase II Subsurface ESA to delineate VEC concerns.

3.0 SAFETY POLICY

Safety will be given primary importance in the planning and operation of this project. It is the policy of Citadel to conform to current OSHA standards in construction and local government agency requirements having authority over the project as regards to Citadel employees, subcontractors and public safety.

Each subcontracting firm will assume primary responsibility for the safety of their own work in regards to their employees and other persons. Subcontractors will assume the duty to comply with OSHA, and all other federal, state and local regulations.

The subcontractors work will be monitored by Citadel project managers for implementation of the Citadel HASP, while adhering to their own safety program. Citadel will retain the authority and power to enforce this HASP during the progress of the work. Any deficiencies in safe work practices will be brought to the attention of the subcontractor firm's supervisor for immediate corrective action. If the subcontractor fails or refuses to take corrective action promptly a stop work order shall be issued and the subcontractor or the subcontractor employee may be removed from the project.

4.0 WORK DESCRIPTION

Kehoe Drilling has been contracted by Citadel to drill six boreholes inside the Site building with a direct push rig, collect soil samples, and set soil vapor wells. The Citadel Site Safety Officer (SSO) will supervise this work directly.

Hazards that may be associated with the project include heavy and rotating equipment and soil vapor potentially impacted with volatile organic compounds (VOCs).

5.0 KEY PROJECT PERSONNEL AND RESPONSIBILITIES

Project Manager	Mark Drollinger (Citadel)
SSO/Project Monitor	Roopal Jani (Citadel)
Subcontractor Personnel	Kehoe Drilling
Site Representative	Pablo Kupersmid

PROJECT MANAGER

The Project Manager has the ultimate responsibility for the health and safety of personnel at the Site. The Project Manager is responsible for:

- Ensuring that project personnel review and understand the requirements of this HASP;

- Keeping on-site personnel, including subcontractors, informed of the expected hazards and appropriate protective measures at the Site; and
- Providing resources necessary for maintaining a safe and health work environment.

SITE SAFETY OFFICER/PROJECT MONITOR

The SSO is responsible for enforcing the requirements of this HASP once site work begins. The SSO has the authority to immediately correct situations where noncompliance with this HASP is noted and to immediately stop work in cases where an immediate danger to site workers or the environment is perceived. Responsibilities of the SSO also include:

- Obtaining and distributing PPE and air monitoring equipment necessary for this project;
- Limiting access at the Site to authorized personnel;
- Communicating unusual or unforeseen conditions at the Site to the Project Manager;
- Supervising and monitoring the safety performance of site personnel to evaluate the effectiveness of health and safety procedures and correct deficiencies;
- Conducting daily tailgate safety meetings before each day's activities begin; and
- Conducting a site safety inspection prior to the commencement of each day's field activities.

SUBCONTRACTOR PERSONNEL

Subcontractor personnel are expected to comply with the minimum requirements specified in this HASP. Failure to do so may result in the dismissal of the subcontractor or any of the subcontractor's workers from the job site. Subcontractors may employ health and safety procedures that afford them a greater measure of personal protection than those specified in this plan as long as they do not pose additional hazards to themselves, the environment, or others working in the area.

6.0 SITE CONTROL MEASURES

The SSO or Project Manager has been designated to coordinate access and security on site.

7.0 STANDARD OPERATING PROCEDURES

GENERAL SAFETY

- Maintain good housekeeping at all times in all project work areas.
- Check the work area to determine what problems or hazards may exist.
- Designate specific areas for the proper storage of materials.
- Store tools, equipment, materials, and supplies in an orderly manner.
- Provide containers for collecting trash and other debris.
- Clean up all spills quickly.
- Report unsafe conditions or unsafe acts to your supervisor immediately.
- Report all occupational illnesses, injuries, and vehicle accidents.
- Do not wear loose clothing, wristwatches, and other loose accessories when within arm's reach of moving machinery.
- Emergency exits and evacuation areas should be clearly marked during work activities.
- Personnel fall protection is required when climbing to perform maintenance six feet or higher above ground.
- Inspect hand tools and use proper PPE.
- Ensure proper grounding and guarding of equipment.

- Keep hands and fingers out of pinch points.
- Use good ergonomic posturing when working with heavy items.

HAZARD EVALUATION

The following substances are known or suspected to be on site. The primary hazards of each are identified as follow:

Substances	Concentration	Primary Hazards
VOCs	various	ingestion, inhalation, skin
Lead	various	ingestion, inhalation

COMMUNICATION PROCEDURES

Due to the close proximity of all field crew members the necessity for radio communication is not necessary.

The following standard hand signals will be used:

Hand drawn across throat ..... Cease operation immediately
Hand gripping throat ..... Out of air, can't breathe
Grip partner's wrist or both hands around waist ..... Leave area immediately
Hands on top of head ..... Need assistance
Thumbs up ..... OK, I am alright, understood
Thumbs down ..... No, negative

FIELD VEHICLES

- Equip vehicles with emergency supplies and equipment.
- Maintain both a first aid kit and fire extinguisher in the field vehicle at all times.
- Utilize a rotary beacon on vehicle if working adjacent to active roadway.
- Always wear seatbelt while operating vehicle.
- Tie down loose items.

MANUAL LIFTING

- Personnel shall seek assistance when performing manual lifting tasks that appear beyond their physical capabilities.
- Assess the situation before lifting, ensure good lifting and body positioning practices, and ensure good carrying and setting down practices.

Biological Hazards: Low to medium Hazard. Beware of spiders, insects and other possible animals.

Site Instability: Low to medium Hazard. The Site will be inspected prior to equipment placement and closely monitored. Any settling of the equipment will cause the work to stop immediately.

Equipment Refueling: Low Hazard. Equipment shall not be refueled with the engine running. Cigarettes, open flames, or other ignition sources are not allowed within 50 feet of the fueling location.

Personnel Injury: Upon notification of an injury the Project Field Leader should evaluate the nature of the injury, and the affected person should be decontaminated to the extent possible prior to movement. The Project Field Leader shall initiate the appropriate first aid, and contact should be made for an ambulance and with the designated medical facility (if required).

Fire/Explosion: The fire department shall be alerted and all personnel moved to a safe distance from the involved area.

Other Equipment Failure: If any other equipment on site fails to operate properly, the Project Team Leader shall be notified and then determine the effect of this failure on continuing operations on site. If the failure affects the safety of personnel or prevents completion of the Work Plan tasks, work will cease until the situation is evaluated and appropriate actions taken.

8.0 PERSONAL PROTECTIVE EQUIPMENT

The purpose of PPE is to protect employees from hazards and potential hazards they are likely to encounter during site activities. The amount and type of PPE used will be based on the nature of the hazard encountered or anticipated. Respiratory protection will be utilized when an airborne hazard has been identified using real-time air monitoring devices, or as a precautionary measure in areas designated by the SSO, elevating to level C. If this occurs, contractor personnel shall be respirator-approved.

Dermal protection, primarily in the form of chemical-resistant gloves and coveralls, will be worn whenever contact with chemically affected materials (e.g. soils, groundwater, sludge) is anticipated, without regard to the level of respiratory protection required.

Based on evaluation of potential hazards, the following levels of personal protection have been designated for the applicable work areas or tasks:

Location	Job Function	Level of Protection
Controlled Area	All workers	A B C (D) Other

Specific protective equipment for each level of protection is as follows:

Level A
- Fully-encapsulating suit
- SCBA
- Disposable coveralls

Level B
- Splash gear
- SCBA

Level C
- Splash gear
- Half-face canister respirator with H_2S/VOC cartridge
- Mouth/nose canister respirator Efficiency 100 (HEPA)

Level D
- Hard hat
- Ear plugs
- Neoprene or leather gloves - nitrile gloves
- Safety vests and Glasses
- Hard toe boots

NO CHANGES TO THE SPECIFIED LEVELS OF PROTECTION SHALL BE MADE WITHOUT THE APPROVAL OF THE SSO OR PROJECT MANAGER.

9.0 DECONTAMINATION PROCEDURES

Despite protective procedures, personnel may come in contact with potentially hazardous compounds while performing work tasks. If so, decontamination needs to take place using an Alconox or tri-sodium phosphate (TSP), followed by a rinse with clean water. Standard decontamination procedure for levels C and D are as follows:

- Equipment drop
- Boot cover and outer glove wash and rinse
- Boot cover and out glove removal
- Suit wash and rinse
- Suit removal
- Safety boot wash and rinse
- Inner glove wash and rinse
- Respirator removal
- Inner glove removal
- Field wash of hands and face

Workers should employ only applicable steps in accordance with level of PPE worn and extent of contamination present. The SSO shall maintain adequate quantities of clean water to be used for personal decontamination (i.e. field wash of hands and face) whenever a suitable washing facility is not located in the immediate vicinity of the work area. Disposable items will be disposed of in an appropriate container. Wash and rinse water generated from decontamination activities will be handled and disposed of properly. Non-disposable items may need to be sanitized before reuse. Each site worker is responsible for the maintenance, decontamination, and sanitizing of his/her own PPE.

Used equipment may be decontaminated as follows:

- An Alconox or TSP and water solution will be used to wash the equipment.
- The equipment will then be rinsed with clean water.

Each person must follow these procedures to reduce the potential for transferring chemically affected materials offsite.

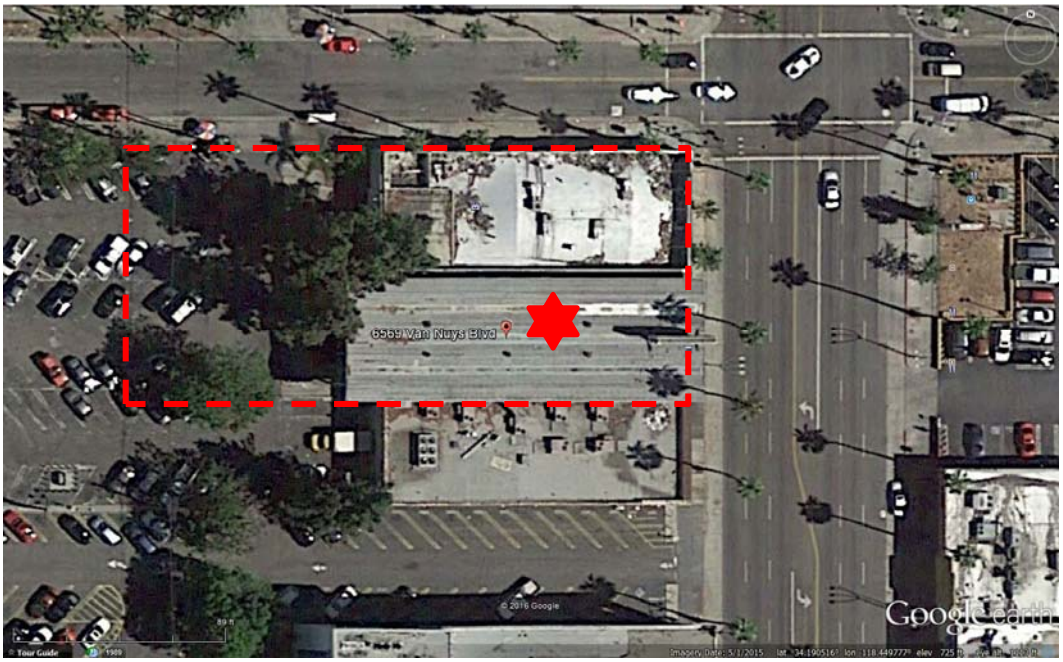
10.0 EMERGENCY PROCEDURES

In the event of an emergency, site personnel will signal distress with three blasts of a horn (a vehicle horn will be sufficient), or other predetermined signal. Communication signals, such as hand signals, must be established where communication equipment is not feasible or in areas of loud noise.

The SSO will designate evacuation routes and refuge areas to be used in the event of an emergency. Site personnel will stay upwind from vapors or smoke and upgradient from spills. Workers should exit through the established decontamination areas wherever possible. If evacuation cannot be done through an established decontamination area, site personnel will go to the nearest safe location and remove contaminated clothing there. Personnel will assemble at the predetermined refuge following evacuation and decontamination. The SSO will count and identify site personnel to verify that all personnel have been evacuated safely. Please refer to Figure 1.0 for the evacuation route and refuge location.

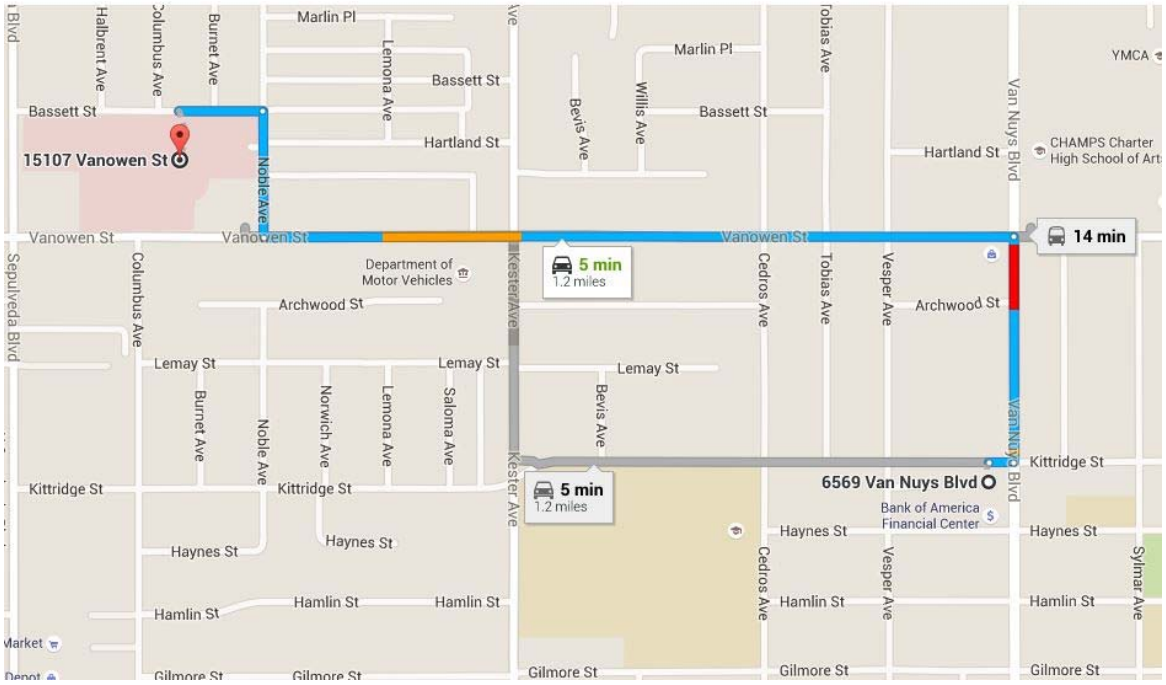
FIGURE 1.0 – EVACUATION ROUTE AND REFUGE AREAS

= Approximate Site Boundaries = Refuge Areas



The designated medical facility is:

Valley Presbyterian Hospital
15107 Vanowen Street
Van Nuys, California 91405
(818) 782-6600



Directions to hospital:

From 6569 Van Nuys Blvd, Van Nuys

Head east on Kittridge St toward Van Nuys Blvd	135 ft
Turn left at the 1st cross street onto Van Nuys Blvd	0.2 mi
Turn left onto Vanowen St	0.7 mi
Turn right onto Noble Ave	0.1 mi
Turn left onto Bassett St	443 ft

Valley Presbyterian Hospital will be on the left
15107 Vanowen Street
Van Nuys, California 91405

Local ambulance service is available from:

Name	Local Paramedics
Phone	911

First-aid equipment is available in the SSO's vehicle.

List of emergency phone numbers:

Agency/Facility	Phone#
Police	911
Fire	911
Hospital	(818) 782-6600

This HASP has been prepared by:

Jay Schneider

Digitally signed by Jay Schneider
DN: cn=Jay Schneider, o=Citadel Environmental Services, inc., ou, email=jschneider@citadelenvironmental.com, c=US
Date: 2016.01.29 07:51:19 -08'00'

Jay Schneider, PG, QSD
Project Geologist

SIGNATURE PAGE

The following signatures indicate that this Health and Safety Plan (HASP) has been read and accepted by all site personnel.

NAME	COMPANY	SIGNATURE	DATE
Rudy Betancourt	KTE		2-5-16
Vincent Dubel	KTF		2-5-16
Roopal Jani	Citadel		2-5-16

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Appendix B
Soil Boring Logs

Boring I.D.	Project No.	Project
SB-1	0863.1001.0	Phase II

Location	Logged By:
6569 Van Nuys Blvd, Los Angeles	RJ

Drilling Method	Driller	Checked By:
Direct Push	Kehoe Testing & Engineering, Inc.	JS

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/4/2016	2150	2250	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology
1							
2							
3							
4							
5	2200	sleeve				ML	SILT, dark brown, 10YR 3/3
6							
7							
8							
9							
10	2210	sleeve				ML	SILT, brown, 10YR 4/3
11							
12							
13							
14							
15	2215	sleeve				ML	SILT, brown, 10YR 4/3
16							
17							
18							
19							
20	2220	sleeve				SC	Clayey SAND, yellowish brown, 10YR5/4
21							
22							
23							
24							
25							

Vapor Well Detail

Boring I.D.	Project No.	Project	
SB-1	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/4/2016	2150	2250	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology	Vapor Well Detail
26								
27								
28								
29								
30								
31								
32								
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Boring I.D.	Project No.	Project
SB-2	0863.1001.0	Phase II

Location	Logged By:
6569 Van Nuys Blvd, Los Angeles	RJ

Drilling Method	Driller	Checked By:
Direct Push	Kehoe Testing & Engineering, Inc.	JS

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/4/2016	2250	2315	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology
1							
2							
3							
4							
5	2250	sleeve				SM	Silty SAND, dark brown, 10YR 3/3, moist
6							
7							
8							
9							
10	2300	sleeve				SW	Well-graded SAND, dark yellowish brown, 10YR 4/6,
11							dry
12							
13							
14							
15	2310	sleeve				SC	Clayey SAND, dark yellowish brown, 10YR 4/4,
16							moist
17							
18							
19							
20	2315	sleeve				SC	Clayey SAND, dark yellowish brown, 10YR 4/4,
21							dry
22							
23							
24							
25							

Vapor Well Detail

Boring I.D.	Project No.	Project	
SB-2	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

CITADEL ENVIRONMENTAL SERVICES, INC.

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/4/2016	2250	2315	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology	Vapor Well Detail
26								
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Boring I.D.	Project No.	Project	Logged By:
SB-3	0863.1001.0	Phase II	RJ

Location	Driller	Checked By:
6569 Van Nuys Blvd, Los Angeles	Kehoe Testing & Engineering, Inc.	JS

Drilling Method	Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
Direct Push	2/4/2016	2330	2355	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology
5	2335	sleeve				SM	Silty SAND, dark brown, 10YR 3/3, dry
10	2345	sleeve				SC	Clayey SAND, brown, 10YR 4/3, dry
15	2350	sleeve				SC	Clayey SAND, brown, 10YR 4/3, dry
20	2355	sleeve				SC	Clayey SAND, brown, 10YR 4/3, dry

Vapor Well Detail

Boring I.D.	Project No.	Project	
SB-3	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/4/2016	2330	2355	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology	Vapor Well Detail
26								
27								
28								
29								
30								
31								
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49								
50								

Boring I.D.	Project No.	Project	
SB-4	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/5/2016	0015	0035	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology
1							
2							
3							
4							
5	0220	sleeve				SM	Silty SAND, darkyellowish brown, 10YR 4/4, dry
6							
7							
8							
9							
10	0225	sleeve				SM	Silty SAND, dark yellowish brown, 10YR 4/4, dry
11							
12							
13							
14							
15	0030	sleeve				ML	SILT, dark brown, 10YR 3/3
16							
17							
18							
19							
20	0335	sleeve				ML	SILT, dark brown, 10YR 3/3
21							
22							
23							
24							
25							

Vapor Well Detail

Boring I.D.	Project No.	Project	
SB-4	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

CITADEL ENVIRONMENTAL SERVICES, INC.

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/5/2016	0015	0035	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology	Vapor Well Detail
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								
46								
47								
48								
49								
50								

Boring I.D.	Project No.	Project	Logged By:
SB-5	0863.1001.0	Phase II	RJ

Location	Driller	Checked By:
6569 Van Nuys Blvd, Los Angeles	Kehoe Testing & Engineering, Inc.	JS

Drilling Method	Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
Direct Push	2/5/2016	0130	0200	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology
1							
2							
3							
4							
5	0140	sleeve				SM	Silty SAND, brown, 10YR 5/3
6							
7							
8							
9							
10	0145	sleeve				SM	Silty SAND, brown, 10YR 5/3
11							
12							
13							
14							
15	0150	sleeve				SM	Silty SAND, brown, 10YR 5/3
16							
17							
18							
19							
20	0155	sleeve				SM	Silty SAND, brown, 10YR 5/3
21							
22							
23							
24							
25							

Vapor Well Detail

Boring I.D.	Project No.	Project	
SB-5	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

CITADEL ENVIRONMENTAL SERVICES, INC.

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/5/2016	0130	0200	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology	Vapor Well Detail
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								
46								
47								
48								
49								
50								

Boring I.D.	Project No.	Project	Logged By:
SB-5	0863.1001.0	Phase II	RJ

Location	Drilling Method	Driller	Checked By:
6569 Van Nuys Blvd, Los Angeles	Direct Push	Kehoe Testing & Engineering, Inc.	JS

CITADEL ENVIRONMENTAL SERVICES, INC.

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/5/2016	0205	0250	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology
5	0215	sleeve				SM	Silty SAND, dark grayish brown, 10YR 4/2
10	0220	sleeve				SM	Silty SAND, brown, 10YR 5/3
15	0230	sleeve				SM	Silty SAND, brown, 10YR 5/3
20	0250	sleeve				SM	Silty SAND, brown, 10YR 5/3

Vapor Well Detail

Boring I.D.	Project No.	Project	
SB-5	0863.1001.0	Phase II	
Location		**Logged By:**	
6569 Van Nuys Blvd, Los Angeles		RJ	
Drilling Method	**Driller**	**Checked By:**	
Direct Push	Kehoe Testing & Engineering, Inc.	JS	

CITADEL ENVIRONMENTAL SERVICES, INC.

Drilling Date	Start Time	Completion Time	Backfilling	Total Depth	Depth to Groundwater
2/5/2016	0205	0250	Cement	20'	--

Depth (feet)	Time.	Sample Type	Sample I.D.	PID (ppm)	Blow Count	USCS	Lithology	Vapor Well Detail
26								
27								
28								
29								
30								
31								
32								
33								
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50								

CITADEL
ENVIRONMENTAL SERVICES, INC.

Appendix C
Laboratory Reports

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WORK ORDER NUMBER: 16-02-0758

The difference is service

AIR | SOIL | WATER | MARINE CHEMISTRY

Analytical Report For

Client: Citadel Environmental Services, Inc.

Client Project Name: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Attention: Mark Drollinger
1725 Victory Blvd.
Glendale, CA 91201-2833

Approved for release on 02/10/2016 by:
Don Burley
Project Manager

ResultLink

Email your PM

Eurofins Calscience, Inc. (Calscience) certifies that the test results provided in this report meet all NELAC requirements for parameters for which accreditation is required or available. Any exceptions to NELAC 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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Client Project Name: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA
Work Order Number: 16-02-0758

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Work Order Narrative

Work Order: 16-02-0758 Page 1 of 1

Condition Upon Receipt:

Samples were received under Chain-of-Custody (COC) on 02/09/16. They were assigned to Work Order 16-02-0758.

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: Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Work Order: 16-02-0758
Project Name: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA
PO Number:
Date/Time Received: 02/09/16 17:04
Number of Containers: 17

Attn: Mark Drollinger

Sample Identification	Lab Number	Collection Date and Time	Number of Containers	Matrix
020416-SB-1-15	16-02-0758-1	02/04/16 22:15	1	Solid
020416-SB-1-20	16-02-0758-2	02/04/16 22:20	1	Solid
020416-SB-2-15	16-02-0758-3	02/04/16 23:10	1	Solid
020416-SB-2-20	16-02-0758-4	02/04/16 23:15	1	Solid
020416-SB-3-15	16-02-0758-5	02/04/16 23:50	1	Solid
020416-SB-3-20	16-02-0758-6	02/04/16 23:55	1	Solid
020416-SB-4-15	16-02-0758-7	02/05/16 00:30	1	Solid
020416-SB-4-20	16-02-0758-8	02/05/16 00:35	1	Solid
020416-SB-5-15	16-02-0758-9	02/05/16 01:50	1	Solid
020416-SB-5-20	16-02-0758-10	02/05/16 01:55	1	Solid
020416-SB-6-15	16-02-0758-11	02/05/16 02:30	1	Solid
020416-SB-6-20	16-02-0758-12	02/05/16 02:50	1	Solid
SB-1	16-02-0758-13	02/05/16 00:45	1	Air
SB-2	16-02-0758-14	02/05/16 01:30	1	Air
SB-3	16-02-0758-15	02/05/16 02:15	1	Air
SB-5	16-02-0758-16	02/05/16 03:00	1	Air
SB-6	16-02-0758-17	02/05/16 05:00	1	Air

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-1	**16-02-0758-13-A**	**02/05/16 00:45**	**Air**	**GC/MS II**	**N/A**	**02/09/16 23:56**	**160209L02**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	54	120	0.68	1.00	BV,J
Benzene	10	1.6	0.27	1.00	BV
Benzyl Chloride	ND	7.8	0.25	1.00	BV
Bromodichloromethane	13	3.4	0.42	1.00	BV
Bromoform	ND	5.2	0.84	1.00	BV
Bromomethane	ND	1.9	0.54	1.00	BV
2-Butanone	7.9	4.4	1.3	1.00	BV
Carbon Disulfide	0.92	31	0.87	1.00	BV,J
Carbon Tetrachloride	0.59	3.1	0.39	1.00	BV,J
Chlorobenzene	ND	2.3	0.31	1.00	BV
Chloroethane	ND	1.3	0.64	1.00	BV
Chloroform	100	2.4	0.34	1.00	BV
Chloromethane	ND	1.0	0.50	1.00	BV
Dibromochloromethane	ND	4.3	0.47	1.00	BV
Dichlorodifluoromethane	4.6	2.5	0.29	1.00	BV
Diisopropyl Ether (DIPE)	ND	8.4	0.27	1.00	BV
1,1-Dichloroethane	ND	2.0	0.26	1.00	BV
1,1-Dichloroethene	ND	2.0	0.79	1.00	BV
1,2-Dibromoethane	ND	3.8	0.53	1.00	BV
Dichlorotetrafluoroethane	ND	14	1.9	1.00	BV
1,2-Dichlorobenzene	ND	3.0	0.32	1.00	BV
1,2-Dichloroethane	ND	2.0	0.28	1.00	BV
1,2-Dichloropropane	ND	2.3	0.88	1.00	BV
1,3-Dichlorobenzene	ND	3.0	0.97	1.00	BV
1,4-Dichlorobenzene	ND	3.0	0.41	1.00	BV
c-1,3-Dichloropropene	ND	2.3	0.30	1.00	BV
c-1,2-Dichloroethene	ND	2.0	0.35	1.00	BV
t-1,2-Dichloroethene	ND	2.0	0.50	1.00	BV
t-1,3-Dichloropropene	ND	4.5	0.31	1.00	BV
Ethanol	57	94	1.6	1.00	BV,J
Ethyl-t-Butyl Ether (ETBE)	ND	8.4	0.24	1.00	BV
Ethylbenzene	5.6	2.2	0.63	1.00	BV
4-Ethyltoluene	1.7	2.5	0.78	1.00	BV,J
Hexachloro-1,3-Butadiene	1.9	16	1.1	1.00	BV,J

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2-Hexanone	ND	6.1	1.8	1.00	BV
Methyl-t-Butyl Ether (MTBE)	ND	7.2	0.55	1.00	BV
Methylene Chloride	3.7	17	0.86	1.00	BV,B,J
4-Methyl-2-Pentanone	ND	6.1	1.5	1.00	BV
Naphthalene	1.3	26	0.85	1.00	BV,J
o-Xylene	6.7	2.2	0.68	1.00	BV
p/m-Xylene	19	8.7	1.4	1.00	BV
Styrene	1.8	6.4	0.27	1.00	BV,J
Tert-Amyl-Methyl Ether (TAME)	ND	8.4	0.21	1.00	BV
Tert-Butyl Alcohol (TBA)	1.3	15	0.53	1.00	BV,J
Tetrachloroethene	35	3.4	0.46	1.00	BV
Toluene	34	19	0.51	1.00	BV
Trichloroethene	ND	2.7	0.37	1.00	BV
Trichlorofluoromethane	2.6	5.6	0.96	1.00	BV,J
1,1,2-Trichloro-1,2,2-Trifluoroethane	4.3	11	0.54	1.00	BV,J
1,1,1-Trichloroethane	ND	2.7	0.43	1.00	BV
1,1,2-Trichloroethane	ND	2.7	1.0	1.00	BV
1,3,5-Trimethylbenzene	1.8	2.5	0.71	1.00	BV,J
1,1,2,2-Tetrachloroethane	ND	6.9	0.95	1.00	BV
1,2,4-Trimethylbenzene	5.2	7.4	0.75	1.00	BV,J
1,2,4-Trichlorobenzene	ND	15	0.92	1.00	BV
Vinyl Acetate	ND	7.0	0.34	1.00	BV
Vinyl Chloride	ND	1.3	0.57	1.00	BV

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	102	57-129	
1,2-Dichloroethane-d4	104	47-137	
Toluene-d8	98	78-156	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-2	**16-02-0758-14-A**	**02/05/16 01:30**	**Air**	**GC/MS II**	**N/A**	**02/10/16 00:47**	**160209L02**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	48	120	0.68	1.00	BV,J
Benzene	9.7	1.6	0.27	1.00	BV
Benzyl Chloride	ND	7.8	0.25	1.00	BV
Bromodichloromethane	2.2	3.4	0.42	1.00	BV,J
Bromoform	ND	5.2	0.84	1.00	BV
Bromomethane	ND	1.9	0.54	1.00	BV
2-Butanone	9.0	4.4	1.3	1.00	BV
Carbon Disulfide	ND	31	0.87	1.00	BV
Carbon Tetrachloride	ND	3.1	0.39	1.00	BV
Chlorobenzene	ND	2.3	0.31	1.00	BV
Chloroethane	ND	1.3	0.64	1.00	BV
Chloroform	20	2.4	0.34	1.00	BV
Chloromethane	ND	1.0	0.50	1.00	BV
Dibromochloromethane	ND	4.3	0.47	1.00	BV
Dichlorodifluoromethane	3.4	2.5	0.29	1.00	BV
Diisopropyl Ether (DIPE)	ND	8.4	0.27	1.00	BV
1,1-Dichloroethane	ND	2.0	0.26	1.00	BV
1,1-Dichloroethene	ND	2.0	0.79	1.00	BV
1,2-Dibromoethane	ND	3.8	0.53	1.00	BV
Dichlorotetrafluoroethane	ND	14	1.9	1.00	BV
1,2-Dichlorobenzene	ND	3.0	0.32	1.00	BV
1,2-Dichloroethane	ND	2.0	0.28	1.00	BV
1,2-Dichloropropane	ND	2.3	0.88	1.00	BV
1,3-Dichlorobenzene	ND	3.0	0.97	1.00	BV
1,4-Dichlorobenzene	ND	3.0	0.41	1.00	BV
c-1,3-Dichloropropene	ND	2.3	0.30	1.00	BV
c-1,2-Dichloroethene	ND	2.0	0.35	1.00	BV
t-1,2-Dichloroethene	ND	2.0	0.50	1.00	BV
t-1,3-Dichloropropene	ND	4.5	0.31	1.00	BV
Ethanol	51	94	1.6	1.00	BV,J
Ethyl-t-Butyl Ether (ETBE)	ND	8.4	0.24	1.00	BV
Ethylbenzene	5.8	2.2	0.63	1.00	BV
4-Ethyltoluene	1.9	2.5	0.78	1.00	BV,J
Hexachloro-1,3-Butadiene	ND	16	1.1	1.00	BV

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2-Hexanone	ND	6.1	1.8	1.00	BV
Methyl-t-Butyl Ether (MTBE)	ND	7.2	0.55	1.00	BV
Methylene Chloride	2.9	17	0.86	1.00	BV,B,J
4-Methyl-2-Pentanone	ND	6.1	1.5	1.00	BV
Naphthalene	ND	26	0.85	1.00	BV
o-Xylene	7.0	2.2	0.68	1.00	BV
p/m-Xylene	20	8.7	1.4	1.00	BV
Styrene	1.6	6.4	0.27	1.00	BV,J
Tert-Amyl-Methyl Ether (TAME)	ND	8.4	0.21	1.00	BV
Tert-Butyl Alcohol (TBA)	ND	15	0.53	1.00	BV
Tetrachloroethene	11	3.4	0.46	1.00	BV
Toluene	35	19	0.51	1.00	BV
Trichloroethene	ND	2.7	0.37	1.00	BV
Trichlorofluoromethane	2.2	5.6	0.96	1.00	BV,J
1,1,2-Trichloro-1,2,2-Trifluoroethane	2.2	11	0.54	1.00	BV,J
1,1,1-Trichloroethane	ND	2.7	0.43	1.00	BV
1,1,2-Trichloroethane	ND	2.7	1.0	1.00	BV
1,3,5-Trimethylbenzene	1.8	2.5	0.71	1.00	BV,J
1,1,2,2-Tetrachloroethane	ND	6.9	0.95	1.00	BV
1,2,4-Trimethylbenzene	5.7	7.4	0.75	1.00	BV,J
1,2,4-Trichlorobenzene	ND	15	0.92	1.00	BV
Vinyl Acetate	ND	7.0	0.34	1.00	BV
Vinyl Chloride	ND	1.3	0.57	1.00	BV

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	104	57-129	
1,2-Dichloroethane-d4	104	47-137	
Toluene-d8	99	78-156	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-3	**16-02-0758-15-A**	**02/05/16 02:15**	**Air**	**GC/MS II**	**N/A**	**02/10/16 01:37**	**160209L02**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	43	120	0.68	1.00	BV,J
Benzene	14	1.6	0.27	1.00	BV
Benzyl Chloride	ND	7.8	0.25	1.00	BV
Bromodichloromethane	2.0	3.4	0.42	1.00	BV,J
Bromoform	ND	5.2	0.84	1.00	BV
Bromomethane	ND	1.9	0.54	1.00	BV
2-Butanone	10	4.4	1.3	1.00	BV
Carbon Disulfide	ND	31	0.87	1.00	BV
Carbon Tetrachloride	ND	3.1	0.39	1.00	BV
Chlorobenzene	ND	2.3	0.31	1.00	BV
Chloroethane	ND	1.3	0.64	1.00	BV
Chloroform	20	2.4	0.34	1.00	BV
Chloromethane	ND	1.0	0.50	1.00	BV
Dibromochloromethane	ND	4.3	0.47	1.00	BV
Dichlorodifluoromethane	3.2	2.5	0.29	1.00	BV
Diisopropyl Ether (DIPE)	ND	8.4	0.27	1.00	BV
1,1-Dichloroethane	ND	2.0	0.26	1.00	BV
1,1-Dichloroethene	ND	2.0	0.79	1.00	BV
1,2-Dibromoethane	ND	3.8	0.53	1.00	BV
Dichlorotetrafluoroethane	ND	14	1.9	1.00	BV
1,2-Dichlorobenzene	ND	3.0	0.32	1.00	BV
1,2-Dichloroethane	ND	2.0	0.28	1.00	BV
1,2-Dichloropropane	ND	2.3	0.88	1.00	BV
1,3-Dichlorobenzene	ND	3.0	0.97	1.00	BV
1,4-Dichlorobenzene	ND	3.0	0.41	1.00	BV
c-1,3-Dichloropropene	ND	2.3	0.30	1.00	BV
c-1,2-Dichloroethene	ND	2.0	0.35	1.00	BV
t-1,2-Dichloroethene	ND	2.0	0.50	1.00	BV
t-1,3-Dichloropropene	ND	4.5	0.31	1.00	BV
Ethanol	51	94	1.6	1.00	BV,J
Ethyl-t-Butyl Ether (ETBE)	ND	8.4	0.24	1.00	BV
Ethylbenzene	5.7	2.2	0.63	1.00	BV
4-Ethyltoluene	2.3	2.5	0.78	1.00	BV,J
Hexachloro-1,3-Butadiene	ND	16	1.1	1.00	BV

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2-Hexanone	ND	6.1	1.8	1.00	BV
Methyl-t-Butyl Ether (MTBE)	ND	7.2	0.55	1.00	BV
Methylene Chloride	2.6	17	0.86	1.00	BV,B,J
4-Methyl-2-Pentanone	ND	6.1	1.5	1.00	BV
Naphthalene	ND	26	0.85	1.00	BV
o-Xylene	7.4	2.2	0.68	1.00	BV
p/m-Xylene	21	8.7	1.4	1.00	BV
Styrene	1.7	6.4	0.27	1.00	BV,J
Tert-Amyl-Methyl Ether (TAME)	ND	8.4	0.21	1.00	BV
Tert-Butyl Alcohol (TBA)	1.6	15	0.53	1.00	BV,J
Tetrachloroethene	6.3	3.4	0.46	1.00	BV
Toluene	30	19	0.51	1.00	BV
Trichloroethene	ND	2.7	0.37	1.00	BV
Trichlorofluoromethane	2.1	5.6	0.96	1.00	BV,J
1,1,2-Trichloro-1,2,2-Trifluoroethane	1.7	11	0.54	1.00	BV,J
1,1,1-Trichloroethane	ND	2.7	0.43	1.00	BV
1,1,2-Trichloroethane	ND	2.7	1.0	1.00	BV
1,3,5-Trimethylbenzene	2.2	2.5	0.71	1.00	BV,J
1,1,2,2-Tetrachloroethane	ND	6.9	0.95	1.00	BV
1,2,4-Trimethylbenzene	7.1	7.4	0.75	1.00	BV,J
1,2,4-Trichlorobenzene	ND	15	0.92	1.00	BV
Vinyl Acetate	ND	7.0	0.34	1.00	BV
Vinyl Chloride	ND	1.3	0.57	1.00	BV

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	106	57-129	
1,2-Dichloroethane-d4	105	47-137	
Toluene-d8	99	78-156	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-5	**16-02-0758-16-A**	**02/05/16 03:00**	**Air**	**GC/MS II**	**N/A**	**02/10/16 02:28**	**160209L02**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	39	120	0.68	1.00	BV,J
Benzene	16	1.6	0.27	1.00	BV
Benzyl Chloride	ND	7.8	0.25	1.00	BV
Bromodichloromethane	0.59	3.4	0.42	1.00	BV,J
Bromoform	ND	5.2	0.84	1.00	BV
Bromomethane	ND	1.9	0.54	1.00	BV
2-Butanone	9.6	4.4	1.3	1.00	BV
Carbon Disulfide	ND	31	0.87	1.00	BV
Carbon Tetrachloride	ND	3.1	0.39	1.00	BV
Chlorobenzene	ND	2.3	0.31	1.00	BV
Chloroethane	ND	1.3	0.64	1.00	BV
Chloroform	4.7	2.4	0.34	1.00	BV
Chloromethane	ND	1.0	0.50	1.00	BV
Dibromochloromethane	ND	4.3	0.47	1.00	BV
Dichlorodifluoromethane	2.8	2.5	0.29	1.00	BV
Diisopropyl Ether (DIPE)	ND	8.4	0.27	1.00	BV
1,1-Dichloroethane	ND	2.0	0.26	1.00	BV
1,1-Dichloroethene	ND	2.0	0.79	1.00	BV
1,2-Dibromoethane	ND	3.8	0.53	1.00	BV
Dichlorotetrafluoroethane	ND	14	1.9	1.00	BV
1,2-Dichlorobenzene	ND	3.0	0.32	1.00	BV
1,2-Dichloroethane	ND	2.0	0.28	1.00	BV
1,2-Dichloropropane	ND	2.3	0.88	1.00	BV
1,3-Dichlorobenzene	ND	3.0	0.97	1.00	BV
1,4-Dichlorobenzene	ND	3.0	0.41	1.00	BV
c-1,3-Dichloropropene	ND	2.3	0.30	1.00	BV
c-1,2-Dichloroethene	ND	2.0	0.35	1.00	BV
t-1,2-Dichloroethene	ND	2.0	0.50	1.00	BV
t-1,3-Dichloropropene	ND	4.5	0.31	1.00	BV
Ethanol	100	94	1.6	1.00	BV
Ethyl-t-Butyl Ether (ETBE)	ND	8.4	0.24	1.00	BV
Ethylbenzene	7.1	2.2	0.63	1.00	BV
4-Ethyltoluene	3.0	2.5	0.78	1.00	BV
Hexachloro-1,3-Butadiene	ND	16	1.1	1.00	BV

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2-Hexanone	ND	6.1	1.8	1.00	BV
Methyl-t-Butyl Ether (MTBE)	ND	7.2	0.55	1.00	BV
Methylene Chloride	2.5	17	0.86	1.00	BV,B,J
4-Methyl-2-Pentanone	ND	6.1	1.5	1.00	BV
Naphthalene	ND	26	0.85	1.00	BV
o-Xylene	9.5	2.2	0.68	1.00	BV
p/m-Xylene	26	8.7	1.4	1.00	BV
Styrene	2.1	6.4	0.27	1.00	BV,J
Tert-Amyl-Methyl Ether (TAME)	ND	8.4	0.21	1.00	BV
Tert-Butyl Alcohol (TBA)	ND	15	0.53	1.00	BV
Tetrachloroethene	3.4	3.4	0.46	1.00	BV,J
Toluene	38	19	0.51	1.00	BV
Trichloroethene	ND	2.7	0.37	1.00	BV
Trichlorofluoromethane	1.7	5.6	0.96	1.00	BV,J
1,1,2-Trichloro-1,2,2-Trifluoroethane	1.2	11	0.54	1.00	BV,J
1,1,1-Trichloroethane	ND	2.7	0.43	1.00	BV
1,1,2-Trichloroethane	ND	2.7	1.0	1.00	BV
1,3,5-Trimethylbenzene	3.1	2.5	0.71	1.00	BV
1,1,2,2-Tetrachloroethane	ND	6.9	0.95	1.00	BV
1,2,4-Trimethylbenzene	9.5	7.4	0.75	1.00	BV
1,2,4-Trichlorobenzene	ND	15	0.92	1.00	BV
Vinyl Acetate	ND	7.0	0.34	1.00	BV
Vinyl Chloride	ND	1.3	0.57	1.00	BV

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	111	57-129	
1,2-Dichloroethane-d4	105	47-137	
Toluene-d8	99	78-156	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-6	**16-02-0758-17-A**	**02/05/16 05:00**	**Air**	**GC/MS II**	**N/A**	**02/10/16 03:18**	**160209L02**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	49	120	0.68	1.00	BV,J
Benzene	11	1.6	0.27	1.00	BV
Benzyl Chloride	ND	7.8	0.25	1.00	BV
Bromodichloromethane	1.1	3.4	0.42	1.00	BV,J
Bromoform	ND	5.2	0.84	1.00	BV
Bromomethane	ND	1.9	0.54	1.00	BV
2-Butanone	12	4.4	1.3	1.00	BV
Carbon Disulfide	ND	31	0.87	1.00	BV
Carbon Tetrachloride	ND	3.1	0.39	1.00	BV
Chlorobenzene	ND	2.3	0.31	1.00	BV
Chloroethane	ND	1.3	0.64	1.00	BV
Chloroform	9.4	2.4	0.34	1.00	BV
Chloromethane	ND	1.0	0.50	1.00	BV
Dibromochloromethane	ND	4.3	0.47	1.00	BV
Dichlorodifluoromethane	2.7	2.5	0.29	1.00	BV
Diisopropyl Ether (DIPE)	ND	8.4	0.27	1.00	BV
1,1-Dichloroethane	ND	2.0	0.26	1.00	BV
1,1-Dichloroethene	ND	2.0	0.79	1.00	BV
1,2-Dibromoethane	ND	3.8	0.53	1.00	BV
Dichlorotetrafluoroethane	ND	14	1.9	1.00	BV
1,2-Dichlorobenzene	ND	3.0	0.32	1.00	BV
1,2-Dichloroethane	ND	2.0	0.28	1.00	BV
1,2-Dichloropropane	ND	2.3	0.88	1.00	BV
1,3-Dichlorobenzene	ND	3.0	0.97	1.00	BV
1,4-Dichlorobenzene	ND	3.0	0.41	1.00	BV
c-1,3-Dichloropropene	ND	2.3	0.30	1.00	BV
c-1,2-Dichloroethene	ND	2.0	0.35	1.00	BV
t-1,2-Dichloroethene	ND	2.0	0.50	1.00	BV
t-1,3-Dichloropropene	ND	4.5	0.31	1.00	BV
Ethanol	51	94	1.6	1.00	BV,J
Ethyl-t-Butyl Ether (ETBE)	ND	8.4	0.24	1.00	BV
Ethylbenzene	4.5	2.2	0.63	1.00	BV
4-Ethyltoluene	1.9	2.5	0.78	1.00	BV,J
Hexachloro-1,3-Butadiene	ND	16	1.1	1.00	BV

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2-Hexanone	ND	6.1	1.8	1.00	BV
Methyl-t-Butyl Ether (MTBE)	ND	7.2	0.55	1.00	BV
Methylene Chloride	2.9	17	0.86	1.00	BV,B,J
4-Methyl-2-Pentanone	ND	6.1	1.5	1.00	BV
Naphthalene	ND	26	0.85	1.00	BV
o-Xylene	6.1	2.2	0.68	1.00	BV
p/m-Xylene	16	8.7	1.4	1.00	BV
Styrene	1.4	6.4	0.27	1.00	BV,J
Tert-Amyl-Methyl Ether (TAME)	ND	8.4	0.21	1.00	BV
Tert-Butyl Alcohol (TBA)	2.2	15	0.53	1.00	BV,J
Tetrachloroethene	2.1	3.4	0.46	1.00	BV,J
Toluene	25	19	0.51	1.00	BV
Trichloroethene	ND	2.7	0.37	1.00	BV
Trichlorofluoromethane	1.7	5.6	0.96	1.00	BV,J
1,1,2-Trichloro-1,2,2-Trifluoroethane	1.1	11	0.54	1.00	BV,J
1,1,1-Trichloroethane	ND	2.7	0.43	1.00	BV
1,1,2-Trichloroethane	ND	2.7	1.0	1.00	BV
1,3,5-Trimethylbenzene	2.0	2.5	0.71	1.00	BV,J
1,1,2,2-Tetrachloroethane	ND	6.9	0.95	1.00	BV
1,2,4-Trimethylbenzene	6.2	7.4	0.75	1.00	BV,J
1,2,4-Trichlorobenzene	ND	15	0.92	1.00	BV
Vinyl Acetate	ND	7.0	0.34	1.00	BV
Vinyl Chloride	ND	1.3	0.57	1.00	BV

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	111	57-129	
1,2-Dichloroethane-d4	104	47-137	
Toluene-d8	100	78-156	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-12-981-6260**	**N/A**	**Air**	**GC/MS II**	**N/A**	**02/09/16 21:59**	**160209L02**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	0.68	1.00	
Benzene	ND	1.6	0.27	1.00	
Benzyl Chloride	ND	7.8	0.25	1.00	
Bromodichloromethane	ND	3.4	0.42	1.00	
Bromoform	ND	5.2	0.84	1.00	
Bromomethane	ND	1.9	0.54	1.00	
2-Butanone	ND	4.4	1.3	1.00	
Carbon Disulfide	ND	31	0.87	1.00	
Carbon Tetrachloride	ND	3.1	0.39	1.00	
Chlorobenzene	ND	2.3	0.31	1.00	
Chloroethane	ND	1.3	0.64	1.00	
Chloroform	ND	2.4	0.34	1.00	
Chloromethane	ND	1.0	0.50	1.00	
Dibromochloromethane	ND	4.3	0.47	1.00	
Dichlorodifluoromethane	ND	2.5	0.29	1.00	
Diisopropyl Ether (DIPE)	ND	8.4	0.27	1.00	
1,1-Dichloroethane	ND	2.0	0.26	1.00	
1,1-Dichloroethene	ND	2.0	0.79	1.00	
1,2-Dibromoethane	ND	3.8	0.53	1.00	
Dichlorotetrafluoroethane	ND	14	1.9	1.00	
1,2-Dichlorobenzene	ND	3.0	0.32	1.00	
1,2-Dichloroethane	ND	2.0	0.28	1.00	
1,2-Dichloropropane	ND	2.3	0.88	1.00	
1,3-Dichlorobenzene	ND	3.0	0.97	1.00	
1,4-Dichlorobenzene	ND	3.0	0.41	1.00	
c-1,3-Dichloropropene	ND	2.3	0.30	1.00	
c-1,2-Dichloroethene	ND	2.0	0.35	1.00	
t-1,2-Dichloroethene	ND	2.0	0.50	1.00	
t-1,3-Dichloropropene	ND	4.5	0.31	1.00	
Ethanol	ND	94	1.6	1.00	
Ethyl-t-Butyl Ether (ETBE)	ND	8.4	0.24	1.00	
Ethylbenzene	ND	2.2	0.63	1.00	
4-Ethyltoluene	ND	2.5	0.78	1.00	
Hexachloro-1,3-Butadiene	ND	16	1.1	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-15M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2-Hexanone	ND	6.1	1.8	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	7.2	0.55	1.00	
Methylene Chloride	1.1	17	0.86	1.00	J
4-Methyl-2-Pentanone	ND	6.1	1.5	1.00	
Naphthalene	ND	26	0.85	1.00	
o-Xylene	ND	2.2	0.68	1.00	
p/m-Xylene	ND	8.7	1.4	1.00	
Styrene	ND	6.4	0.27	1.00	
Tert-Amyl-Methyl Ether (TAME)	ND	8.4	0.21	1.00	
Tert-Butyl Alcohol (TBA)	ND	15	0.53	1.00	
Tetrachloroethene	ND	3.4	0.46	1.00	
Toluene	ND	19	0.51	1.00	
Trichloroethene	ND	2.7	0.37	1.00	
Trichlorofluoromethane	ND	5.6	0.96	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	11	0.54	1.00	
1,1,1-Trichloroethane	ND	2.7	0.43	1.00	
1,1,2-Trichloroethane	ND	2.7	1.0	1.00	
1,3,5-Trimethylbenzene	ND	2.5	0.71	1.00	
1,1,2,2-Tetrachloroethane	ND	6.9	0.95	1.00	
1,2,4-Trimethylbenzene	ND	7.4	0.75	1.00	
1,2,4-Trichlorobenzene	ND	15	0.92	1.00	
Vinyl Acetate	ND	7.0	0.34	1.00	
Vinyl Chloride	ND	1.3	0.57	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	90	57-129	
1,2-Dichloroethane-d4	104	47-137	
Toluene-d8	99	78-156	

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: N/A
Method: EPA TO-3M
Units: ug/m3

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-1	**16-02-0758-13-A**	**02/05/16 00:45**	**Air**	**GC 13**	**N/A**	**02/10/16 10:22**	**160210L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	3300	7000	2000	1.00	BV,J

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-2	**16-02-0758-14-A**	**02/05/16 01:30**	**Air**	**GC 13**	**N/A**	**02/10/16 10:32**	**160210L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	2700	7000	2000	1.00	BV,J

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-3	**16-02-0758-15-A**	**02/05/16 02:15**	**Air**	**GC 13**	**N/A**	**02/10/16 10:42**	**160210L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	2900	7000	2000	1.00	BV,J

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-5	**16-02-0758-16-A**	**02/05/16 03:00**	**Air**	**GC 13**	**N/A**	**02/10/16 10:54**	**160210L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	4300	7000	2000	1.00	BV,J

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SB-6	**16-02-0758-17-A**	**02/05/16 05:00**	**Air**	**GC 13**	**N/A**	**02/10/16 11:09**	**160210L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	2700	7000	2000	1.00	BV,J

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**098-01-005-6944**	**N/A**	**Air**	**GC 13**	**N/A**	**02/10/16 10:02**	**160210L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	7000	2000	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-15	**16-02-0758-1-A**	**02/04/16 22:15**	**Solid**	**GC 45**	**02/09/16**	**02/09/16 23:56**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.1	1.3	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
020416-SB-1-20	**16-02-0758-2-A**	**02/04/16 22:20**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 00:12**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	94	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-15	**16-02-0758-3-A**	**02/04/16 23:10**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 00:30**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	4.9	1.2	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	89	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-20	**16-02-0758-4-A**	**02/04/16 23:15**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 00:48**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	4.9	1.2	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	88	61-145	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-15	**16-02-0758-5-A**	**02/04/16 23:50**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 01:05**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	79	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-20	**16-02-0758-6-A**	**02/04/16 23:55**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 01:23**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	85	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-15	**16-02-0758-7-A**	**02/05/16 00:30**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 01:39**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.2	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	94	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-20	**16-02-0758-8-A**	**02/05/16 00:35**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 01:55**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.1	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	85	61-145	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-15	**16-02-0758-9-A**	**02/05/16 01:50**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 02:11**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	4.9	1.2	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	81	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-20	**16-02-0758-10-A**	**02/05/16 01:55**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 02:29**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.2	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	77	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-15	**16-02-0758-11-A**	**02/05/16 02:30**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 03:03**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	61	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-20	**16-02-0758-12-A**	**02/05/16 02:50**	**Solid**	**GC 45**	**02/09/16**	**02/10/16 03:21**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.1	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	61	61-145	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-15-422-2281**	**N/A**	**Solid**	**GC 46**	**02/09/16**	**02/09/16 19:16**	**160209B10A**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.3	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	110	61-145	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-15	**16-02-0758-1-A**	**02/04/16 22:15**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 05:03**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.50	0.42	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	88	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-20	**16-02-0758-2-A**	**02/04/16 22:20**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 06:46**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.51	0.42	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	90	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-15	**16-02-0758-3-A**	**02/04/16 23:10**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 07:21**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.49	0.41	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	88	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-20	**16-02-0758-4-A**	**02/04/16 23:15**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 07:55**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.48	0.40	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	89	42-126	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-15	**16-02-0758-5-A**	**02/04/16 23:50**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 08:30**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.48	0.40	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	87	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-20	**16-02-0758-6-A**	**02/04/16 23:55**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 09:04**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.51	0.42	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	88	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-15	**16-02-0758-7-A**	**02/05/16 00:30**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 09:39**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.48	0.40	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	89	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-20	**16-02-0758-8-A**	**02/05/16 00:35**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 10:13**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.50	0.42	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	88	42-126	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-15	**16-02-0758-9-A**	**02/05/16 01:50**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 10:47**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.49	0.41	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	88	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-20	**16-02-0758-10-A**	**02/05/16 01:55**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 11:22**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.49	0.41	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	88	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-15	**16-02-0758-11-A**	**02/05/16 02:30**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 13:39**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.51	0.43	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	89	42-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-20	**16-02-0758-12-A**	**02/05/16 02:50**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 14:14**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.49	0.41	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	90	42-126	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8015B (M)
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-14-571-2867**	**N/A**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 03:54**	**160209L048**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
TPH as Gasoline	ND	0.50	0.42	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene - FID	87	42-126	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3050B
Method: EPA 6020
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-15	**16-02-0758-1-A**	**02/04/16 22:15**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:17**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	2.16	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-20	**16-02-0758-2-A**	**02/04/16 22:20**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:18**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.03	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-15	**16-02-0758-3-A**	**02/04/16 23:10**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:24**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.44	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-20	**16-02-0758-4-A**	**02/04/16 23:15**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:25**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.47	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-15	**16-02-0758-5-A**	**02/04/16 23:50**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:27**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	2.86	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-20	**16-02-0758-6-A**	**02/04/16 23:55**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:28**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.15	1.00	0.137	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3050B
Method: EPA 6020
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-15	**16-02-0758-7-A**	**02/05/16 00:30**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:29**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	2.84	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-20	**16-02-0758-8-A**	**02/05/16 00:35**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:31**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.00	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-15	**16-02-0758-9-A**	**02/05/16 01:50**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:15**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	2.21	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-20	**16-02-0758-10-A**	**02/05/16 01:55**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:32**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	2.85	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-15	**16-02-0758-11-A**	**02/05/16 02:30**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:33**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.55	1.00	0.137	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-20	**16-02-0758-12-A**	**02/05/16 02:50**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:35**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	3.20	1.00	0.137	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3050B
Method: EPA 6020
Units: mg/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-15-621-1075**	**N/A**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:07**	**160209L01**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Lead	ND	1.00	0.137	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-15	**16-02-0758-1-A**	**02/04/16 22:15**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 02:04**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.2	1.00	
Benzene	0.13	5.0	0.13	1.00	J
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.69	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.79	1.00	
Bromomethane	ND	25	9.4	1.00	
2-Butanone	ND	50	3.7	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.57	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.30	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.9	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.25	1.00	
Dibromomethane	ND	5.0	0.77	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.18	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.34	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.50	1.00	
1,2-Dichloropropane	ND	5.0	0.44	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.60	1.00	
Ethylbenzene	0.25	5.0	0.15	1.00	J
2-Hexanone	ND	50	1.8	1.00	
Isopropylbenzene	ND	5.0	0.54	1.00	
p-Isopropyltoluene	ND	5.0	0.63	1.00	
Methylene Chloride	1.5	50	1.3	1.00	J
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.81	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.34	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	0.92	5.0	0.51	1.00	J
1,2,3-Trichlorobenzene	ND	9.9	0.91	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.22	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.83	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.58	1.00	
Trichlorofluoromethane	ND	50	0.37	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.55	1.00	
Vinyl Acetate	ND	50	4.7	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	0.78	5.0	0.27	1.00	J
o-Xylene	ND	5.0	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	100	60-132	
Dibromofluoromethane	105	63-141	
1,2-Dichloroethane-d4	113	62-146	
Toluene-d8	100	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-1-20	**16-02-0758-2-A**	**02/04/16 22:20**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 02:32**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	130	6.3	1.00	
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.69	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.80	1.00	
Bromomethane	ND	25	9.5	1.00	
2-Butanone	ND	50	3.8	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.58	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.31	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.31	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	10	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.26	1.00	
Dibromomethane	ND	5.0	0.78	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.18	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.45	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.32	1.00	
1,1-Dichloroethene	ND	5.0	0.35	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.51	1.00	
1,2-Dichloropropane	ND	5.0	0.44	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.26	1.00	
t-1,3-Dichloropropene	ND	5.0	0.61	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.8	1.00	
Isopropylbenzene	ND	5.0	0.55	1.00	
p-Isopropyltoluene	ND	5.0	0.63	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.82	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.61	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.35	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	ND	5.0	0.52	1.00	
1,2,3-Trichlorobenzene	ND	10	0.92	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.23	1.00	
1,1,2-Trichloroethane	ND	5.0	0.36	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.83	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.59	1.00	
Trichlorofluoromethane	ND	50	0.38	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.55	1.00	
Vinyl Acetate	ND	50	4.8	1.00	
Vinyl Chloride	ND	5.0	0.51	1.00	
p/m-Xylene	ND	5.0	0.27	1.00	
o-Xylene	ND	5.0	0.56	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.30	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	103	60-132	
Dibromofluoromethane	108	63-141	
1,2-Dichloroethane-d4	117	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-15	**16-02-0758-3-A**	**02/04/16 23:10**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 02:59**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.2	1.00	
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.68	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.79	1.00	
Bromomethane	ND	25	9.3	1.00	
2-Butanone	ND	50	3.7	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.57	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.30	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.9	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.25	1.00	
Dibromomethane	ND	5.0	0.77	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.17	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.34	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.50	1.00	
1,2-Dichloropropane	ND	5.0	0.43	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.60	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.7	1.00	
Isopropylbenzene	ND	5.0	0.54	1.00	
p-Isopropyltoluene	ND	5.0	0.62	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.81	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.34	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	0.54	5.0	0.51	1.00	J
1,2,3-Trichlorobenzene	ND	9.9	0.91	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.22	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.82	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.58	1.00	
Trichlorofluoromethane	ND	50	0.37	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.54	1.00	
Vinyl Acetate	ND	50	4.7	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	0.32	5.0	0.27	1.00	J
o-Xylene	ND	5.0	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	101	60-132	
Dibromofluoromethane	103	63-141	
1,2-Dichloroethane-d4	113	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-2-20	**16-02-0758-4-A**	**02/04/16 23:15**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 03:27**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.2	1.00	
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.69	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.79	1.00	
Bromomethane	ND	25	9.4	1.00	
2-Butanone	ND	50	3.7	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.57	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.30	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.9	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.25	1.00	
Dibromomethane	ND	5.0	0.77	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.18	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.34	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.50	1.00	
1,2-Dichloropropane	ND	5.0	0.44	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.60	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.8	1.00	
Isopropylbenzene	ND	5.0	0.54	1.00	
p-Isopropyltoluene	ND	5.0	0.63	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.81	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.34	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	ND	5.0	0.51	1.00	
1,2,3-Trichlorobenzene	ND	9.9	0.91	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.22	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.83	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.58	1.00	
Trichlorofluoromethane	ND	50	0.37	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.55	1.00	
Vinyl Acetate	ND	50	4.7	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	ND	5.0	0.27	1.00	
o-Xylene	ND	5.0	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	103	60-132	
Dibromofluoromethane	102	63-141	
1,2-Dichloroethane-d4	111	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-15	**16-02-0758-5-A**	**02/04/16 23:50**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 03:54**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.2	1.00	
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.68	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.79	1.00	
Bromomethane	ND	25	9.3	1.00	
2-Butanone	ND	50	3.7	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.57	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.30	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.9	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.25	1.00	
Dibromomethane	ND	5.0	0.77	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.17	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.34	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.50	1.00	
1,2-Dichloropropane	ND	5.0	0.43	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.60	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.7	1.00	
Isopropylbenzene	ND	5.0	0.54	1.00	
p-Isopropyltoluene	ND	5.0	0.62	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.81	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.34	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	ND	5.0	0.51	1.00	
1,2,3-Trichlorobenzene	ND	9.9	0.91	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.22	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.82	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.58	1.00	
Trichlorofluoromethane	ND	50	0.37	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.54	1.00	
Vinyl Acetate	ND	50	4.7	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	0.30	5.0	0.27	1.00	J
o-Xylene	ND	5.0	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	100	60-132	
Dibromofluoromethane	104	63-141	
1,2-Dichloroethane-d4	112	62-146	
Toluene-d8	102	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-3-20	**16-02-0758-6-A**	**02/04/16 23:55**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 04:22**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	110	5.4	1.00	
Benzene	ND	4.3	0.11	1.00	
Bromobenzene	ND	4.3	0.18	1.00	
Bromochloromethane	ND	4.3	0.60	1.00	
Bromodichloromethane	ND	4.3	0.20	1.00	
Bromoform	ND	4.3	0.68	1.00	
Bromomethane	ND	22	8.1	1.00	
2-Butanone	ND	43	3.3	1.00	
n-Butylbenzene	ND	4.3	0.13	1.00	
sec-Butylbenzene	ND	4.3	0.50	1.00	
tert-Butylbenzene	ND	4.3	0.13	1.00	
Carbon Disulfide	ND	43	0.26	1.00	
Carbon Tetrachloride	ND	4.3	0.24	1.00	
Chlorobenzene	ND	4.3	0.19	1.00	
Chloroethane	ND	4.3	1.3	1.00	
Chloroform	ND	4.3	0.21	1.00	
Chloromethane	ND	22	0.26	1.00	
2-Chlorotoluene	ND	4.3	0.20	1.00	
4-Chlorotoluene	ND	4.3	0.18	1.00	
Dibromochloromethane	ND	4.3	0.49	1.00	
1,2-Dibromo-3-Chloropropane	ND	8.6	1.5	1.00	
1,2-Dibromoethane	ND	4.3	0.22	1.00	
Dibromomethane	ND	4.3	0.67	1.00	
1,2-Dichlorobenzene	ND	4.3	0.20	1.00	
1,3-Dichlorobenzene	ND	4.3	0.15	1.00	
1,4-Dichlorobenzene	ND	4.3	0.19	1.00	
Dichlorodifluoromethane	ND	4.3	0.38	1.00	
1,1-Dichloroethane	ND	4.3	0.18	1.00	
1,2-Dichloroethane	ND	4.3	0.27	1.00	
1,1-Dichloroethene	ND	4.3	0.30	1.00	
c-1,2-Dichloroethene	ND	4.3	0.24	1.00	
t-1,2-Dichloroethene	ND	4.3	0.44	1.00	
1,2-Dichloropropane	ND	4.3	0.38	1.00	
1,3-Dichloropropane	ND	4.3	0.22	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	4.3	0.29	1.00	
1,1-Dichloropropene	ND	4.3	0.28	1.00	
c-1,3-Dichloropropene	ND	4.3	0.22	1.00	
t-1,3-Dichloropropene	ND	4.3	0.52	1.00	
Ethylbenzene	ND	4.3	0.13	1.00	
2-Hexanone	ND	43	1.5	1.00	
Isopropylbenzene	ND	4.3	0.47	1.00	
p-Isopropyltoluene	ND	4.3	0.54	1.00	
Methylene Chloride	ND	43	1.2	1.00	
4-Methyl-2-Pentanone	ND	43	3.7	1.00	
Naphthalene	ND	43	0.70	1.00	
n-Propylbenzene	ND	4.3	0.43	1.00	
Styrene	ND	4.3	0.52	1.00	
1,1,1,2-Tetrachloroethane	ND	4.3	0.21	1.00	
1,1,2,2-Tetrachloroethane	ND	4.3	0.30	1.00	
Tetrachloroethene	ND	4.3	0.18	1.00	
Toluene	ND	4.3	0.44	1.00	
1,2,3-Trichlorobenzene	ND	8.6	0.79	1.00	
1,2,4-Trichlorobenzene	ND	4.3	0.27	1.00	
1,1,1-Trichloroethane	ND	4.3	0.19	1.00	
1,1,2-Trichloroethane	ND	4.3	0.31	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	43	0.30	1.00	
Trichloroethene	ND	4.3	0.26	1.00	
1,2,3-Trichloropropane	ND	4.3	0.72	1.00	
1,2,4-Trimethylbenzene	ND	4.3	0.51	1.00	
Trichlorofluoromethane	ND	43	0.32	1.00	
1,3,5-Trimethylbenzene	ND	4.3	0.47	1.00	
Vinyl Acetate	ND	43	4.1	1.00	
Vinyl Chloride	ND	4.3	0.43	1.00	
p/m-Xylene	0.31	4.3	0.23	1.00	J
o-Xylene	ND	4.3	0.48	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	4.3	0.25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	103	60-132	
Dibromofluoromethane	105	63-141	
1,2-Dichloroethane-d4	112	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-15	**16-02-0758-7-A**	**02/05/16 00:30**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 04:49**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.1	1.00	
Benzene	ND	4.9	0.13	1.00	
Bromobenzene	ND	4.9	0.21	1.00	
Bromochloromethane	ND	4.9	0.68	1.00	
Bromodichloromethane	ND	4.9	0.23	1.00	
Bromoform	ND	4.9	0.78	1.00	
Bromomethane	ND	25	9.2	1.00	
2-Butanone	ND	49	3.7	1.00	
n-Butylbenzene	ND	4.9	0.15	1.00	
sec-Butylbenzene	ND	4.9	0.57	1.00	
tert-Butylbenzene	ND	4.9	0.15	1.00	
Carbon Disulfide	ND	49	0.30	1.00	
Carbon Tetrachloride	ND	4.9	0.28	1.00	
Chlorobenzene	ND	4.9	0.22	1.00	
Chloroethane	ND	4.9	1.5	1.00	
Chloroform	ND	4.9	0.23	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	4.9	0.23	1.00	
4-Chlorotoluene	ND	4.9	0.21	1.00	
Dibromochloromethane	ND	4.9	0.56	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.8	1.7	1.00	
1,2-Dibromoethane	ND	4.9	0.25	1.00	
Dibromomethane	ND	4.9	0.76	1.00	
1,2-Dichlorobenzene	ND	4.9	0.22	1.00	
1,3-Dichlorobenzene	ND	4.9	0.17	1.00	
1,4-Dichlorobenzene	ND	4.9	0.22	1.00	
Dichlorodifluoromethane	ND	4.9	0.43	1.00	
1,1-Dichloroethane	ND	4.9	0.21	1.00	
1,2-Dichloroethane	ND	4.9	0.31	1.00	
1,1-Dichloroethene	ND	4.9	0.34	1.00	
c-1,2-Dichloroethene	ND	4.9	0.27	1.00	
t-1,2-Dichloroethene	ND	4.9	0.50	1.00	
1,2-Dichloropropane	ND	4.9	0.43	1.00	
1,3-Dichloropropane	ND	4.9	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	4.9	0.32	1.00	
1,1-Dichloropropene	ND	4.9	0.32	1.00	
c-1,3-Dichloropropene	ND	4.9	0.25	1.00	
t-1,3-Dichloropropene	ND	4.9	0.59	1.00	
Ethylbenzene	ND	4.9	0.15	1.00	
2-Hexanone	ND	49	1.7	1.00	
Isopropylbenzene	ND	4.9	0.54	1.00	
p-Isopropyltoluene	ND	4.9	0.62	1.00	
Methylene Chloride	ND	49	1.3	1.00	
4-Methyl-2-Pentanone	ND	49	4.2	1.00	
Naphthalene	ND	49	0.80	1.00	
n-Propylbenzene	ND	4.9	0.49	1.00	
Styrene	ND	4.9	0.59	1.00	
1,1,1,2-Tetrachloroethane	ND	4.9	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	4.9	0.34	1.00	
Tetrachloroethene	ND	4.9	0.21	1.00	
Toluene	ND	4.9	0.51	1.00	
1,2,3-Trichlorobenzene	ND	9.8	0.90	1.00	
1,2,4-Trichlorobenzene	ND	4.9	0.30	1.00	
1,1,1-Trichloroethane	ND	4.9	0.22	1.00	
1,1,2-Trichloroethane	ND	4.9	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	49	0.35	1.00	
Trichloroethene	ND	4.9	0.29	1.00	
1,2,3-Trichloropropane	ND	4.9	0.81	1.00	
1,2,4-Trimethylbenzene	ND	4.9	0.57	1.00	
Trichlorofluoromethane	ND	49	0.37	1.00	
1,3,5-Trimethylbenzene	ND	4.9	0.54	1.00	
Vinyl Acetate	ND	49	4.7	1.00	
Vinyl Chloride	ND	4.9	0.49	1.00	
p/m-Xylene	ND	4.9	0.26	1.00	
o-Xylene	ND	4.9	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	4.9	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	101	60-132	
Dibromofluoromethane	111	63-141	
1,2-Dichloroethane-d4	122	62-146	
Toluene-d8	101	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-4-20	**16-02-0758-8-A**	**02/05/16 00:35**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 05:17**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	6.4	130	6.3	1.00	B,J
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.69	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.80	1.00	
Bromomethane	ND	25	9.4	1.00	
2-Butanone	ND	50	3.8	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.58	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.31	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	10	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.26	1.00	
Dibromomethane	ND	5.0	0.78	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.18	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.35	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.51	1.00	
1,2-Dichloropropane	ND	5.0	0.44	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.61	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.8	1.00	
Isopropylbenzene	ND	5.0	0.55	1.00	
p-Isopropyltoluene	ND	5.0	0.63	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.82	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.61	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.35	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	ND	5.0	0.52	1.00	
1,2,3-Trichlorobenzene	ND	10	0.92	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.23	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.83	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.59	1.00	
Trichlorofluoromethane	ND	50	0.38	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.55	1.00	
Vinyl Acetate	ND	50	4.8	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	0.51	5.0	0.27	1.00	J
o-Xylene	ND	5.0	0.56	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.30	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	103	60-132	
Dibromofluoromethane	118	63-141	
1,2-Dichloroethane-d4	128	62-146	
Toluene-d8	99	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-15	**16-02-0758-9-A**	**02/05/16 01:50**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 05:44**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.2	1.00	
Benzene	ND	4.9	0.13	1.00	
Bromobenzene	ND	4.9	0.21	1.00	
Bromochloromethane	ND	4.9	0.68	1.00	
Bromodichloromethane	ND	4.9	0.23	1.00	
Bromoform	ND	4.9	0.78	1.00	
Bromomethane	ND	25	9.3	1.00	
2-Butanone	ND	49	3.7	1.00	
n-Butylbenzene	ND	4.9	0.15	1.00	
sec-Butylbenzene	ND	4.9	0.57	1.00	
tert-Butylbenzene	ND	4.9	0.15	1.00	
Carbon Disulfide	ND	49	0.30	1.00	
Carbon Tetrachloride	ND	4.9	0.28	1.00	
Chlorobenzene	ND	4.9	0.22	1.00	
Chloroethane	ND	4.9	1.5	1.00	
Chloroform	ND	4.9	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	4.9	0.23	1.00	
4-Chlorotoluene	ND	4.9	0.21	1.00	
Dibromochloromethane	ND	4.9	0.56	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.9	1.7	1.00	
1,2-Dibromoethane	ND	4.9	0.25	1.00	
Dibromomethane	ND	4.9	0.76	1.00	
1,2-Dichlorobenzene	ND	4.9	0.23	1.00	
1,3-Dichlorobenzene	ND	4.9	0.17	1.00	
1,4-Dichlorobenzene	ND	4.9	0.22	1.00	
Dichlorodifluoromethane	ND	4.9	0.44	1.00	
1,1-Dichloroethane	ND	4.9	0.21	1.00	
1,2-Dichloroethane	ND	4.9	0.31	1.00	
1,1-Dichloroethene	ND	4.9	0.34	1.00	
c-1,2-Dichloroethene	ND	4.9	0.28	1.00	
t-1,2-Dichloroethene	ND	4.9	0.50	1.00	
1,2-Dichloropropane	ND	4.9	0.43	1.00	
1,3-Dichloropropane	ND	4.9	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	4.9	0.33	1.00	
1,1-Dichloropropene	ND	4.9	0.32	1.00	
c-1,3-Dichloropropene	ND	4.9	0.25	1.00	
t-1,3-Dichloropropene	ND	4.9	0.60	1.00	
Ethylbenzene	ND	4.9	0.15	1.00	
2-Hexanone	ND	49	1.7	1.00	
Isopropylbenzene	ND	4.9	0.54	1.00	
p-Isopropyltoluene	ND	4.9	0.62	1.00	
Methylene Chloride	ND	49	1.3	1.00	
4-Methyl-2-Pentanone	ND	49	4.3	1.00	
Naphthalene	ND	49	0.80	1.00	
n-Propylbenzene	ND	4.9	0.49	1.00	
Styrene	ND	4.9	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	4.9	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	4.9	0.34	1.00	
Tetrachloroethene	ND	4.9	0.21	1.00	
Toluene	ND	4.9	0.51	1.00	
1,2,3-Trichlorobenzene	ND	9.9	0.90	1.00	
1,2,4-Trichlorobenzene	ND	4.9	0.31	1.00	
1,1,1-Trichloroethane	ND	4.9	0.22	1.00	
1,1,2-Trichloroethane	ND	4.9	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	49	0.35	1.00	
Trichloroethene	ND	4.9	0.30	1.00	
1,2,3-Trichloropropane	ND	4.9	0.82	1.00	
1,2,4-Trimethylbenzene	ND	4.9	0.58	1.00	
Trichlorofluoromethane	ND	49	0.37	1.00	
1,3,5-Trimethylbenzene	ND	4.9	0.54	1.00	
Vinyl Acetate	ND	49	4.7	1.00	
Vinyl Chloride	ND	4.9	0.50	1.00	
p/m-Xylene	0.44	4.9	0.26	1.00	J
o-Xylene	ND	4.9	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	4.9	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	102	60-132	
Dibromofluoromethane	105	63-141	
1,2-Dichloroethane-d4	112	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-5-20	**16-02-0758-10-A**	**02/05/16 01:55**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 06:12**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.1	1.00	
Benzene	ND	4.9	0.13	1.00	
Bromobenzene	ND	4.9	0.21	1.00	
Bromochloromethane	ND	4.9	0.68	1.00	
Bromodichloromethane	ND	4.9	0.23	1.00	
Bromoform	ND	4.9	0.78	1.00	
Bromomethane	ND	24	9.2	1.00	
2-Butanone	ND	49	3.7	1.00	
n-Butylbenzene	ND	4.9	0.15	1.00	
sec-Butylbenzene	ND	4.9	0.57	1.00	
tert-Butylbenzene	ND	4.9	0.15	1.00	
Carbon Disulfide	ND	49	0.30	1.00	
Carbon Tetrachloride	ND	4.9	0.28	1.00	
Chlorobenzene	ND	4.9	0.22	1.00	
Chloroethane	ND	4.9	1.5	1.00	
Chloroform	ND	4.9	0.23	1.00	
Chloromethane	ND	24	0.30	1.00	
2-Chlorotoluene	ND	4.9	0.23	1.00	
4-Chlorotoluene	ND	4.9	0.21	1.00	
Dibromochloromethane	ND	4.9	0.56	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.8	1.7	1.00	
1,2-Dibromoethane	ND	4.9	0.25	1.00	
Dibromomethane	ND	4.9	0.76	1.00	
1,2-Dichlorobenzene	ND	4.9	0.22	1.00	
1,3-Dichlorobenzene	ND	4.9	0.17	1.00	
1,4-Dichlorobenzene	ND	4.9	0.22	1.00	
Dichlorodifluoromethane	ND	4.9	0.43	1.00	
1,1-Dichloroethane	ND	4.9	0.21	1.00	
1,2-Dichloroethane	ND	4.9	0.31	1.00	
1,1-Dichloroethene	ND	4.9	0.34	1.00	
c-1,2-Dichloroethene	ND	4.9	0.27	1.00	
t-1,2-Dichloroethene	ND	4.9	0.50	1.00	
1,2-Dichloropropane	ND	4.9	0.43	1.00	
1,3-Dichloropropane	ND	4.9	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	4.9	0.32	1.00	
1,1-Dichloropropene	ND	4.9	0.32	1.00	
c-1,3-Dichloropropene	ND	4.9	0.25	1.00	
t-1,3-Dichloropropene	ND	4.9	0.59	1.00	
Ethylbenzene	ND	4.9	0.15	1.00	
2-Hexanone	ND	49	1.7	1.00	
Isopropylbenzene	ND	4.9	0.53	1.00	
p-Isopropyltoluene	ND	4.9	0.62	1.00	
Methylene Chloride	ND	49	1.3	1.00	
4-Methyl-2-Pentanone	ND	49	4.2	1.00	
Naphthalene	ND	49	0.80	1.00	
n-Propylbenzene	ND	4.9	0.49	1.00	
Styrene	ND	4.9	0.59	1.00	
1,1,1,2-Tetrachloroethane	ND	4.9	0.23	1.00	
1,1,2,2-Tetrachloroethane	ND	4.9	0.34	1.00	
Tetrachloroethene	ND	4.9	0.21	1.00	
Toluene	ND	4.9	0.50	1.00	
1,2,3-Trichlorobenzene	ND	9.8	0.89	1.00	
1,2,4-Trichlorobenzene	ND	4.9	0.30	1.00	
1,1,1-Trichloroethane	ND	4.9	0.22	1.00	
1,1,2-Trichloroethane	ND	4.9	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	49	0.34	1.00	
Trichloroethene	ND	4.9	0.29	1.00	
1,2,3-Trichloropropane	ND	4.9	0.81	1.00	
1,2,4-Trimethylbenzene	ND	4.9	0.57	1.00	
Trichlorofluoromethane	ND	49	0.37	1.00	
1,3,5-Trimethylbenzene	ND	4.9	0.54	1.00	
Vinyl Acetate	ND	49	4.6	1.00	
Vinyl Chloride	ND	4.9	0.49	1.00	
p/m-Xylene	0.28	4.9	0.26	1.00	J
o-Xylene	ND	4.9	0.54	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	4.9	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	103	60-132	
Dibromofluoromethane	107	63-141	
1,2-Dichloroethane-d4	117	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-15	**16-02-0758-11-A**	**02/05/16 02:30**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 06:40**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.1	1.00	
Benzene	ND	4.9	0.13	1.00	
Bromobenzene	ND	4.9	0.21	1.00	
Bromochloromethane	ND	4.9	0.68	1.00	
Bromodichloromethane	ND	4.9	0.23	1.00	
Bromoform	ND	4.9	0.78	1.00	
Bromomethane	ND	25	9.3	1.00	
2-Butanone	ND	49	3.7	1.00	
n-Butylbenzene	ND	4.9	0.15	1.00	
sec-Butylbenzene	ND	4.9	0.57	1.00	
tert-Butylbenzene	ND	4.9	0.15	1.00	
Carbon Disulfide	ND	49	0.30	1.00	
Carbon Tetrachloride	ND	4.9	0.28	1.00	
Chlorobenzene	ND	4.9	0.22	1.00	
Chloroethane	ND	4.9	1.5	1.00	
Chloroform	ND	4.9	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	4.9	0.23	1.00	
4-Chlorotoluene	ND	4.9	0.21	1.00	
Dibromochloromethane	ND	4.9	0.56	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.8	1.7	1.00	
1,2-Dibromoethane	ND	4.9	0.25	1.00	
Dibromomethane	ND	4.9	0.76	1.00	
1,2-Dichlorobenzene	ND	4.9	0.22	1.00	
1,3-Dichlorobenzene	ND	4.9	0.17	1.00	
1,4-Dichlorobenzene	ND	4.9	0.22	1.00	
Dichlorodifluoromethane	ND	4.9	0.44	1.00	
1,1-Dichloroethane	ND	4.9	0.21	1.00	
1,2-Dichloroethane	ND	4.9	0.31	1.00	
1,1-Dichloroethene	ND	4.9	0.34	1.00	
c-1,2-Dichloroethene	ND	4.9	0.28	1.00	
t-1,2-Dichloroethene	ND	4.9	0.50	1.00	
1,2-Dichloropropane	ND	4.9	0.43	1.00	
1,3-Dichloropropane	ND	4.9	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	4.9	0.33	1.00	
1,1-Dichloropropene	ND	4.9	0.32	1.00	
c-1,3-Dichloropropene	ND	4.9	0.25	1.00	
t-1,3-Dichloropropene	ND	4.9	0.60	1.00	
Ethylbenzene	ND	4.9	0.15	1.00	
2-Hexanone	ND	49	1.7	1.00	
Isopropylbenzene	ND	4.9	0.54	1.00	
p-Isopropyltoluene	ND	4.9	0.62	1.00	
Methylene Chloride	ND	49	1.3	1.00	
4-Methyl-2-Pentanone	ND	49	4.3	1.00	
Naphthalene	ND	49	0.80	1.00	
n-Propylbenzene	ND	4.9	0.49	1.00	
Styrene	ND	4.9	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	4.9	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	4.9	0.34	1.00	
Tetrachloroethene	ND	4.9	0.21	1.00	
Toluene	ND	4.9	0.51	1.00	
1,2,3-Trichlorobenzene	ND	9.8	0.90	1.00	
1,2,4-Trichlorobenzene	ND	4.9	0.31	1.00	
1,1,1-Trichloroethane	ND	4.9	0.22	1.00	
1,1,2-Trichloroethane	ND	4.9	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	49	0.35	1.00	
Trichloroethene	ND	4.9	0.30	1.00	
1,2,3-Trichloropropane	ND	4.9	0.82	1.00	
1,2,4-Trimethylbenzene	ND	4.9	0.58	1.00	
Trichlorofluoromethane	ND	49	0.37	1.00	
1,3,5-Trimethylbenzene	ND	4.9	0.54	1.00	
Vinyl Acetate	ND	49	4.7	1.00	
Vinyl Chloride	ND	4.9	0.50	1.00	
p/m-Xylene	0.42	4.9	0.26	1.00	J
o-Xylene	ND	4.9	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	4.9	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	101	60-132	
Dibromofluoromethane	109	63-141	
1,2-Dichloroethane-d4	120	62-146	
Toluene-d8	102	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
020416-SB-6-20	**16-02-0758-12-A**	**02/05/16 02:50**	**Solid**	**GC/MS OO**	**02/09/16**	**02/10/16 07:07**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	ND	120	6.2	1.00	
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.68	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.79	1.00	
Bromomethane	ND	25	9.3	1.00	
2-Butanone	ND	50	3.7	1.00	
n-Butylbenzene	ND	5.0	0.15	1.00	
sec-Butylbenzene	ND	5.0	0.57	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.30	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.56	1.00	
1,2-Dibromo-3-Chloropropane	ND	9.9	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.25	1.00	
Dibromomethane	ND	5.0	0.77	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.17	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.34	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.50	1.00	
1,2-Dichloropropane	ND	5.0	0.43	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.60	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.7	1.00	
Isopropylbenzene	ND	5.0	0.54	1.00	
p-Isopropyltoluene	ND	5.0	0.62	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.81	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.34	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	ND	5.0	0.51	1.00	
1,2,3-Trichlorobenzene	ND	9.9	0.90	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.22	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.82	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.58	1.00	
Trichlorofluoromethane	ND	50	0.37	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.54	1.00	
Vinyl Acetate	ND	50	4.7	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	ND	5.0	0.27	1.00	
o-Xylene	ND	5.0	0.55	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.29	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	100	60-132	
Dibromofluoromethane	107	63-141	
1,2-Dichloroethane-d4	118	62-146	
Toluene-d8	103	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-12-796-10771**	**N/A**	**Solid**	**GC/MS OO**	**02/09/16**	**02/09/16 21:51**	**160209L025**

Comment(s): - Results were evaluated to the MDL (DL), concentrations >= to the MDL (DL) but < RL (LOQ), if found, are qualified with a "J" flag.

Parameter	Result	RL	MDL	DF	Qualifiers
Acetone	7.5	120	6.2	1.00	J
Benzene	ND	5.0	0.13	1.00	
Bromobenzene	ND	5.0	0.21	1.00	
Bromochloromethane	ND	5.0	0.69	1.00	
Bromodichloromethane	ND	5.0	0.23	1.00	
Bromoform	ND	5.0	0.79	1.00	
Bromomethane	ND	25	9.4	1.00	
2-Butanone	ND	50	3.8	1.00	
n-Butylbenzene	ND	5.0	0.16	1.00	
sec-Butylbenzene	ND	5.0	0.58	1.00	
tert-Butylbenzene	ND	5.0	0.15	1.00	
Carbon Disulfide	ND	50	0.31	1.00	
Carbon Tetrachloride	ND	5.0	0.28	1.00	
Chlorobenzene	ND	5.0	0.22	1.00	
Chloroethane	ND	5.0	1.5	1.00	
Chloroform	ND	5.0	0.24	1.00	
Chloromethane	ND	25	0.30	1.00	
2-Chlorotoluene	ND	5.0	0.23	1.00	
4-Chlorotoluene	ND	5.0	0.21	1.00	
Dibromochloromethane	ND	5.0	0.57	1.00	
1,2-Dibromo-3-Chloropropane	ND	10	1.7	1.00	
1,2-Dibromoethane	ND	5.0	0.26	1.00	
Dibromomethane	ND	5.0	0.77	1.00	
1,2-Dichlorobenzene	ND	5.0	0.23	1.00	
1,3-Dichlorobenzene	ND	5.0	0.18	1.00	
1,4-Dichlorobenzene	ND	5.0	0.22	1.00	
Dichlorodifluoromethane	ND	5.0	0.44	1.00	
1,1-Dichloroethane	ND	5.0	0.21	1.00	
1,2-Dichloroethane	ND	5.0	0.31	1.00	
1,1-Dichloroethene	ND	5.0	0.35	1.00	
c-1,2-Dichloroethene	ND	5.0	0.28	1.00	
t-1,2-Dichloroethene	ND	5.0	0.51	1.00	
1,2-Dichloropropane	ND	5.0	0.44	1.00	
1,3-Dichloropropane	ND	5.0	0.25	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Parameter	Result	RL	MDL	DF	Qualifiers
2,2-Dichloropropane	ND	5.0	0.33	1.00	
1,1-Dichloropropene	ND	5.0	0.33	1.00	
c-1,3-Dichloropropene	ND	5.0	0.25	1.00	
t-1,3-Dichloropropene	ND	5.0	0.61	1.00	
Ethylbenzene	ND	5.0	0.15	1.00	
2-Hexanone	ND	50	1.8	1.00	
Isopropylbenzene	ND	5.0	0.55	1.00	
p-Isopropyltoluene	ND	5.0	0.63	1.00	
Methylene Chloride	ND	50	1.3	1.00	
4-Methyl-2-Pentanone	ND	50	4.3	1.00	
Naphthalene	ND	50	0.81	1.00	
n-Propylbenzene	ND	5.0	0.50	1.00	
Styrene	ND	5.0	0.60	1.00	
1,1,1,2-Tetrachloroethane	ND	5.0	0.24	1.00	
1,1,2,2-Tetrachloroethane	ND	5.0	0.35	1.00	
Tetrachloroethene	ND	5.0	0.21	1.00	
Toluene	ND	5.0	0.52	1.00	
1,2,3-Trichlorobenzene	ND	10	0.91	1.00	
1,2,4-Trichlorobenzene	ND	5.0	0.31	1.00	
1,1,1-Trichloroethane	ND	5.0	0.23	1.00	
1,1,2-Trichloroethane	ND	5.0	0.35	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	0.35	1.00	
Trichloroethene	ND	5.0	0.30	1.00	
1,2,3-Trichloropropane	ND	5.0	0.83	1.00	
1,2,4-Trimethylbenzene	ND	5.0	0.59	1.00	
Trichlorofluoromethane	ND	50	0.38	1.00	
1,3,5-Trimethylbenzene	ND	5.0	0.55	1.00	
Vinyl Acetate	ND	50	4.7	1.00	
Vinyl Chloride	ND	5.0	0.50	1.00	
p/m-Xylene	ND	5.0	0.27	1.00	
o-Xylene	ND	5.0	0.56	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	5.0	0.30	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	100	60-132	
Dibromofluoromethane	103	63-141	
1,2-Dichloroethane-d4	112	62-146	
Toluene-d8	101	80-120	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Quality Control - Spike/Spike Duplicate

Citadel Environmental Services, Inc.
1725 Victory Blvd.
Glendale, CA 91201-2833

Date Received: 02/09/16
Work Order: 16-02-0758
Preparation: EPA 3550B
Method: EPA 8015B (M)

Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
16-02-0720-14	**Sample**	**Solid**	**GC 46**	**02/09/16**	**02/09/16 21:38**	**160209S10**
16-02-0720-14	**Matrix Spike**	**Solid**	**GC 46**	**02/09/16**	**02/09/16 19:51**	**160209S10**
16-02-0720-14	**Matrix Spike Duplicate**	**Solid**	**GC 46**	**02/09/16**	**02/09/16 20:08**	**160209S10**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
TPH as Diesel	ND	400.0	564.2	141	361.4	90	64-130	44	0-15	3,4

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Citadel Environmental Services, Inc.	Date Received:	02/09/16
1725 Victory Blvd.	Work Order:	16-02-0758
Glendale, CA 91201-2833	Preparation:	EPA 5030C
	Method:	EPA 8015B (M)
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA		Page 2 of 4

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
020416-SB-1-15	**Sample**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 05:03**	**160209S018**
020416-SB-1-15	**Matrix Spike**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 05:37**	**160209S018**
020416-SB-1-15	**Matrix Spike Duplicate**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 06:12**	**160209S018**

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	9.561	96	8.994	90	48-114	6	0-23	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Citadel Environmental Services, Inc.	Date Received:	02/09/16
1725 Victory Blvd.	Work Order:	16-02-0758
Glendale, CA 91201-2833	Preparation:	EPA 3050B
	Method:	EPA 6020
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA		Page 3 of 4

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
020416-SB-5-15	**Sample**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:15**	**160209S01**
020416-SB-5-15	**Matrix Spike**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:10**	**160209S01**
020416-SB-5-15	**Matrix Spike Duplicate**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:11**	**160209S01**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Lead	2.214	25.00	30.94	115	29.61	110	62-134	4	0-23	

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Citadel Environmental Services, Inc.	Date Received:	02/09/16
1725 Victory Blvd.	Work Order:	16-02-0758
Glendale, CA 91201-2833	Preparation:	EPA 5030C
	Method:	EPA 8260B
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA		Page 4 of 4

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
16-02-0722-2	**Sample**	**Solid**	**GC/MS OO**	**02/08/16**	**02/09/16 22:51**	**160209S008**
16-02-0722-2	**Matrix Spike**	**Solid**	**GC/MS OO**	**02/08/16**	**02/09/16 23:19**	**160209S008**
16-02-0722-2	**Matrix Spike Duplicate**	**Solid**	**GC/MS OO**	**02/08/16**	**02/09/16 23:46**	**160209S008**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Benzene	ND	50.00	39.73	79	39.25	79	61-127	1	0-20	
Carbon Tetrachloride	ND	50.00	39.33	79	36.98	74	51-135	6	0-29	
Chlorobenzene	ND	50.00	30.62	61	29.92	60	57-123	2	0-20	
1,2-Dibromoethane	ND	50.00	38.25	76	38.94	78	64-124	2	0-20	
1,2-Dichlorobenzene	ND	50.00	20.19	40	18.40	37	35-131	9	0-25	
1,2-Dichloroethane	ND	50.00	42.78	86	41.67	83	80-120	3	0-20	
1,1-Dichloroethene	ND	50.00	42.59	85	41.35	83	47-143	3	0-25	
Ethylbenzene	ND	50.00	27.98	56	27.31	55	57-129	2	0-22	3
Toluene	ND	50.00	34.31	69	33.90	68	63-123	1	0-20	
Trichloroethene	ND	50.00	55.75	111	55.05	110	44-158	1	0-20	
Vinyl Chloride	ND	50.00	39.86	80	39.58	79	49-139	1	0-47	
p/m-Xylene	ND	100.0	55.10	55	53.20	53	70-130	4	0-30	3
o-Xylene	ND	50.00	28.51	57	27.72	55	70-130	3	0-30	3
Methyl-t-Butyl Ether (MTBE)	ND	50.00	46.41	93	46.00	92	57-123	1	0-21	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - PDS

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	EPA 3050B
		Method:	EPA 6020
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 1 of 1

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	PDS/PDSD Batch Number
020416-SB-5-15	**Sample**	**Solid**	**ICP/MS 03**	**02/09/16 00:00**	**02/10/16 11:15**	**160209S01**
020416-SB-5-15	**PDS**	**Solid**	**ICP/MS 03**	**02/09/16 00:00**	**02/10/16 11:13**	**160209S01**

Parameter	Sample Conc.	Spike Added	PDS Conc.	PDS %Rec.	%Rec. CL	Qualifiers
Lead	2.214	25.00	27.38	101	75-125	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Sample Duplicate

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	N/A
		Method:	EPA TO-3M
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 1 of 1

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	Duplicate Batch Number
SB-6	**Sample**	**Air**	**GC 13**	**N/A**	**02/10/16 11:09**	**160210D01**
SB-6	**Sample Duplicate**	**Air**	**GC 13**	**N/A**	**02/10/16 11:19**	**160210D01**

Parameter	Sample Conc.	DUP Conc.	RPD	RPD CL	Qualifiers
TPH as Gasoline	ND	ND	N/A	0-20	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	N/A
		Method:	EPA TO-15M
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 1 of 7

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-12-981-6260	**LCS**	**Air**	**GC/MS II**	**N/A**	**02/09/16 19:18**	**160209L02**
099-12-981-6260	**LCSD**	**Air**	**GC/MS II**	**N/A**	**02/09/16 20:09**	**160209L02**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	ME CL	RPD	RPD CL	Qualifiers
Acetone	59.39	62.24	105	62.36	105	50-150	33-167	0	0-35	
Benzene	79.87	84.84	106	84.71	106	60-156	44-172	0	0-40	
Benzyl Chloride	129.4	152.9	118	155.3	120	50-150	33-167	2	0-35	
Bromodichloromethane	167.5	187.4	112	187.1	112	50-150	33-167	0	0-35	
Bromoform	258.4	269.0	104	268.1	104	50-150	33-167	0	0-38	
Bromomethane	97.08	112.6	116	112.4	116	50-150	33-167	0	0-35	
2-Butanone	73.73	80.79	110	81.71	111	50-150	33-167	1	0-35	
Carbon Disulfide	77.85	88.04	113	87.90	113	50-150	33-167	0	0-35	
Carbon Tetrachloride	157.3	153.1	97	152.4	97	64-154	49-169	0	0-32	
Chlorobenzene	115.1	118.2	103	117.4	102	50-150	33-167	1	0-35	
Chloroethane	65.96	78.11	118	77.23	117	50-150	33-167	1	0-35	
Chloroform	122.1	129.3	106	129.5	106	50-150	33-167	0	0-35	
Chloromethane	51.63	58.76	114	57.65	112	50-150	33-167	2	0-35	
Dibromochloromethane	213.0	220.6	104	219.6	103	50-150	33-167	0	0-35	
Dichlorodifluoromethane	123.6	129.9	105	128.0	104	50-150	33-167	1	0-35	
Diisopropyl Ether (DIPE)	104.5	97.66	93	98.07	94	60-140	47-153	0	0-30	
1,1-Dichloroethane	101.2	106.5	105	106.9	106	50-150	33-167	0	0-35	
1,1-Dichloroethene	99.12	92.68	94	91.61	92	50-150	33-167	1	0-35	
1,2-Dibromoethane	192.1	212.7	111	211.2	110	54-144	39-159	1	0-36	
Dichlorotetrafluoroethane	174.8	163.4	93	163.2	93	50-150	33-167	0	0-35	
1,2-Dichlorobenzene	150.3	155.0	103	157.4	105	34-160	13-181	2	0-47	
1,2-Dichloroethane	101.2	106.6	105	106.4	105	69-153	55-167	0	0-35	
1,2-Dichloropropane	115.5	121.1	105	121.0	105	67-157	52-172	0	0-35	
1,3-Dichlorobenzene	150.3	157.5	105	159.3	106	50-150	33-167	1	0-35	
1,4-Dichlorobenzene	150.3	157.0	104	159.0	106	36-156	16-176	1	0-47	
c-1,3-Dichloropropene	113.5	129.8	114	130.0	115	61-157	45-173	0	0-35	
c-1,2-Dichloroethene	99.12	99.13	100	99.56	100	50-150	33-167	0	0-35	
t-1,2-Dichloroethene	99.12	106.2	107	106.2	107	50-150	33-167	0	0-35	
t-1,3-Dichloropropene	113.5	136.0	120	135.6	119	50-150	33-167	0	0-35	
Ethanol	188.4	184.0	98	182.4	97	60-140	47-153	1	0-30	
Ethyl-t-Butyl Ether (ETBE)	104.5	115.3	110	115.4	110	60-140	47-153	0	0-30	
Ethylbenzene	108.6	112.6	104	112.3	103	52-154	35-171	0	0-38	
4-Ethyltoluene	122.9	123.2	100	122.8	100	50-150	33-167	0	0-35	
Hexachloro-1,3-Butadiene	266.6	332.3	125	327.0	123	50-150	33-167	2	0-35	
2-Hexanone	102.4	125.4	122	124.3	121	50-150	33-167	1	0-35	

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	N/A
		Method:	EPA TO-15M
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 2 of 7

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	ME CL	RPD	RPD CL	Qualifiers
Methyl-t-Butyl Ether (MTBE)	90.13	102.8	114	103.7	115	50-150	33-167	1	0-35	
Methylene Chloride	86.84	92.51	107	92.66	107	50-150	33-167	0	0-35	
4-Methyl-2-Pentanone	102.4	116.5	114	116.4	114	50-150	33-167	0	0-35	
Naphthalene	131.1	185.1	141	182.8	139	40-190	15-215	1	0-30	
o-Xylene	108.6	110.5	102	109.8	101	52-148	36-164	1	0-38	
p/m-Xylene	217.1	220.5	102	219.6	101	42-156	23-175	0	0-41	
Styrene	106.5	111.7	105	111.3	105	50-150	33-167	0	0-35	
Tert-Amyl-Methyl Ether (TAME)	104.5	109.2	105	108.4	104	60-140	47-153	1	0-30	
Tert-Butyl Alcohol (TBA)	151.6	145.1	96	140.1	92	60-140	47-153	4	0-30	
Tetrachloroethene	169.6	173.5	102	171.9	101	56-152	40-168	1	0-40	
Toluene	94.21	95.27	101	94.50	100	56-146	41-161	1	0-43	
Trichloroethene	134.3	138.1	103	138.2	103	63-159	47-175	0	0-34	
Trichlorofluoromethane	140.5	151.1	108	149.4	106	50-150	33-167	1	0-35	
1,1,2-Trichloro-1,2,2-Trifluoroethane	191.6	202.7	106	200.6	105	50-150	33-167	1	0-35	
1,1,1-Trichloroethane	136.4	135.5	99	136.2	100	50-150	33-167	1	0-35	
1,1,2-Trichloroethane	136.4	152.6	112	152.7	112	65-149	51-163	0	0-37	
1,3,5-Trimethylbenzene	122.9	123.0	100	122.4	100	50-150	33-167	1	0-35	
1,1,2,2-Tetrachloroethane	171.6	193.6	113	193.3	113	50-150	33-167	0	0-35	
1,2,4-Trimethylbenzene	122.9	121.5	99	122.4	100	50-150	33-167	1	0-35	
1,2,4-Trichlorobenzene	185.5	283.7	153	279.7	151	50-150	33-167	1	0-35	ME
Vinyl Acetate	88.03	86.09	98	86.89	99	50-150	33-167	1	0-35	
Vinyl Chloride	63.91	73.01	114	72.51	113	45-177	23-199	1	0-36	

Total number of LCS compounds: 57
Total number of ME compounds: 1
Total number of ME compounds allowed: 3
LCS ME CL validation result: Pass

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	N/A
		Method:	EPA TO-3M
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 3 of 7

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
098-01-005-6944	**LCS**	**Air**	**GC 13**	**N/A**	**02/10/16 09:46**	**160210L01**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
TPH as Gasoline	932500	901300	97	80-120	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	EPA 3550B
		Method:	EPA 8015B (M)
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 4 of 7

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-15-422-2281	**LCS**	**Solid**	**GC 46**	**02/09/16**	**02/09/16 19:33**	**160209B10A**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
TPH as Diesel	400.0	455.2	114	75-123	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	EPA 5030C
		Method:	EPA 8015B (M)
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 5 of 7

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-14-571-2867	**LCS**	**Solid**	**GC 4**	**02/09/16**	**02/10/16 03:19**	**160209L048**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
TPH as Gasoline	10.00	9.180	92	70-124	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	EPA 3050B
		Method:	EPA 6020
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 6 of 7

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-15-621-1075	**LCS**	**Solid**	**ICP/MS 03**	**02/09/16**	**02/10/16 11:08**	**160209L01**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
Lead	25.00	25.22	101	80-120	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Citadel Environmental Services, Inc.		Date Received:	02/09/16
1725 Victory Blvd.		Work Order:	16-02-0758
Glendale, CA 91201-2833		Preparation:	EPA 5030C
		Method:	EPA 8260B
Project: Phase II Subsurface Investigation, 6569 Van Nuys Blvd., Los Angeles, CA			Page 7 of 7

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-12-796-10771	**LCS**	**Solid**	**GC/MS OO**	**02/09/16**	**02/09/16 20:43**	**160209L025**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	ME CL	Qualifiers
Benzene	50.00	46.28	93	78-120	71-127	
Carbon Tetrachloride	50.00	50.18	100	49-139	34-154	
Chlorobenzene	50.00	43.61	87	79-120	72-127	
1,2-Dibromoethane	50.00	47.13	94	80-120	73-127	
1,2-Dichlorobenzene	50.00	43.29	87	75-120	68-128	
1,2-Dichloroethane	50.00	47.70	95	80-120	73-127	
1,1-Dichloroethene	50.00	47.41	95	74-122	66-130	
Ethylbenzene	50.00	45.04	90	76-120	69-127	
Toluene	50.00	45.59	91	77-120	70-127	
Trichloroethene	50.00	47.19	94	80-120	73-127	
Vinyl Chloride	50.00	41.94	84	68-122	59-131	
p/m-Xylene	100.0	91.15	91	75-125	67-133	
o-Xylene	50.00	45.38	91	75-125	67-133	
Methyl-t-Butyl Ether (MTBE)	50.00	47.30	95	77-120	70-127	

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: 16-02-0758 Page 1 of 1

Method	Extraction	Chemist ID	Instrument	Analytical Location
EPA 6020	EPA 3050B	598	ICP/MS 03	1
EPA 8015B (M)	EPA 3550B	682	GC 45	1
EPA 8015B (M)	EPA 5030C	902	GC 4	2
EPA 8260B	EPA 5030C	486	GC/MS OO	2
EPA TO-15M	N/A	866	GC/MS II	2
EPA TO-3M	N/A	982	GC 13	2

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Glossary of Terms and Qualifiers

Work Order: 16-02-0758 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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TestAmerica Irvine
17461 Derian Avenue
Suite 100
Irvine, CA 92614-5843
phone 949.261.1022 fax 949.260.3299

Chain of Custody Record

16-02-0758

TestAmerica
THE LEADER IN ENVIRONMENTAL TESTING

Regulatory Program ☐ DW ☐ NPDES ☐ RCRA ☐ Other:

TestAmerica Laboratories, Inc.

Client Contact	**Mark Drollinger**	**Roopal Jani**	**2/5/2016**
Citadel Environmental Services, Inc.	**4086459457**	**Danielle Roberts**	**Carrier:**
1725 Victory Blvd	**Analysis Turnaround Time**		
Glendale/CA/91201	☐ CALENDAR DAYS ☒ WORKING DAYS		
8182462707	TAT if different from Below		
(xxx) xxx-xxxx FAX	☐ 2 weeks		
Phase II Subsurface Investigation	☐ 1 week		
6569 Van Nuys Blvd. Los Angeles CA	☐ 2 days		
P O #	☐ 1 day		

COC No: 1
__1__ of __1__ COCs
Sampler: Roopal Jani
For Lab Use Only:
Walk-in Client:
Lab Sampling:
Job / SDG No.:

Sample Identification	Sample Date	Sample Time	Sample Type (C=Co	Matrix	# of Cont.	Filtered Sample (Y/N)	Perform MS / MSD (Y/N)	VOCs 8260	TPH full range 8015G/D	lead 6020	HOLD								Sample Specific Notes:
020416-SB-1-5	2/4/2016	2200		Soil	1						X								
020416-SB-1-10	2/4/2016	2210		Soil	1						X								
(1) 020416-SB-1-15	2/4/2016	2215		Soil	1			X	X	X									
(2) 020416-SB-1-20	2/4/2016	2220		Soil	1			X	X	X									
020416-SB-2-5	2/4/2016	2250		Soil	1						X								
020416-SB-2-10	2/4/2016	2300		Soil	1						X								
(3) 020416-SB-2-15	2/4/2016	2310		Soil	1			X	X	X									
(4) 020416-SB-2-20	2/4/2016	2315		Soil	1			X	X	X									
020416-SB-3-5	2/4/2016	2335		Soil	1						X								
020416-SB-3-10	2/4/2016	2345		Soil	1						X								
(5) 020416-SB-3-15	2/4/2016	2350		Soil	1			X	X	X									
(6) 020416-SB-3-20	2/4/2016	2355		Soil	1			X	X	X									
020416-SB-4-5	2/5/2016	0020		Soil	1						X								
020416-SB-4-10	2/5/2016	0025		Soil	1						X								
(7) 020416-SB-4-15	2/5/2016	0030		Soil	1			X	X	X									
(8) 020416-SB-4-20	2/5/2016	0035		Soil	1			X	X	X									
020416-SB-5-5	2/5/2016	0140		Soil	1						X								
020416-SB-5-10	2/5/2016	0145		Soil	1						X								
(9) 020416-SB-5-15	2/5/2016	0150		Soil	1			X	X	X									
(10) 020416-SB-5-20	2/5/2016	0155		Soil	1			X	X	X									
020416-SB-6-5	2/5/2016	0215		Soil	1						X								
020416-SB-6-10	2/5/2016	0220		Soil	1						X								
(11) 020416-SB-6-15	2/5/2016	0230		Soil	1			X	X	X									
(12) 020416-SB-6-20	2/5/2016	0250		Soil	1			X	X	X									

2/6/16 5:37 am

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	Sample	Date	Time	Matrix	Cont.		
13	SB-1	2/5/2016	0045	SV	1	X	X
14	SB-2	2/5/2016	0130	SV	1	X	X
15	SB-3	2/5/2016	0215	SV	1	X	X
16	SB-5	2/5/2016	0300	SV	1	X	X
17	SB-6	2/5/2016	0500	SV	1	X	X
	6-SB-5-20						

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☑ Non-Hazard ☐ Flammable ☐ ☐ Poison B ☐ Unknown ☐ Return to Client ☐ Disposal by Lab ☐ Archive for ____ Months

Special Instructions/QC Requirements & Comments:

Custody Seals Intact: ☐ Yes ☐ Custody Seal No.: Cooler Temp. (°C): Obs'd:____ Corr'd:____ Therm ID No.:____

Relinquished by:	Company:	Date/Time:	Received by:	Company:	Date/Time:
[signature]	Citadel 0935	2/5/16	[signature]	TA	2-5-16 0935
Relinquished by: [signature]	Company: TA 2-5-16	Date/Time: 1647	Received by:	Company:	Date/Time:
Relinquished by:	Company:	Date/Time:	Received in Laboratory by: [signature]	Company: TAI	Date/Time: 2/5/16 16:47

Form No. CA-C-WI-002, Rev. 4.9, dated 2/2/2016

2/6/16 AT 5:37 AM

Ehraini [illegible] TA-S 2-8-16 19:04

Rec: Dannyle ELZ 2/9/16 17:04

0.2/0.5 °C IR-78 (soil cooler)

RT @ air samples

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WORK ORDER NUMBER: 16-02- 0758

SAMPLE RECEIPT CHECKLIST

COOLER 0 OF 0

CLIENT: Test America

DATE: 02 / 09 / 2016

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC4B (CF: +0.3°C); Temperature (w/o CF): _____°C (w/ CF): _____°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: 659

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☐ Not Present ☑ N/A Checked by: 659

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 8m

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			
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** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☐ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ 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, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 8m

Reviewed by: 659

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WORK ORDER NUMBER: 16-02- 0758

SAMPLE RECEIPT CHECKLIST

COOLER 1 OF 1

CLIENT: Test America

DATE: 02 / 09 / 2016

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC4B (CF: +0.3°C); Temperature (w/o CF): 2.9 °C (w/ CF): 3.2 °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: 689

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☒ Not Present ☐ N/A Checked by: 689

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☒ Not Present ☐ N/A Checked by: 802

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			
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** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

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, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 802

Reviewed by: 689

Return to Contents

Van Nuys Plaza

Noise Study

prepared by

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

March 21, 2018

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INTRODUCTION

This report is an analysis of the possible noise impacts of the proposed mixed use building located at 6569 – 6581 N. Van Nuys Blvd and 14506-14534 W. Kittridge Street in Los Angeles, California. The report has been prepared by Rincon Consultants, Inc. under contract to Ketter Design, for use by the City of Los Angeles, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the proposed project's noise impacts related to both temporary construction activity and long-term operation of the project.

PROJECT DESCRIPTION

The project involves the demolition of three existing commercial buildings totaling 24,860 square feet and a surface parking lot, and the construction of a six-story mixed-use building consisting of 174 residential units on the upper five stories, 18,400 square feet of ground floor commercial space, and two levels of subterranean parking. Balconies are proposed at residences on the north, south, east, and west sides of project on the second through sixth stories. The project site encompasses 1.29 acres and is located at 6569–6581 N. Van Nuys Blvd and 14506-14534 W. Kittridge Street in Los Angeles, as shown in Figure 1.

Figure 1 Project Location

SETTING

Noise Background

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies

around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from industrial machinery, typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source will reduce noise levels by about 5 dBA, while a solid wall or berm can reduce noise levels by approximately 5 to 10 dBA. The manner in which homes in California are constructed typically provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (Federal Transit Administration [FTA] 2006).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest root mean squared (RMS) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period during which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using a Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10 PM to 7 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10 PM to 7 AM Noise levels described by Ldn and CNEL usually do not differ by more than 1 dB. In practice, CNEL and Ldn are often used interchangeably.

Vibration Background

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise

is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by human-made activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second and is also referenced as vibration decibels (VdB) in the U.S.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

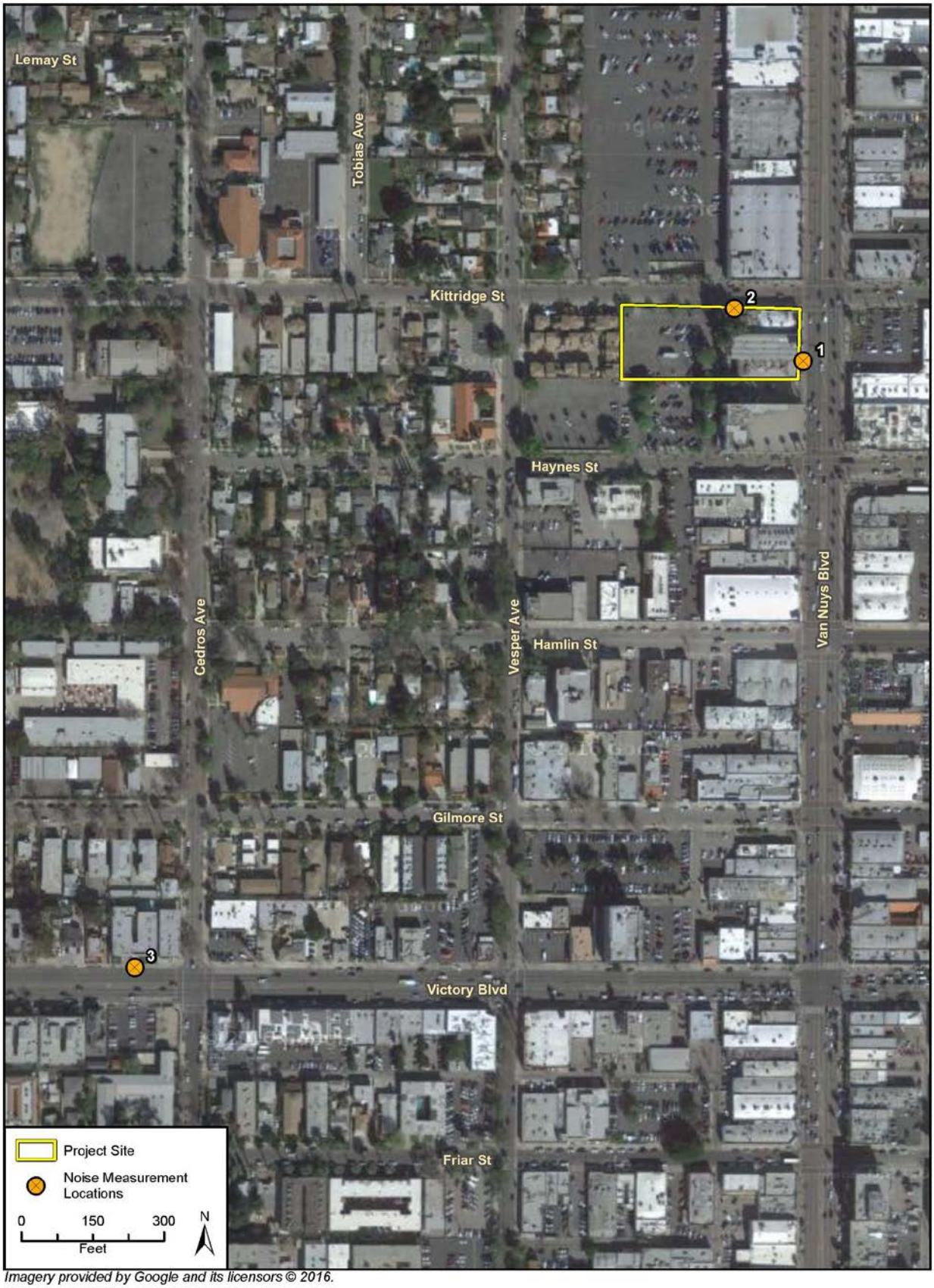
Project Site Noise Setting

Noise Measurements

As shown in Figure 1, the project is located at the corner of N. Van Nuys Boulevard and W. Kittridge Street. Proposed residential units would be located as close as approximately 50 feet west of N. Van Nuys Boulevard and 30 feet south of W. Kittridge Street. The primary off-site noise sources in the project area are motor vehicles (e.g., automobiles, buses, and trucks) along N. Van Nuys Boulevard. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels would be expected to be highest during the daytime and rush hour unless congestion slows speeds substantially. Other sources of noise in the project vicinity include general conversations from passersby activities associated with adjacent residential and commercial development. Existing noise sources on the project site include noise associated with operation of the existing commercial building, consisting of motor vehicles entering/exiting the project site.

To determine ambient noise levels at the project site, three 15-minute noise measurements (Leq[15] dBA) were taken between 7:00 AM and 9:00 AM (morning peak hours) on September 8, 2016, using an ANSI Type II integrating sound level meter (refer to Appendix A for noise measurement data). See Figure 2 for the locations of noise measurements. Noise Measurements 1 and 2 were taken along W. Kittridge Street and N. Van Nuys Boulevard, respectively, to determine existing ambient noise levels in the project vicinity, where proposed residences would be closest to adjacent roadways. Noise Measurement 3 represents noise levels at an existing residence along Victory Boulevard, an arterial roadway in the project vicinity. Table 1 lists the ambient noise levels measured at these locations. As shown in Table 1, measured noise levels were 79.9 dBA Leq at Location 1, 64.1 dBA Leq at Location 2, and 73.0 dBA Leq at Location 3. Noise Measurement 1 captured siren noise from passing emergency vehicles, which contributed to an overall higher noise level at this location when compared to Noise Measurements 2 and 3. However, emergency sirens are assumed to be a common occurrence

Figure 2 Noise Level Measurements



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along N. Van Nuys Boulevard. Therefore, for the purpose of this analysis, measured noise at Location 1 is considered representative of ambient noise along N. Van Nuys Boulevard.

Table 1
Noise Monitoring Results

Measurement Number	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA)[1]
1	Eastside of project site at N. Van Nuys Boulevard	8:20 – 8:35 AM	50 feet from centerline of N. Van Nuys Boulevard	79.9[2]
2	North side of project site at W. Kittridge Street	7:55 – 8:10 AM	30 feet from centerline of W. Kittridge Boulevard	64.1
3	Existing residence at Victory Boulevard between Willis Avenue and Cedros Avenue	8:50 – 9:05 AM	50 feet from centerline of Victory Boulevard	73.0

Source: Rincon Consultants, field visit on September 8, 2016, using ANSI Type II Integrating sound level meter.
See Appendix A for noise monitoring data sheets. See Figure 2 for noise measurement locations in project vicinity.
[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For these measurements the Leq was over a 15-minute period (Leq[15]).
[2] Emergency vehicle sirens passed by during noise measurement, which substantially contributes to a high Leq. Sirens are assumed to be a common occurrence along N. Van Nuys Boulevard, which makes this measurement representative.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise-sensitive land uses in the area of the project site are residences to the west and northwest of the project site. The closest residential noise-sensitive receptors to the project site are existing single-family residences approximately five feet from the western boundary of the project site, single-family residences 150 feet northwest of the project site along Vesper Avenue, and multi-family residences approximately 300 feet east of the project along W. Kittridge Street. Additional sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Commercial buildings, which are not typically considered noise-sensitive, are located directly adjacent to the southern site boundary, as well as approximately 60 feet north and 120 feet east of the project site.

Regulatory Setting

City of Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) regulates the generation and control of noise that could adversely impact citizens and noise-sensitive land uses. Regarding construction, Section 41.40 of the LAMC restricts construction activity to the hours below:

- Monday through Friday between 7:00 AM to 9:00 PM
- Saturdays and National Holidays between 8:00 AM to 6:00 PM
- Sundays, no construction except for residents

LAMC Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, phonograph, television receive, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area. Any noise level caused by such use or operation which exceeds the ambient noise level on another property by more than 5 dBA is prohibited.

LAMC Section 112.02 of the LAMC prohibits any heating, ventilation, and air conditioning (HVAC) system within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 PM and 7:00 AM.

LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of construction equipment.

A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations in the LAMC. The 5-dBA increase above ambient noise is applicable to City-regulated noise sources (e.g., mechanical equipment), and is applicable any time of the day. The baseline ambient noise is the actual measured noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes. To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than five minutes but less than 15 minutes in a one-hour period (for a total of 10 dBA above the ambient), and an additional 5 dBA allowance for noise sources occurring five minutes or less in any one-hour period (for a total of 15 dBA above the ambient). These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours).

Regulatory Compliance Measures

The proposed project would be subject to the following City of Los Angeles regulatory compliance measures (RCMs):

RCM 1 The proposed project shall comply with the City of Los Angeles General Plan Noise Element, City Noise Ordinance Nos. 161,574 and 144,331, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses.

RCM 2 The proposed project shall comply with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and own or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

IMPACT ANALYSIS

Methodology and Significance Thresholds

Construction noise level estimates do not account for the presence of intervening structures or topography, which could reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual construction noise. Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, the maximum noise level (dBA, Lmax) from construction equipment and off-highway trucks within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. Groundborne vibration estimates are based upon construction vibration levels reported by the FTA's 2006 Transit Noise and Vibration Impact Assessment (FTA 2006), and the distance to nearby sensitive receptors. Reference levels from that document were then used to estimate vibration levels at nearby sensitive receptors based on a standard attenuation rate of 6 dBA per doubling of distance (line-of-sight method of sound attenuation for point sources). According to criteria within the Transit Noise and Vibration Impact Assessment, vibration impacts would be significant if vibration levels exceed 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006).

Operation-related noise impacts from on-site HVAC equipment would be significant if, per LAMC Section 112.02, such equipment generate noise levels in exceedance of the ambient noise level at any other occupied property by more than 5 dBA. Operational noise from other noise sources, including the outdoor uses, parking garage, delivery and trash hauling trucks, and project-generated traffic, would generate a significant impact if noise levels increase ambient noise by more than 3 dBA, which is the threshold of audible increase.

Construction Noise

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis and, as such, would expose surrounding off-site sensitive receptors to increased noise levels. Any increase in noise levels at off-site receptors during construction of the proposed project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier periods of initial construction (i.e., grading work) would typically be reducing in the later construction phases (i.e., interior building construction at the proposed building), as the physical structure of the proposed project would break the line-of-site noise transmission from the construction area to the nearby sensitive receptors. Furthermore, noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment.

Construction of the proposed project would commence in the fall of 2018 and include the following phases and durations:

- Demolition: 20 days
- Site Preparation: 3 days
- Grading: 60 days
- Building Construction: 220 days
- Paving: 10 days
- Architectural Coating: 50 days

Construction noise levels shown in Table 2 account for the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction (United States Environmental Protection Agency [USEPA] 1971).

Table 2
Typical Maximum Outdoor Construction Noise Levels

Construction Phase	Noise Level at 50 feet (dBA, Lmax)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

Source: USEPA, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances 1971.

When considered as an entire process with multiple pieces of equipment, grading/excavation and finishing activity construction phases would generate a maximum noise level of approximately 89 dBA at 50 feet. Table 3 shows typical peak noise levels associated with common types of heavy construction equipment. Maximum noise levels associated with the use of individual pieces of heavy equipment can range from about 74 to 96 dBA at 50 feet from

the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006).

Table 3
Maximum Noise Levels Generated by Common Construction Equipment – Unmitigated

Equipment	Type	Maximum Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	Stationary	81
Augur Drill Rig	Stationary	84
Backhoe	Mobile	80
Compactor (ground)	Mobile	83
Concrete Mixer	Stationary	85
Concrete Pump	Stationary	82
Crane	Mobile	83
Dozer	Mobile	82
Dump Truck	Mobile	76
Excavator	Mobile	81
Flat Bed Truck	Mobile	74
Front End Loader	Mobile	79
Generator	Stationary	81
Grader	Mobile	83
Jack Hammer	Stationary	88
Paver	Mobile	89
Pile Driver (Sonic)	Stationary	96
Pickup Truck	Mobile	75
Pneumatic Tools	Stationary	85
Roller	Mobile	80
Saw	Stationary	76
Scraper	Mobile	89
Truck	Mobile	88
Welder/Torch	Stationary	74

Source: FHWA, Highway Construction Noise Handbook 2006

While Table 3 shows the maximum noise levels for individual pieces of equipment, Table 2 provides a more typical representation of maximum noise levels per phase. Typical construction activity using multiple pieces of equipment would increase the ambient noise levels at sensitive receptors. The most noise-intensive construction activities would occur during the early phases of construction activity (e.g., demolition, excavation, and structural framing). The majority of later construction activity would occur within the newly constructed building. The phased noise levels in Table 2 were used to obtain the noise levels at adjacent noise-sensitive receptors shown in Table 4. Table 4 presents estimated noise levels, without mitigation, at noise-sensitive receptors within 500 feet of the project site that were identified to be most impacted. As discussed under *Sensitive Receptors*, noise-sensitive uses within 500 feet of the project site include residences located to the west, northwest, and east. In addition, the Church of the Valley is located approximately 275 feet west of the site. Although noise-sensitive receptors

were identified up to 500 feet, this analysis considers receptors to be most impacted that are not screened by intervening buildings or that have a direct line-of-sight to the project site. The unmitigated noise level during the construction period at each noise-sensitive receptor location, shown in Table 4, was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source to the ambient noise level. See Appendix B for construction noise calculations.

Table 4
Estimated Construction Noise Levels at Noise-Sensitive Receptors – Unmitigated

Sensitive Receptor	Distance	Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[2] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	89	64.1	89	24.9
Single-Family residences northwest of the project	150 feet	79.5	64.1	79.6	15.5
Church of the Valley west of the project site	275 feet	74.2	64.1	74.6	10.5
Multi-Family residences east of the project site	300 feet	73.4	79.9	80.8	0.9

Source: See Appendix B for construction noise calculation sheets.
[1] The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.
[2] Noise Measurements 1 and 2 shown in Table 1 were used to determine the ambient noise environment at each noise-sensitive receptor.

Per LAMC standards, construction noise would be significant if it generates maximum noise levels in exceedance of 75 dBA Lmax between 7:00 AM and 10:00 PM when measured at a distance of 50 feet from the source within 500 feet of a residential zone. As shown in Table 3, a pile driver is the loudest piece of equipment and would generate a typical unmitigated noise level of 96 dBA Lmax at 50 feet. A mobile piece of equipment like a paver would generate a typical unmitigated noise level of 89 dBA Lmax at 50 feet. These typical unmitigated noise levels would exceed the 75 dBA Lmax threshold at 50 feet from the noise source.

Table 5 shows the necessary noise level reduction and the type of mitigation needed to achieve a noise level of 75 dBA Lmax at 50 feet. 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 20 dBA at 50 feet (see Appendix C). Therefore, operational noise from a paver would be reduced to 74 dBA Lmax with industrial grade mufflers and 69 dBA Lmax with residential grade mufflers. However, engine noise is not the primary noise source for certain types of equipment, such as saws, pneumatic tools, jackhammers, and pile drivers. Sound enclosures would reduce noise from stationary equipment by 20 dBA (Echo Barrier 2018). In addition, a temporary noise control barrier/sound curtain on the north and west boundaries of the site would further reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-site to construction activity (see Appendix C).

Table 5
Maximum Noise Levels Generated by Common Construction Equipment – Mitigated

Equipment	Type	Unmitigated Maximum Noise Level at 50 Feet (dBA, Lmax)	Required Reduction to Achieve 75 dBA Lmax at 50 Feet	Mitigation Type	Mitigated Maximum Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	Stationary	81	6	Enclosure	61
Augur Drill Rig	Stationary	84	9	Enclosure	64
Backhoe	Mobile	80	5	Industrial Muffler	65
Caisson Drill Rig[1]	Mobile	84	9	Industrial Muffler	69
Compactor (ground)	Mobile	83	8	Industrial Muffler	68
Concrete Mixer	Stationary	85	10	Enclosure	65
Concrete Pump	Stationary	83	8	Enclosure	63
Crane	Mobile	83	8	Industrial Muffler	68
Dozer	Mobile	82	7	Industrial Muffler	67
Dump Truck	Mobile	76	1	Industrial Muffler	61
Excavator	Mobile	81	6	Industrial Muffler	66
Flat Bed Truck	Mobile	74	0	-	-
Front End Loader	Mobile	79	4	Industrial Muffler	64
Generator	Stationary	81	6	Enclosure	61
Grader	Mobile	83	8	Industrial Muffler	68
Jack Hammer	Stationary	88	13	Enclosure	68
Paver	Mobile	89	14	Residential Muffler[2]	69
Pile Driver (Sonic)	Stationary	96	21	Enclosure	76
Pickup Truck	Mobile	75	0	-	-
Pneumatic Tools	Stationary	85	10	Enclosure	65
Roller	Mobile	80	5	Industrial Muffler	65
Saw	Stationary	76	1	Enclosure	56
Scraper	Mobile	89	14	Residential Muffler[2]	69
Truck	Mobile	88	13	Industrial Muffler	73
Welder/Torch	Stationary	74	0	-	-

Source: FHWA, Highway Construction Noise Handbook 2006
[1] A caisson drill noise level is assumed to be the same as an auger drill since they are both similar pieces of equipment.
[2] Although an industrial grade muffler would provide a 15 dBA reduction and reduce noise levels to 74 dBA Lmax, a residential grade muffler would provide a 20 dBA reduction and further ensure that construction noise levels from a paver and scraper are reduced below 75 dBA Lmax.

Although construction noise would occur only temporarily during project construction and would be subject to RCM 1 and RCM 2 (see *Regulatory Setting*), maximum construction-related noise levels would exceed 75 dBA Lmax without mitigation. As demonstrated in Table 5, implementation of mitigation measures would reduce equipment noise levels to less than 75 dBA Lmax at 50 feet except for pile driver noise. Although the mitigated maximum noise levels from Table 5 are being used for the impact analysis, the information in Table 6 has been included for disclosure purposes and provides estimated mitigated noise levels at adjacent

noise-sensitive receptors. The noise levels in Table 6 are based on three pieces of equipment operating simultaneously and each generating a noise level of 75 dBA at 50 feet. The combined reference noise level is 79.8 dBA at 50 feet. See Appendix B for mitigated construction noise calculations.

Table 6
Estimated Construction Noise Levels at Noise-Sensitive Receptors – Mitigated

Sensitive Receptor	Distance	Maximum Construction Noise Level[2] (dBA, Lmax)	Attenuation Factors[3]	Mitigated Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[4] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	79.8	10	69.8	64.1	70.8	6.7
Single-Family residences northwest of the project	150 feet	70.3	10	60.3	64.1	65.6	1.5
Church of the Valley west of the project site	275 feet	65	5	60	64.1	65.5	1.4
Multi-Family residences east of the project site	300 feet	64.2	5	59.2	79.9	79.9	0

Source: See Appendix B for construction noise calculation sheets.
[1] The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.
[2] The combined reference noise level for three pieces of equipment operating at 75 dBA at 50 feet is 79.8 dBA at 50 feet.
[3] A 5 dBA reduction is applied for one row of intervening buildings west and east of the site, while a 10 dBA reduction is applied for the use of a noise control barrier at the western and northwestern residences.
[4] Noise Measurements 1 and 2 shown in Table 1 were used to determine the ambient noise environment at each noise-sensitive receptor.

Noise-sensitive receptors near the project site would experience an increase in ambient noise levels during construction activity. However, as stated above, the following mitigation measures would need to be implemented during project construction. With implementation of all listed measures, potential construction noise impacts would be reduced to less than significant levels.

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00AM and 6:00 PM Monday through Friday, and 9:00 AM to 6:00 PM on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes,

caisson drill rigs, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks (see Appendix C).

- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers (see Appendix C).
- Air compressors, auger drill rigs, concrete mixers, concrete pumps, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA (Echo Barrier 2018; see Appendix C).
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 20 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA (see Appendix C) for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall remain in place until all windows have been installed and all activities on the project site are complete.
- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street. Queuing and/or idling shall be limited to Van Nuys Boulevard.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

Off-Site Haul Trucks

In addition to on-site construction activities, off-site construction noise sources attributable to construction trucks (i.e., delivery, concrete mix, and haul trucks) could also affect nearby noise-sensitive land uses. Typically, the majority of construction truck movements would occur during excavation/grading activities. The subterranean parking would require approximately 51,000 cubic yards of excavated soil removed from the site, which would require approximately 3,643 total truckloads (or 7,286 one-way truck trips) assuming 14 cubic yard trucks. Demolition of the existing onsite buildings would require an additional approximately 125 truck trips to and from the site (or 250 one-way truck trips) to remove the demolition debris. The excavation/grading period would be approximately 60 days, which would result in approximately 122 truck trips per day, or 12.2 truck trips per hour assuming an average 10-hour workday. Adjacent roadways providing direct access to the project site would include N. Van Nuys Boulevard and W. Kittridge Street. According to traffic counts shown in Table 7, N. Van Nuys Boulevard has an average daily traffic volume of 25,760, and W. Kittridge Street has an average daily traffic volume of 5,080. The addition of 122 truck trips per day would not increase noise levels by more than 3 dBA, which is the threshold of audible increase. See Appendix D for a comparison of existing roadway noise levels to roadway noise levels with the addition of estimated daily haul trucks. While individual trucks would generate audible noise, the chance in daily or hourly noise levels would not be audible at noise-sensitive land uses along local roadways. Therefore, impacts would be less than significant.

Vibration

As discussed under *Vibration Background*, vibration refers to groundborne noise and perceptible motion. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB (FTA 2006). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 7.

Table 7
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment 2006

Operation of the proposed project would not include significant stationary sources of vibration, such as vibration from heavy equipment typically associated with industrial uses. Operational vibration in the project vicinity would be generated by additional project-generated passenger trips on local roadways and delivery and trash-hauling trucks. However, any increase in traffic-related vibrations would not be perceptible by sensitive receptors, since passenger trips, delivery trucks, and trash-hauling truck would not be any different than existing traffic in the project area. Therefore, temporary construction vibration would be the main source of vibration associated with the proposed project.

Buildings in the vicinity of a construction site respond to vibration to varying degrees ranging from imperceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, and up to minor damage at the highest vibrations levels. As discussed under *Sensitive Receptors*, the closest residential noise-sensitive receptors to the project site are existing single-family residences approximately five feet from the western boundary of the project site, single-family residences 150 feet northwest of the project site along Vesper Avenue, and multi-family residences 300 feet east of the project along W. Kittridge Street. Additional sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Table 8 lists ground-borne vibration levels from various types of construction equipment for sensitive receptors within 500 feet of the project site. Per Mitigation Measure XII-20, the use of pile drivers would be prohibited on the project site and is therefore

excluded from this analysis. See Appendix B for construction-related groundborne vibration calculations. Vibration impacts would be significant if vibration levels exceed 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006).

Table 8
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	5 Feet	10 Feet	150 Feet	275 Feet	300 Feet
Caisson Drilling	108	99	64	56	55
Large Bulldozer	108	99	64	56	55
Loaded Trucks	107	98	62	54	53
Jackhammer	100	91	55	48	46
Small Bulldozer	78	69	34	26	25

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment 2006
See Appendix B for groundborne vibration calculations.
Vibration levels assume a noise attenuation rate of 6 dBA per doubling of distance.

As shown in Table 8, ground-borne vibration levels at the nearest noise-sensitive receptors, which consist of the single-family residences adjacent to the western boundary of the project site, could exceed 100 VdB and cause building damage. Therefore, with implementation of Mitigation Measure XII-21, the proposed project would not generate significant vibration impacts and adjacent single-family residences would not be irreparably damaged by construction-related vibration. In addition, per compliance with LAMC Section 41.40 and Mitigation Measure XII-20, construction would only occur during daytime hours and would not disturb residences during sensitive hours of sleep.

XII-21 Increased Vibration Levels (Demolition, Grading, and Construction Activities)

- Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any

repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

Operational Noise

The project would involve construction of a mixed-use building with 18,400 square feet of commercial and 174 residential units. Operational noise sources associated with the proposed project consists of HVAC equipment, outdoor recreational uses, delivery and trash hauling trucks, project-related traffic, and the on-site parking structure. Unlike construction noise, which is temporary, operational noise is long-term and persistent over the life of the project.

Impacts to Existing Noise-Sensitive Land Uses

Rooftop-Mounted Equipment

Noise levels from HVAC equipment can reach 100 dBA Leq at a distance of three feet (USEPA 1971). These units usually have noise shielding cabinets placed on the roof or are in mechanical equipment rooms. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA Leq at 50 feet from the source. With respect to a significant impact, LAMC Section 112.02 requires that any HVAC system not cause an exceedance of the ambient noise level at any other occupied property by more than 5 dBA.

HVAC rooftop equipment at the project site would be located approximately 25 feet from single-family residences to the west. Accounting for the height of the sixth floor rooftop area above the nearest receptors (approximately 45 feet), the distance to the nearest receptor from the sixth floor rooftop area (90 feet), HVAC equipment would be approximately 100 feet from the nearest receptor. At a distance of 100 feet, noise from HVAC equipment would be approximately 49 dBA Leq. As shown in Table 1, ambient noise levels in the project site vicinity were measured at 79.9 dBA Leq along N. Van Nuys Boulevard and 64.1 dBA Leq along W. Kittridge Street. Therefore, noise levels generated by HVAC equipment associated with the proposed project would not increase existing ambient noise levels by more than 5 dBA. The proposed project's HVAC system would not present a new source of noise nor create an audible increase in the ambient noise environment. Therefore, potential impacts would be less than significant.

Outdoor Recreational Uses

Outdoor recreational uses associated with the proposed project would consist of a courtyard with a pool on the second floor, a courtyard on the second floor along the western boundary of the project site, and leisure patio areas on the fifth and sixth floors along the western boundary of the project site. The courtyard and pool area would be located at the center of the project site surrounded by five stories of residential uses. Therefore, the building surrounding the courtyard would function as an enclosure to reduce potential courtyard and pool noise on off-site noise-sensitive receptors. Noise levels associated with the center courtyard would be negligible. The primary sources of noise associated with the western courtyard on the second floor, and patio areas on the fifth and sixth floors would be voices of people.

In social situations, people often talk at distances of approximately 3 to 13 feet. A typical voice level at this distance is approximately 60 dBA (The Engineering Toolbox, Voice Level and Distance). As shown in Table 1, ambient noise levels in the project site vicinity were measured at 79.9 dBA Leq along N. Van Nuys Boulevard and 64.1 dBA Leq along W. Kittridge Street. Therefore, on-site human voices would not generate an audible noise level increase in excess of

the existing noise environment. In addition, human voices would be a temporary and intermittent source of noise. Amenities on the fifth and sixth floor patio areas would include patio furniture, a barbecue area, and fire pit, which would potentially result in social gatherings with music. However, Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area from exceeding the ambient noise level on another property by more than 5 dBA. In addition, as shown in the Landscape Plan for the proposed project, the project would include trees that would separate the properties, and reduce noise levels from outdoor recreational uses on noise-sensitive receptors. Noise levels would be consistent with existing ambient noise levels, and proposed outdoor recreational uses would not generate an audible increase in the ambient noise environment. Therefore, impacts would be less than significant.

Delivery and Trash Hauling Trucks

The proposed mixed-use project would require periodic delivery and trash hauling services. The project site is located in a highly urbanized area and is surrounded by existing commercial and residential uses. Therefore, delivery and trash trucks are already a common occurrence in the project vicinity. While individual truck trips would generate an audible noise, such occurrences would not occur daily and would not result in an audible change in the daily ambient noise level at adjacent noise-sensitive receptors. In addition, California State law prohibits trucks from idling for longer than 5 minutes. Delivery and trash truck trips to the site would be a periodic source of operational noise and would not result in a notable audible increase in the ambient noise level of the project vicinity. Therefore, potential impacts would be less than significant.

Parking Noise

Parking noise is typically associated with screeching tires, slamming doors, and people's voices. Project-related parking noise would create a significant impact if it causes an audible increase in the ambient noise level. However, parking for the proposed project would be located in a three-level mostly subterranean structure. Therefore, the enclosed structure would serve to reduce noise from parking activity at the project site. Parking activity would not generate noise at the street level and would not audibly increase the noise level at nearby noise-sensitive receptors. Therefore, potential impacts would be less than significant.

Off-Site Traffic Noise

It is noted that the Traffic Impact Study for the project (Linscott, Law & Greenspan, Engineers [LLG] 2016) analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates of project-related traffic noise in this report are considered conservative; projected traffic noise would likely be slightly less than what is included in this analysis.

Other vehicle-related noise would include the addition of project-generated passenger vehicle trips. To assess project-related traffic noise, the Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator (HUD 2018) was used to estimate existing noise levels in the project area. The HUD DNL Calculator estimates traffic

noise levels in Ldn. Typically, noise levels described by Ldn and CNEL do not differ by more than 1 dBA and are therefore often used interchangeably.

Existing and plus-project traffic noise was calculated based on traffic volumes provided by the Traffic Impact Study prepared for the project (LLG 2016), as shown in Table 9. It is assumed that traffic along N. Van Nuys Boulevard and Victory Boulevard would be composed of 95% passenger vehicles, 3% medium-duty trucks, and 2% heavy-duty trucks. In addition, it is assumed that traffic along W. Kittridge Street would be composed of 95% passenger vehicles and 5% medium-duty trucks, since this roadway is located in a predominantly residential area with exposure to less heavy-duty vehicles. For this analysis, all project-generated traffic is assumed to be 100% passenger vehicles. This analysis also assumes an average speed of 35 miles per hour for all vehicles on N. Van Nuys Boulevard and Victory Boulevard, and 25 miles per hour for all vehicles on W. Kittridge Street.

Table 9
Daily Trips

Road Segment	Existing Daily Trips	Plus-Project Daily Trips
N. Van Nuys Boulevard between W. Kittridge Street and Haynes Street	25,760	26,000
W. Kittridge Street between N. Van Nuys Boulevard and Kester Avenue	5,080	5,230
Victory Boulevard west of N. Van Nuys Boulevard	27,210	27,360

Source: LLG 2016

Using the traffic volumes shown in Table 9 above, existing ambient noise levels are estimated at 75.9 dBA CNEL along N. Van Nuys Boulevard, 63.4 dBA CNEL along W. Kittridge Street, and 73.2 dBA CNEL along Victory Boulevard, as shown in Table 10 (refer to Appendix D for HUD DNL Calculator results). These modeled noise levels represent CNEL noise levels at the ground level of the project at the location of Noise Measurement 1, Noise Measurement 2, and Noise Measurement 3 shown in Figure 2. As shown in Table 10, the addition of passenger vehicles generated by the proposed project would not create an audible increase in off-site traffic noise when compared to existing ambient noise levels. Therefore, impacts would be less than significant.

Table 10
Modeled Traffic Noise Levels

Model Number	Modeled Location	Distance From Primary Noise Source	Existing Noise Level (dBA CNEL)	Plus-Project Noise Level (dBA CNEL)
1	East side of project site at N. Van Nuys Boulevard	50 feet from centerline of N. Van Nuys Boulevard	72.9	73.0
2	North side of project site at W. Kittridge Street	30 feet from centerline of W. Kittridge Street	63.4	63.5
3	Existing residence along Victory Boulevard between Willis Avenue and Cedros Avenue	50 feet from centerline of Victory Boulevard	73.2	73.2

Traffic counts taken from project traffic study (LLG 2016)

Exposure of Proposed Noise-Sensitive Residences to Noise

Regarding noise generated by existing sources, in the California Supreme Court California Building Industry Association vs. Bay Area Air Quality Management District (December 17, 2015), the Court, relying upon CEQA (Public Resources Code) Section 21083 and other relevant provisions, held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already existing, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions". The proposed project would not directly exacerbate an existing condition. Assessing noise from existing land uses equates to assessing the environment's impact on the project. Therefore, based on the California Supreme Court ruling, this analysis would not be consistent with and is not required by CEQA.

Buildout of the proposed project would result in a mixed-use development with commercial and residential uses. Proposed residential units would create new noise-sensitive receptors on the project site, subject to noise levels from the proposed commercial uses. However, the proposed project would comply with Mitigation Measure XII-60 to reduce potential noise impacts between the on-site residential and commercial uses. Therefore, with implementation of mitigation, potential impacts would be less than significant.

XII-60 Increased Noise Levels (Mixed-Use Development)

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficition (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

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Appendix A

Noise Measurement Data

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 105.0 - 2009/04/30 02:18:19
- Level Range : 40-100
- SEL : 109.4
- Leq : 79.9
-

No.s	Date Time	(dB)
1	2009/04/30 02:08:23	73.5
2	2009/04/30 02:08:24	76.9
3	2009/04/30 02:08:25	77.3
4	2009/04/30 02:08:26	74.9
5	2009/04/30 02:08:27	76.3
6	2009/04/30 02:08:28	76.9
7	2009/04/30 02:08:29	77.3
8	2009/04/30 02:08:30	75.2
9	2009/04/30 02:08:31	77.8
10	2009/04/30 02:08:32	78.7
11	2009/04/30 02:08:33	82.1
12	2009/04/30 02:08:34	86.7
13	2009/04/30 02:08:35	94.4
14	2009/04/30 02:08:36	83.9
15	2009/04/30 02:08:37	85.4
16	2009/04/30 02:08:38	82.4
17	2009/04/30 02:08:39	81.3
18	2009/04/30 02:08:40	80.0
19	2009/04/30 02:08:41	78.0
20	2009/04/30 02:08:42	77.3
21	2009/04/30 02:08:43	78.6
22	2009/04/30 02:08:44	78.7
23	2009/04/30 02:08:45	76.9
24	2009/04/30 02:08:46	76.2
25	2009/04/30 02:08:47	74.4
26	2009/04/30 02:08:48	75.4
27	2009/04/30 02:08:49	73.4
28	2009/04/30 02:08:50	73.2
29	2009/04/30 02:08:51	75.4
30	2009/04/30 02:08:52	73.6
31	2009/04/30 02:08:53	74.3
32	2009/04/30 02:08:54	74.4
33	2009/04/30 02:08:55	74.7
34	2009/04/30 02:08:56	74.1
35	2009/04/30 02:08:57	73.8
36	2009/04/30 02:08:58	74.8
37	2009/04/30 02:08:59	74.2
38	2009/04/30 02:09:00	72.5
39	2009/04/30 02:09:01	72.0
40	2009/04/30 02:09:02	73.0
41	2009/04/30 02:09:03	73.9
42	2009/04/30 02:09:04	74.1
43	2009/04/30 02:09:05	73.0
44	2009/04/30 02:09:06	72.1
45	2009/04/30 02:09:07	73.0
46	2009/04/30 02:09:08	73.7
47	2009/04/30 02:09:09	73.9
48	2009/04/30 02:09:10	75.3
49	2009/04/30 02:09:11	74.1
50	2009/04/30 02:09:12	74.8
51	2009/04/30 02:09:13	74.0
52	2009/04/30 02:09:14	74.2
53	2009/04/30 02:09:15	75.3
54	2009/04/30 02:09:16	76.4
55	2009/04/30 02:09:17	76.9
56	2009/04/30 02:09:18	73.5
57	2009/04/30 02:09:19	72.0
58	2009/04/30 02:09:20	70.6
59	2009/04/30 02:09:21	70.7
60	2009/04/30 02:09:22	69.9
61	2009/04/30 02:09:23	68.4
62	2009/04/30 02:09:24	68.7
63	2009/04/30 02:09:25	69.3
64	2009/04/30 02:09:26	69.3
65	2009/04/30 02:09:27	68.8
66	2009/04/30 02:09:28	67.4
67	2009/04/30 02:09:29	66.7
68	2009/04/30 02:09:30	66.3
69	2009/04/30 02:09:31	66.4
70	2009/04/30 02:09:32	66.3
71	2009/04/30 02:09:33	66.3
72	2009/04/30 02:09:34	66.7
73	2009/04/30 02:09:35	66.5
74	2009/04/30 02:09:36	66.9
75	2009/04/30 02:09:37	66.3
76	2009/04/30 02:09:38	66.8
77	2009/04/30 02:09:39	67.2
78	2009/04/30 02:09:40	68.0
79	2009/04/30 02:09:41	69.2
80	2009/04/30 02:09:42	70.4
81	2009/04/30 02:09:43	70.2
82	2009/04/30 02:09:44	69.4
83	2009/04/30 02:09:45	69.6
84	2009/04/30 02:09:46	70.3
85	2009/04/30 02:09:47	72.9

86	2009/04/30	02:09:48	76.2
87	2009/04/30	02:09:49	76.8
88	2009/04/30	02:09:50	73.9
89	2009/04/30	02:09:51	73.8
90	2009/04/30	02:09:52	73.6
91	2009/04/30	02:09:53	74.8
92	2009/04/30	02:09:54	75.3
93	2009/04/30	02:09:55	76.9
94	2009/04/30	02:09:56	76.2
95	2009/04/30	02:09:57	75.9
96	2009/04/30	02:09:58	75.3
97	2009/04/30	02:09:59	75.9
98	2009/04/30	02:10:00	74.9
99	2009/04/30	02:10:01	73.1
100	2009/04/30	02:10:02	74.5
101	2009/04/30	02:10:03	72.3
102	2009/04/30	02:10:04	72.8
103	2009/04/30	02:10:05	74.4
104	2009/04/30	02:10:06	77.0
105	2009/04/30	02:10:07	74.4
106	2009/04/30	02:10:08	72.7
107	2009/04/30	02:10:09	80.0
108	2009/04/30	02:10:10	79.4
109	2009/04/30	02:10:11	74.6
110	2009/04/30	02:10:12	73.9
111	2009/04/30	02:10:13	73.8
112	2009/04/30	02:10:14	75.4
113	2009/04/30	02:10:15	72.8
114	2009/04/30	02:10:16	72.1
115	2009/04/30	02:10:17	72.9
116	2009/04/30	02:10:18	74.4
117	2009/04/30	02:10:19	74.6
118	2009/04/30	02:10:20	76.0
119	2009/04/30	02:10:21	78.0
120	2009/04/30	02:10:22	76.5
121	2009/04/30	02:10:23	74.1
122	2009/04/30	02:10:24	72.8
123	2009/04/30	02:10:25	72.2
124	2009/04/30	02:10:26	72.9
125	2009/04/30	02:10:27	77.5
126	2009/04/30	02:10:28	77.3
127	2009/04/30	02:10:29	73.5
128	2009/04/30	02:10:30	71.9
129	2009/04/30	02:10:31	71.0
130	2009/04/30	02:10:32	70.1
131	2009/04/30	02:10:33	70.3
132	2009/04/30	02:10:34	70.6
133	2009/04/30	02:10:35	70.0
134	2009/04/30	02:10:36	70.8
135	2009/04/30	02:10:37	71.7
136	2009/04/30	02:10:38	73.1
137	2009/04/30	02:10:39	74.8
138	2009/04/30	02:10:40	74.7
139	2009/04/30	02:10:41	72.1
140	2009/04/30	02:10:42	70.8
141	2009/04/30	02:10:43	70.5
142	2009/04/30	02:10:44	69.9
143	2009/04/30	02:10:45	69.5
144	2009/04/30	02:10:46	69.7
145	2009/04/30	02:10:47	68.7
146	2009/04/30	02:10:48	69.2
147	2009/04/30	02:10:49	67.4
148	2009/04/30	02:10:50	67.8
149	2009/04/30	02:10:51	68.3
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576	2009/04/30	02:17:58	76.0
577	2009/04/30	02:17:59	75.9
578	2009/04/30	02:18:00	74.0
579	2009/04/30	02:18:01	73.7
580	2009/04/30	02:18:02	73.4

581	2009/04/30	02:18:03	74.4
582	2009/04/30	02:18:04	78.9
583	2009/04/30	02:18:05	78.9
584	2009/04/30	02:18:06	77.9
585	2009/04/30	02:18:07	80.3
586	2009/04/30	02:18:08	81.7
587	2009/04/30	02:18:09	84.5
588	2009/04/30	02:18:10	81.8
589	2009/04/30	02:18:11	86.6
590	2009/04/30	02:18:12	91.9
591	2009/04/30	02:18:13	92.9
592	2009/04/30	02:18:14	94.1
593	2009/04/30	02:18:15	98.1
594	2009/04/30	02:18:16	99.1
595	2009/04/30	02:18:17	99.7
596	2009/04/30	02:18:18	103.9
597	2009/04/30	02:18:19	98.8
598	2009/04/30	02:18:20	91.3
599	2009/04/30	02:18:21	85.3
600	2009/04/30	02:18:22	84.3
601	2009/04/30	02:18:23	87.5
602	2009/04/30	02:18:24	86.5
603	2009/04/30	02:18:25	81.4
604	2009/04/30	02:18:26	81.6
605	2009/04/30	02:18:27	77.9
606	2009/04/30	02:18:28	78.7
607	2009/04/30	02:18:29	75.4
608	2009/04/30	02:18:30	74.9
609	2009/04/30	02:18:31	74.5
610	2009/04/30	02:18:32	73.7
611	2009/04/30	02:18:33	73.9
612	2009/04/30	02:18:34	74.0
613	2009/04/30	02:18:35	73.3
614	2009/04/30	02:18:36	73.0
615	2009/04/30	02:18:37	72.3
616	2009/04/30	02:18:38	72.9
617	2009/04/30	02:18:39	73.8
618	2009/04/30	02:18:40	76.7
619	2009/04/30	02:18:41	76.2
620	2009/04/30	02:18:42	74.0
621	2009/04/30	02:18:43	73.4
622	2009/04/30	02:18:44	75.7
623	2009/04/30	02:18:45	75.5
624	2009/04/30	02:18:46	72.2
625	2009/04/30	02:18:47	71.0
626	2009/04/30	02:18:48	70.2
627	2009/04/30	02:18:49	69.7
628	2009/04/30	02:18:50	69.6
629	2009/04/30	02:18:51	69.3
630	2009/04/30	02:18:52	69.5
631	2009/04/30	02:18:53	69.1
632	2009/04/30	02:18:54	69.3
633	2009/04/30	02:18:55	71.2
634	2009/04/30	02:18:56	75.1
635	2009/04/30	02:18:57	71.0
636	2009/04/30	02:18:58	70.0
637	2009/04/30	02:18:59	70.3
638	2009/04/30	02:19:00	70.7
639	2009/04/30	02:19:01	71.1
640	2009/04/30	02:19:02	73.6
641	2009/04/30	02:19:03	77.4
642	2009/04/30	02:19:04	74.2
643	2009/04/30	02:19:05	72.8
644	2009/04/30	02:19:06	73.1
645	2009/04/30	02:19:07	73.2
646	2009/04/30	02:19:08	71.8
647	2009/04/30	02:19:09	69.7
648	2009/04/30	02:19:10	68.8
649	2009/04/30	02:19:11	68.3
650	2009/04/30	02:19:12	67.8
651	2009/04/30	02:19:13	68.4
652	2009/04/30	02:19:14	68.1
653	2009/04/30	02:19:15	68.8
654	2009/04/30	02:19:16	69.5
655	2009/04/30	02:19:17	70.2
656	2009/04/30	02:19:18	69.9
657	2009/04/30	02:19:19	68.7
658	2009/04/30	02:19:20	69.0
659	2009/04/30	02:19:21	68.6
660	2009/04/30	02:19:22	68.7
661	2009/04/30	02:19:23	69.2
662	2009/04/30	02:19:24	69.7
663	2009/04/30	02:19:25	68.8
664	2009/04/30	02:19:26	67.5
665	2009/04/30	02:19:27	68.9
666	2009/04/30	02:19:28	68.8
667	2009/04/30	02:19:29	69.1
668	2009/04/30	02:19:30	70.0
669	2009/04/30	02:19:31	69.1
670	2009/04/30	02:19:32	71.0
671	2009/04/30	02:19:33	72.2
672	2009/04/30	02:19:34	69.9
673	2009/04/30	02:19:35	69.5
674	2009/04/30	02:19:36	68.8
675	2009/04/30	02:19:37	69.5
676	2009/04/30	02:19:38	69.3
677	2009/04/30	02:19:39	68.8
678	2009/04/30	02:19:40	68.8
679	2009/04/30	02:19:41	68.5

680	2009/04/30	02:19:42	70.2
681	2009/04/30	02:19:43	68.8
682	2009/04/30	02:19:44	69.4
683	2009/04/30	02:19:45	70.9
684	2009/04/30	02:19:46	74.1
685	2009/04/30	02:19:47	76.5
686	2009/04/30	02:19:48	75.9
687	2009/04/30	02:19:49	75.9
688	2009/04/30	02:19:50	75.8
689	2009/04/30	02:19:51	74.9
690	2009/04/30	02:19:52	73.7
691	2009/04/30	02:19:53	73.2
692	2009/04/30	02:19:54	72.4
693	2009/04/30	02:19:55	72.9
694	2009/04/30	02:19:56	71.5
695	2009/04/30	02:19:57	71.5
696	2009/04/30	02:19:58	71.2
697	2009/04/30	02:19:59	70.7
698	2009/04/30	02:20:00	70.4
699	2009/04/30	02:20:01	70.2
700	2009/04/30	02:20:02	69.5
701	2009/04/30	02:20:03	68.9
702	2009/04/30	02:20:04	68.3
703	2009/04/30	02:20:05	68.5
704	2009/04/30	02:20:06	68.0
705	2009/04/30	02:20:07	67.9
706	2009/04/30	02:20:08	67.2
707	2009/04/30	02:20:09	66.8
708	2009/04/30	02:20:10	65.5
709	2009/04/30	02:20:11	65.7
710	2009/04/30	02:20:12	65.3
711	2009/04/30	02:20:13	66.4
712	2009/04/30	02:20:14	65.6
713	2009/04/30	02:20:15	65.5
714	2009/04/30	02:20:16	67.7
715	2009/04/30	02:20:17	67.8
716	2009/04/30	02:20:18	69.6
717	2009/04/30	02:20:19	69.7
718	2009/04/30	02:20:20	70.0
719	2009/04/30	02:20:21	72.6
720	2009/04/30	02:20:22	70.6
721	2009/04/30	02:20:23	71.9
722	2009/04/30	02:20:24	72.1
723	2009/04/30	02:20:25	71.9
724	2009/04/30	02:20:26	72.4
725	2009/04/30	02:20:27	72.0
726	2009/04/30	02:20:28	71.5
727	2009/04/30	02:20:29	72.2
728	2009/04/30	02:20:30	72.0
729	2009/04/30	02:20:31	71.8
730	2009/04/30	02:20:32	71.4
731	2009/04/30	02:20:33	72.0
732	2009/04/30	02:20:34	72.5
733	2009/04/30	02:20:35	73.4
734	2009/04/30	02:20:36	72.5
735	2009/04/30	02:20:37	74.2
736	2009/04/30	02:20:38	74.8
737	2009/04/30	02:20:39	78.2
738	2009/04/30	02:20:40	80.9
739	2009/04/30	02:20:41	78.4
740	2009/04/30	02:20:42	76.6
741	2009/04/30	02:20:43	75.6
742	2009/04/30	02:20:44	74.4
743	2009/04/30	02:20:45	75.4
744	2009/04/30	02:20:46	74.6
745	2009/04/30	02:20:47	74.7
746	2009/04/30	02:20:48	74.4
747	2009/04/30	02:20:49	81.1
748	2009/04/30	02:20:50	79.7
749	2009/04/30	02:20:51	75.7
750	2009/04/30	02:20:52	73.9
751	2009/04/30	02:20:53	73.2
752	2009/04/30	02:20:54	72.7
753	2009/04/30	02:20:55	71.8
754	2009/04/30	02:20:56	71.9
755	2009/04/30	02:20:57	71.8
756	2009/04/30	02:20:58	70.1
757	2009/04/30	02:20:59	69.9
758	2009/04/30	02:21:00	69.9
759	2009/04/30	02:21:01	70.9
760	2009/04/30	02:21:02	72.0
761	2009/04/30	02:21:03	72.6
762	2009/04/30	02:21:04	71.9
763	2009/04/30	02:21:05	73.9
764	2009/04/30	02:21:06	77.9
765	2009/04/30	02:21:07	77.3
766	2009/04/30	02:21:08	75.1
767	2009/04/30	02:21:09	72.6
768	2009/04/30	02:21:10	74.3
769	2009/04/30	02:21:11	73.2
770	2009/04/30	02:21:12	74.0
771	2009/04/30	02:21:13	72.2
772	2009/04/30	02:21:14	71.8
773	2009/04/30	02:21:15	71.6
774	2009/04/30	02:21:16	74.0
775	2009/04/30	02:21:17	73.3
776	2009/04/30	02:21:18	74.2
777	2009/04/30	02:21:19	72.4
778	2009/04/30	02:21:20	70.8

779	2009/04/30	02:21:21	71.6
780	2009/04/30	02:21:22	70.9
781	2009/04/30	02:21:23	69.8
782	2009/04/30	02:21:24	68.7
783	2009/04/30	02:21:25	68.1
784	2009/04/30	02:21:26	67.2
785	2009/04/30	02:21:27	66.6
786	2009/04/30	02:21:28	67.3
787	2009/04/30	02:21:29	66.6
788	2009/04/30	02:21:30	67.4
789	2009/04/30	02:21:31	67.7
790	2009/04/30	02:21:32	68.5
791	2009/04/30	02:21:33	68.2
792	2009/04/30	02:21:34	68.2
793	2009/04/30	02:21:35	67.9
794	2009/04/30	02:21:36	68.3
795	2009/04/30	02:21:37	68.3
796	2009/04/30	02:21:38	67.2
797	2009/04/30	02:21:39	67.2
798	2009/04/30	02:21:40	67.4
799	2009/04/30	02:21:41	67.6
800	2009/04/30	02:21:42	68.5
801	2009/04/30	02:21:43	71.9
802	2009/04/30	02:21:44	72.0
803	2009/04/30	02:21:45	71.0
804	2009/04/30	02:21:46	71.3
805	2009/04/30	02:21:47	70.2
806	2009/04/30	02:21:48	67.9
807	2009/04/30	02:21:49	68.1
808	2009/04/30	02:21:50	68.1
809	2009/04/30	02:21:51	68.2
810	2009/04/30	02:21:52	67.0
811	2009/04/30	02:21:53	66.4
812	2009/04/30	02:21:54	67.7
813	2009/04/30	02:21:55	67.6
814	2009/04/30	02:21:56	66.7
815	2009/04/30	02:21:57	66.6
816	2009/04/30	02:21:58	68.2
817	2009/04/30	02:21:59	70.5
818	2009/04/30	02:22:00	70.4
819	2009/04/30	02:22:01	69.5
820	2009/04/30	02:22:02	71.0
821	2009/04/30	02:22:03	72.7
822	2009/04/30	02:22:04	74.8
823	2009/04/30	02:22:05	77.4
824	2009/04/30	02:22:06	75.1
825	2009/04/30	02:22:07	75.5
826	2009/04/30	02:22:08	79.0
827	2009/04/30	02:22:09	82.5
828	2009/04/30	02:22:10	80.8
829	2009/04/30	02:22:11	77.3
830	2009/04/30	02:22:12	75.6
831	2009/04/30	02:22:13	76.4
832	2009/04/30	02:22:14	76.5
833	2009/04/30	02:22:15	78.2
834	2009/04/30	02:22:16	81.3
835	2009/04/30	02:22:17	79.4
836	2009/04/30	02:22:18	76.3
837	2009/04/30	02:22:19	75.2
838	2009/04/30	02:22:20	75.1
839	2009/04/30	02:22:21	75.9
840	2009/04/30	02:22:22	74.7
841	2009/04/30	02:22:23	76.4
842	2009/04/30	02:22:24	78.5
843	2009/04/30	02:22:25	75.2
844	2009/04/30	02:22:26	75.5
845	2009/04/30	02:22:27	74.2
846	2009/04/30	02:22:28	75.6
847	2009/04/30	02:22:29	76.5
848	2009/04/30	02:22:30	76.5
849	2009/04/30	02:22:31	73.7
850	2009/04/30	02:22:32	72.7
851	2009/04/30	02:22:33	72.7
852	2009/04/30	02:22:34	71.7
853	2009/04/30	02:22:35	72.5
854	2009/04/30	02:22:36	71.1
855	2009/04/30	02:22:37	70.3
856	2009/04/30	02:22:38	71.2
857	2009/04/30	02:22:39	72.1
858	2009/04/30	02:22:40	71.1
859	2009/04/30	02:22:41	70.7
860	2009/04/30	02:22:42	70.3
861	2009/04/30	02:22:43	70.5
862	2009/04/30	02:22:44	70.1
863	2009/04/30	02:22:45	70.1
864	2009/04/30	02:22:46	71.8
865	2009/04/30	02:22:47	74.3
866	2009/04/30	02:22:48	72.8
867	2009/04/30	02:22:49	71.2
868	2009/04/30	02:22:50	70.3
869	2009/04/30	02:22:51	69.7
870	2009/04/30	02:22:52	69.5
871	2009/04/30	02:22:53	68.4
872	2009/04/30	02:22:54	67.9
873	2009/04/30	02:22:55	67.3
874	2009/04/30	02:22:56	66.6
875	2009/04/30	02:22:57	66.2
876	2009/04/30	02:22:58	66.5
877	2009/04/30	02:22:59	66.5

878	2009/04/30	02:23:00	66.5
879	2009/04/30	02:23:01	67.3
880	2009/04/30	02:23:02	68.4
881	2009/04/30	02:23:03	68.3
882	2009/04/30	02:23:04	68.1
883	2009/04/30	02:23:05	71.7
884	2009/04/30	02:23:06	77.0
885	2009/04/30	02:23:07	72.2
886	2009/04/30	02:23:08	68.7
887	2009/04/30	02:23:09	66.5
888	2009/04/30	02:23:10	66.6
889	2009/04/30	02:23:11	70.1
890	2009/04/30	02:23:12	65.9
891	2009/04/30	02:23:13	66.3
892	2009/04/30	02:23:14	66.8
893	2009/04/30	02:23:15	68.7
894	2009/04/30	02:23:16	68.3
895	2009/04/30	02:23:17	66.9
896	2009/04/30	02:23:18	66.6
897	2009/04/30	02:23:19	66.7
898	2009/04/30	02:23:20	66.1
899	2009/04/30	02:23:21	66.6
900	2009/04/30	02:23:22	66.6

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 86.9 - 2009/04/30 01:46:52
- Level Range : 40-100
- SEL : 93.6
- Leq : 64.1
-

No.s	Date Time	(dB)
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3	2009/04/30 01:44:01	68.6
4	2009/04/30 01:44:02	63.6
5	2009/04/30 01:44:03	67.1
6	2009/04/30 01:44:04	64.6
7	2009/04/30 01:44:05	59.1
8	2009/04/30 01:44:06	59.5
9	2009/04/30 01:44:07	63.0
10	2009/04/30 01:44:08	64.8
11	2009/04/30 01:44:09	66.3
12	2009/04/30 01:44:10	66.0
13	2009/04/30 01:44:11	66.7
14	2009/04/30 01:44:12	65.0
15	2009/04/30 01:44:13	62.8
16	2009/04/30 01:44:14	62.1
17	2009/04/30 01:44:15	65.2
18	2009/04/30 01:44:16	65.0
19	2009/04/30 01:44:17	62.0
20	2009/04/30 01:44:18	59.2
21	2009/04/30 01:44:19	58.6
22	2009/04/30 01:44:20	61.3
23	2009/04/30 01:44:21	61.3
24	2009/04/30 01:44:22	66.1
25	2009/04/30 01:44:23	72.2
26	2009/04/30 01:44:24	72.4
27	2009/04/30 01:44:25	66.7
28	2009/04/30 01:44:26	61.9
29	2009/04/30 01:44:27	59.8
30	2009/04/30 01:44:28	55.0
31	2009/04/30 01:44:29	54.0
32	2009/04/30 01:44:30	54.6
33	2009/04/30 01:44:31	55.1
34	2009/04/30 01:44:32	55.9
35	2009/04/30 01:44:33	60.0
36	2009/04/30 01:44:34	64.4
37	2009/04/30 01:44:35	68.1
38	2009/04/30 01:44:36	65.4
39	2009/04/30 01:44:37	60.8
40	2009/04/30 01:44:38	59.9
41	2009/04/30 01:44:39	62.2
42	2009/04/30 01:44:40	65.6
43	2009/04/30 01:44:41	63.7
44	2009/04/30 01:44:42	57.7
45	2009/04/30 01:44:43	54.0
46	2009/04/30 01:44:44	53.1
47	2009/04/30 01:44:45	57.9
48	2009/04/30 01:44:46	54.9
49	2009/04/30 01:44:47	59.0
50	2009/04/30 01:44:48	57.0
51	2009/04/30 01:44:49	59.0
52	2009/04/30 01:44:50	62.5
53	2009/04/30 01:44:51	65.9
54	2009/04/30 01:44:52	67.1
55	2009/04/30 01:44:53	65.5
56	2009/04/30 01:44:54	64.3
57	2009/04/30 01:44:55	66.3
58	2009/04/30 01:44:56	64.7
59	2009/04/30 01:44:57	60.8
60	2009/04/30 01:44:58	57.5
61	2009/04/30 01:44:59	56.1
62	2009/04/30 01:45:00	54.4
63	2009/04/30 01:45:01	54.3
64	2009/04/30 01:45:02	53.9
65	2009/04/30 01:45:03	54.3
66	2009/04/30 01:45:04	57.4
67	2009/04/30 01:45:05	55.2
68	2009/04/30 01:45:06	55.6
69	2009/04/30 01:45:07	55.7
70	2009/04/30 01:45:08	57.5
71	2009/04/30 01:45:09	60.3
72	2009/04/30 01:45:10	63.9
73	2009/04/30 01:45:11	66.6
74	2009/04/30 01:45:12	65.3
75	2009/04/30 01:45:13	61.0
76	2009/04/30 01:45:14	57.8
77	2009/04/30 01:45:15	55.9
78	2009/04/30 01:45:16	57.5
79	2009/04/30 01:45:17	56.5
80	2009/04/30 01:45:18	53.8
81	2009/04/30 01:45:19	53.4
82	2009/04/30 01:45:20	54.1
83	2009/04/30 01:45:21	54.1
84	2009/04/30 01:45:22	55.1
85	2009/04/30 01:45:23	55.6

86	2009/04/30	01:45:24	55.3
87	2009/04/30	01:45:25	55.7
88	2009/04/30	01:45:26	57.1
89	2009/04/30	01:45:27	56.3
90	2009/04/30	01:45:28	59.0
91	2009/04/30	01:45:29	59.6
92	2009/04/30	01:45:30	61.4
93	2009/04/30	01:45:31	64.0
94	2009/04/30	01:45:32	70.1
95	2009/04/30	01:45:33	79.9
96	2009/04/30	01:45:34	75.2
97	2009/04/30	01:45:35	66.0
98	2009/04/30	01:45:36	62.2
99	2009/04/30	01:45:37	61.4
100	2009/04/30	01:45:38	64.4
101	2009/04/30	01:45:39	66.4
102	2009/04/30	01:45:40	67.5
103	2009/04/30	01:45:41	67.7
104	2009/04/30	01:45:42	69.1
105	2009/04/30	01:45:43	67.2
106	2009/04/30	01:45:44	67.7
107	2009/04/30	01:45:45	66.3
108	2009/04/30	01:45:46	69.1
109	2009/04/30	01:45:47	71.1
110	2009/04/30	01:45:48	66.0
111	2009/04/30	01:45:49	61.9
112	2009/04/30	01:45:50	58.8
113	2009/04/30	01:45:51	56.4
114	2009/04/30	01:45:52	55.4
115	2009/04/30	01:45:53	54.8
116	2009/04/30	01:45:54	54.8
117	2009/04/30	01:45:55	61.9
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123	2009/04/30	01:46:01	57.5
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125	2009/04/30	01:46:03	53.9
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133	2009/04/30	01:46:11	58.7
134	2009/04/30	01:46:12	62.6
135	2009/04/30	01:46:13	68.5
136	2009/04/30	01:46:14	67.4
137	2009/04/30	01:46:15	69.5
138	2009/04/30	01:46:16	65.5
139	2009/04/30	01:46:17	59.0
140	2009/04/30	01:46:18	57.8
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143	2009/04/30	01:46:21	57.1
144	2009/04/30	01:46:22	53.4
145	2009/04/30	01:46:23	56.2
146	2009/04/30	01:46:24	54.2
147	2009/04/30	01:46:25	53.4
148	2009/04/30	01:46:26	55.1
149	2009/04/30	01:46:27	64.3
150	2009/04/30	01:46:28	58.4
151	2009/04/30	01:46:29	54.3
152	2009/04/30	01:46:30	53.7
153	2009/04/30	01:46:31	58.3
154	2009/04/30	01:46:32	55.9
155	2009/04/30	01:46:33	56.4
156	2009/04/30	01:46:34	61.1
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180	2009/04/30	01:46:58	62.9
181	2009/04/30	01:46:59	61.1
182	2009/04/30	01:47:00	62.6
183	2009/04/30	01:47:01	61.8
184	2009/04/30	01:47:02	63.8

185	2009/04/30	01:47:03	62.0
186	2009/04/30	01:47:04	63.9
187	2009/04/30	01:47:05	65.8
188	2009/04/30	01:47:06	69.9
189	2009/04/30	01:47:07	66.3
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191	2009/04/30	01:47:09	61.8
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193	2009/04/30	01:47:11	67.6
194	2009/04/30	01:47:12	66.5
195	2009/04/30	01:47:13	61.9
196	2009/04/30	01:47:14	61.0
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206	2009/04/30	01:47:24	65.5
207	2009/04/30	01:47:25	74.2
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230	2009/04/30	01:47:48	53.6
231	2009/04/30	01:47:49	54.4
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234	2009/04/30	01:47:52	56.7
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237	2009/04/30	01:47:55	64.2
238	2009/04/30	01:47:56	69.0
239	2009/04/30	01:47:57	69.9
240	2009/04/30	01:47:58	64.4
241	2009/04/30	01:47:59	61.4
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243	2009/04/30	01:48:01	58.5
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245	2009/04/30	01:48:03	58.0
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266	2009/04/30	01:48:24	52.3
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274	2009/04/30	01:48:32	67.9
275	2009/04/30	01:48:33	68.6
276	2009/04/30	01:48:34	67.6
277	2009/04/30	01:48:35	64.1
278	2009/04/30	01:48:36	66.0
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281	2009/04/30	01:48:39	68.8
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349	2009/04/30	01:49:47	53.2
350	2009/04/30	01:49:48	53.2
351	2009/04/30	01:49:49	53.4
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354	2009/04/30	01:49:52	53.2
355	2009/04/30	01:49:53	51.7
356	2009/04/30	01:49:54	52.8
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359	2009/04/30	01:49:57	52.1
360	2009/04/30	01:49:58	51.9
361	2009/04/30	01:49:59	54.4
362	2009/04/30	01:50:00	53.2
363	2009/04/30	01:50:01	52.5
364	2009/04/30	01:50:02	52.5
365	2009/04/30	01:50:03	51.6
366	2009/04/30	01:50:04	51.4
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374	2009/04/30	01:50:12	51.4
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376	2009/04/30	01:50:14	53.3
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393	2009/04/30	01:50:31	64.1
394	2009/04/30	01:50:32	61.0
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397	2009/04/30	01:50:35	59.6
398	2009/04/30	01:50:36	58.7
399	2009/04/30	01:50:37	57.1
400	2009/04/30	01:50:38	56.8
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402	2009/04/30	01:50:40	59.3
403	2009/04/30	01:50:41	59.3
404	2009/04/30	01:50:42	60.9
405	2009/04/30	01:50:43	63.6
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407	2009/04/30	01:50:45	64.8
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413	2009/04/30	01:50:51	55.9
414	2009/04/30	01:50:52	55.2
415	2009/04/30	01:50:53	55.9
416	2009/04/30	01:50:54	55.9
417	2009/04/30	01:50:55	57.9
418	2009/04/30	01:50:56	57.8
419	2009/04/30	01:50:57	58.0
420	2009/04/30	01:50:58	57.0
421	2009/04/30	01:50:59	55.9
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423	2009/04/30	01:51:01	60.0
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430	2009/04/30	01:51:08	62.1
431	2009/04/30	01:51:09	59.6
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433	2009/04/30	01:51:11	56.0
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442	2009/04/30	01:51:20	50.6
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444	2009/04/30	01:51:22	49.0
445	2009/04/30	01:51:23	49.7
446	2009/04/30	01:51:24	50.9
447	2009/04/30	01:51:25	51.6
448	2009/04/30	01:51:26	52.1
449	2009/04/30	01:51:27	52.5
450	2009/04/30	01:51:28	54.6
451	2009/04/30	01:51:29	56.7
452	2009/04/30	01:51:30	58.0
453	2009/04/30	01:51:31	60.9
454	2009/04/30	01:51:32	65.9
455	2009/04/30	01:51:33	67.5
456	2009/04/30	01:51:34	69.2
457	2009/04/30	01:51:35	68.1
458	2009/04/30	01:51:36	68.7
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461	2009/04/30	01:51:39	65.9
462	2009/04/30	01:51:40	67.3
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468	2009/04/30	01:51:46	56.0
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470	2009/04/30	01:51:48	53.7
471	2009/04/30	01:51:49	59.0
472	2009/04/30	01:51:50	53.9
473	2009/04/30	01:51:51	55.5
474	2009/04/30	01:51:52	59.0
475	2009/04/30	01:51:53	61.5
476	2009/04/30	01:51:54	64.6
477	2009/04/30	01:51:55	66.1
478	2009/04/30	01:51:56	66.7
479	2009/04/30	01:51:57	65.2
480	2009/04/30	01:51:58	63.7
481	2009/04/30	01:51:59	64.9

482	2009/04/30	01:52:00	65.5
483	2009/04/30	01:52:01	67.5
484	2009/04/30	01:52:02	67.6
485	2009/04/30	01:52:03	66.5
486	2009/04/30	01:52:04	64.4
487	2009/04/30	01:52:05	64.4
488	2009/04/30	01:52:06	67.5
489	2009/04/30	01:52:07	62.7
490	2009/04/30	01:52:08	60.0
491	2009/04/30	01:52:09	58.8

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 92.0 - 2009/04/30 02:47:47
- Level Range : 40-100
- SEL : 102.5
- Leq : 73.0
-

No.s	Date Time	(dB)
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3	2009/04/30 02:44:48	74.5
4	2009/04/30 02:44:49	75.3
5	2009/04/30 02:44:50	74.2
6	2009/04/30 02:44:51	71.1
7	2009/04/30 02:44:52	74.7
8	2009/04/30 02:44:53	72.7
9	2009/04/30 02:44:54	68.5
10	2009/04/30 02:44:55	67.1
11	2009/04/30 02:44:56	66.3
12	2009/04/30 02:44:57	71.6
13	2009/04/30 02:44:58	71.0
14	2009/04/30 02:44:59	66.2
15	2009/04/30 02:45:00	64.5
16	2009/04/30 02:45:01	63.0
17	2009/04/30 02:45:02	62.7
18	2009/04/30 02:45:03	61.4
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20	2009/04/30 02:45:05	62.2
21	2009/04/30 02:45:06	64.9
22	2009/04/30 02:45:07	67.2
23	2009/04/30 02:45:08	70.4
24	2009/04/30 02:45:09	70.6
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26	2009/04/30 02:45:11	67.2
27	2009/04/30 02:45:12	68.5
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29	2009/04/30 02:45:14	68.4
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31	2009/04/30 02:45:16	65.1
32	2009/04/30 02:45:17	64.2
33	2009/04/30 02:45:18	63.8
34	2009/04/30 02:45:19	65.2
35	2009/04/30 02:45:20	66.6
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467	2009/04/30	02:52:32	74.7
468	2009/04/30	02:52:33	76.3
469	2009/04/30	02:52:34	74.6
470	2009/04/30	02:52:35	75.2
471	2009/04/30	02:52:36	74.6
472	2009/04/30	02:52:37	74.3
473	2009/04/30	02:52:38	69.5
474	2009/04/30	02:52:39	67.6
475	2009/04/30	02:52:40	68.6
476	2009/04/30	02:52:41	69.7
477	2009/04/30	02:52:42	69.8
478	2009/04/30	02:52:43	70.9
479	2009/04/30	02:52:44	73.5
480	2009/04/30	02:52:45	73.6
481	2009/04/30	02:52:46	72.5

482	2009/04/30	02:52:47	69.7
483	2009/04/30	02:52:48	70.8
484	2009/04/30	02:52:49	71.9
485	2009/04/30	02:52:50	72.9
486	2009/04/30	02:52:51	74.0
487	2009/04/30	02:52:52	73.4
488	2009/04/30	02:52:53	74.3
489	2009/04/30	02:52:54	74.0
490	2009/04/30	02:52:55	73.5
491	2009/04/30	02:52:56	71.7
492	2009/04/30	02:52:57	71.5
493	2009/04/30	02:52:58	71.7
494	2009/04/30	02:52:59	70.9
495	2009/04/30	02:53:00	71.3
496	2009/04/30	02:53:01	70.7
497	2009/04/30	02:53:02	71.9
498	2009/04/30	02:53:03	72.6
499	2009/04/30	02:53:04	74.9
500	2009/04/30	02:53:05	78.3
501	2009/04/30	02:53:06	80.2
502	2009/04/30	02:53:07	77.2
503	2009/04/30	02:53:08	77.0
504	2009/04/30	02:53:09	77.2
505	2009/04/30	02:53:10	78.4
506	2009/04/30	02:53:11	76.2
507	2009/04/30	02:53:12	74.4
508	2009/04/30	02:53:13	73.6
509	2009/04/30	02:53:14	75.3
510	2009/04/30	02:53:15	76.7
511	2009/04/30	02:53:16	75.9
512	2009/04/30	02:53:17	75.6
513	2009/04/30	02:53:18	74.9
514	2009/04/30	02:53:19	79.1
515	2009/04/30	02:53:20	74.3
516	2009/04/30	02:53:21	73.2
517	2009/04/30	02:53:22	72.5
518	2009/04/30	02:53:23	72.1
519	2009/04/30	02:53:24	71.4
520	2009/04/30	02:53:25	71.6
521	2009/04/30	02:53:26	71.7
522	2009/04/30	02:53:27	73.9
523	2009/04/30	02:53:28	77.2
524	2009/04/30	02:53:29	72.5
525	2009/04/30	02:53:30	73.9
526	2009/04/30	02:53:31	75.2
527	2009/04/30	02:53:32	72.1
528	2009/04/30	02:53:33	74.8
529	2009/04/30	02:53:34	76.3
530	2009/04/30	02:53:35	76.4
531	2009/04/30	02:53:36	75.8
532	2009/04/30	02:53:37	74.0
533	2009/04/30	02:53:38	75.3
534	2009/04/30	02:53:39	71.1
535	2009/04/30	02:53:40	71.8
536	2009/04/30	02:53:41	76.3
537	2009/04/30	02:53:42	74.7
538	2009/04/30	02:53:43	71.7
539	2009/04/30	02:53:44	75.9
540	2009/04/30	02:53:45	77.6
541	2009/04/30	02:53:46	77.9
542	2009/04/30	02:53:47	76.9
543	2009/04/30	02:53:48	76.8
544	2009/04/30	02:53:49	75.5
545	2009/04/30	02:53:50	74.1
546	2009/04/30	02:53:51	74.3
547	2009/04/30	02:53:52	70.0
548	2009/04/30	02:53:53	66.2
549	2009/04/30	02:53:54	63.6
550	2009/04/30	02:53:55	63.0
551	2009/04/30	02:53:56	61.3
552	2009/04/30	02:53:57	60.8
553	2009/04/30	02:53:58	60.2
554	2009/04/30	02:53:59	60.3
555	2009/04/30	02:54:00	61.0
556	2009/04/30	02:54:01	59.6
557	2009/04/30	02:54:02	59.8
558	2009/04/30	02:54:03	63.7
559	2009/04/30	02:54:04	63.2
560	2009/04/30	02:54:05	62.5
561	2009/04/30	02:54:06	63.7
562	2009/04/30	02:54:07	64.2
563	2009/04/30	02:54:08	66.7
564	2009/04/30	02:54:09	68.3
565	2009/04/30	02:54:10	67.7
566	2009/04/30	02:54:11	67.9
567	2009/04/30	02:54:12	69.7
568	2009/04/30	02:54:13	70.4
569	2009/04/30	02:54:14	67.8
570	2009/04/30	02:54:15	66.6
571	2009/04/30	02:54:16	69.8
572	2009/04/30	02:54:17	66.3
573	2009/04/30	02:54:18	71.5
574	2009/04/30	02:54:19	65.9
575	2009/04/30	02:54:20	65.7
576	2009/04/30	02:54:21	65.5
577	2009/04/30	02:54:22	70.6
578	2009/04/30	02:54:23	72.8
579	2009/04/30	02:54:24	73.6
580	2009/04/30	02:54:25	74.4

581	2009/04/30	02:54:26	78.5
582	2009/04/30	02:54:27	79.2
583	2009/04/30	02:54:28	76.3
584	2009/04/30	02:54:29	76.9
585	2009/04/30	02:54:30	76.3
586	2009/04/30	02:54:31	75.6
587	2009/04/30	02:54:32	76.1
588	2009/04/30	02:54:33	74.9
589	2009/04/30	02:54:34	74.3
590	2009/04/30	02:54:35	74.4
591	2009/04/30	02:54:36	73.5
592	2009/04/30	02:54:37	71.4
593	2009/04/30	02:54:38	71.7
594	2009/04/30	02:54:39	73.8
595	2009/04/30	02:54:40	77.1
596	2009/04/30	02:54:41	76.6
597	2009/04/30	02:54:42	73.3
598	2009/04/30	02:54:43	71.8
599	2009/04/30	02:54:44	71.8
600	2009/04/30	02:54:45	74.8
601	2009/04/30	02:54:46	75.8
602	2009/04/30	02:54:47	74.8
603	2009/04/30	02:54:48	74.8
604	2009/04/30	02:54:49	71.7
605	2009/04/30	02:54:50	68.9
606	2009/04/30	02:54:51	68.8
607	2009/04/30	02:54:52	69.5
608	2009/04/30	02:54:53	71.5
609	2009/04/30	02:54:54	74.0
610	2009/04/30	02:54:55	77.7
611	2009/04/30	02:54:56	73.7
612	2009/04/30	02:54:57	71.9
613	2009/04/30	02:54:58	71.4
614	2009/04/30	02:54:59	74.0
615	2009/04/30	02:55:00	78.7
616	2009/04/30	02:55:01	75.5
617	2009/04/30	02:55:02	71.8
618	2009/04/30	02:55:03	73.3
619	2009/04/30	02:55:04	76.5
620	2009/04/30	02:55:05	77.3
621	2009/04/30	02:55:06	74.4
622	2009/04/30	02:55:07	75.7
623	2009/04/30	02:55:08	76.5
624	2009/04/30	02:55:09	73.7
625	2009/04/30	02:55:10	76.4
626	2009/04/30	02:55:11	72.6
627	2009/04/30	02:55:12	76.1
628	2009/04/30	02:55:13	74.9
629	2009/04/30	02:55:14	75.3
630	2009/04/30	02:55:15	72.9
631	2009/04/30	02:55:16	70.0
632	2009/04/30	02:55:17	70.1
633	2009/04/30	02:55:18	68.9
634	2009/04/30	02:55:19	65.7
635	2009/04/30	02:55:20	65.0
636	2009/04/30	02:55:21	63.0
637	2009/04/30	02:55:22	62.1
638	2009/04/30	02:55:23	58.9
639	2009/04/30	02:55:24	57.7
640	2009/04/30	02:55:25	56.4
641	2009/04/30	02:55:26	54.4
642	2009/04/30	02:55:27	54.5
643	2009/04/30	02:55:28	56.6
644	2009/04/30	02:55:29	61.8
645	2009/04/30	02:55:30	67.2
646	2009/04/30	02:55:31	73.6
647	2009/04/30	02:55:32	71.4
648	2009/04/30	02:55:33	74.7
649	2009/04/30	02:55:34	70.5
650	2009/04/30	02:55:35	65.7
651	2009/04/30	02:55:36	63.6
652	2009/04/30	02:55:37	63.3
653	2009/04/30	02:55:38	65.6
654	2009/04/30	02:55:39	67.7
655	2009/04/30	02:55:40	70.7
656	2009/04/30	02:55:41	74.3
657	2009/04/30	02:55:42	72.0
658	2009/04/30	02:55:43	69.8
659	2009/04/30	02:55:44	69.3
660	2009/04/30	02:55:45	68.0
661	2009/04/30	02:55:46	67.6
662	2009/04/30	02:55:47	68.8
663	2009/04/30	02:55:48	68.1
664	2009/04/30	02:55:49	68.3
665	2009/04/30	02:55:50	69.3
666	2009/04/30	02:55:51	72.5
667	2009/04/30	02:55:52	76.5
668	2009/04/30	02:55:53	74.2
669	2009/04/30	02:55:54	72.4
670	2009/04/30	02:55:55	72.8
671	2009/04/30	02:55:56	74.3
672	2009/04/30	02:55:57	76.6
673	2009/04/30	02:55:58	74.3
674	2009/04/30	02:55:59	73.7
675	2009/04/30	02:56:00	74.8
676	2009/04/30	02:56:01	73.9
677	2009/04/30	02:56:02	74.4
678	2009/04/30	02:56:03	73.4
679	2009/04/30	02:56:04	73.6

680	2009/04/30	02:56:05	73.0
681	2009/04/30	02:56:06	74.3
682	2009/04/30	02:56:07	74.0
683	2009/04/30	02:56:08	72.3
684	2009/04/30	02:56:09	71.7
685	2009/04/30	02:56:10	72.0
686	2009/04/30	02:56:11	72.4
687	2009/04/30	02:56:12	71.4
688	2009/04/30	02:56:13	70.1
689	2009/04/30	02:56:14	71.7
690	2009/04/30	02:56:15	70.1
691	2009/04/30	02:56:16	70.7
692	2009/04/30	02:56:17	71.3
693	2009/04/30	02:56:18	75.2
694	2009/04/30	02:56:19	78.6
695	2009/04/30	02:56:20	73.8
696	2009/04/30	02:56:21	72.8
697	2009/04/30	02:56:22	72.7
698	2009/04/30	02:56:23	71.5
699	2009/04/30	02:56:24	71.5
700	2009/04/30	02:56:25	75.2
701	2009/04/30	02:56:26	72.8
702	2009/04/30	02:56:27	69.8
703	2009/04/30	02:56:28	70.5
704	2009/04/30	02:56:29	72.6
705	2009/04/30	02:56:30	72.7
706	2009/04/30	02:56:31	72.9
707	2009/04/30	02:56:32	72.7
708	2009/04/30	02:56:33	71.6
709	2009/04/30	02:56:34	68.2
710	2009/04/30	02:56:35	66.3
711	2009/04/30	02:56:36	67.5
712	2009/04/30	02:56:37	74.3
713	2009/04/30	02:56:38	81.1
714	2009/04/30	02:56:39	75.5
715	2009/04/30	02:56:40	75.3
716	2009/04/30	02:56:41	76.4
717	2009/04/30	02:56:42	76.9
718	2009/04/30	02:56:43	77.7
719	2009/04/30	02:56:44	75.1
720	2009/04/30	02:56:45	74.8
721	2009/04/30	02:56:46	73.1
722	2009/04/30	02:56:47	75.8
723	2009/04/30	02:56:48	82.3
724	2009/04/30	02:56:49	77.2
725	2009/04/30	02:56:50	77.3
726	2009/04/30	02:56:51	74.6
727	2009/04/30	02:56:52	76.4
728	2009/04/30	02:56:53	79.4
729	2009/04/30	02:56:54	77.4
730	2009/04/30	02:56:55	68.1
731	2009/04/30	02:56:56	64.3
732	2009/04/30	02:56:57	65.2
733	2009/04/30	02:56:58	63.3
734	2009/04/30	02:56:59	62.6
735	2009/04/30	02:57:00	62.3
736	2009/04/30	02:57:01	62.4
737	2009/04/30	02:57:02	62.3
738	2009/04/30	02:57:03	64.4
739	2009/04/30	02:57:04	62.1
740	2009/04/30	02:57:05	62.2
741	2009/04/30	02:57:06	60.2
742	2009/04/30	02:57:07	59.9
743	2009/04/30	02:57:08	60.4
744	2009/04/30	02:57:09	61.2
745	2009/04/30	02:57:10	65.9
746	2009/04/30	02:57:11	69.3
747	2009/04/30	02:57:12	67.2
748	2009/04/30	02:57:13	65.3
749	2009/04/30	02:57:14	68.1
750	2009/04/30	02:57:15	68.2
751	2009/04/30	02:57:16	67.6
752	2009/04/30	02:57:17	66.5
753	2009/04/30	02:57:18	65.7
754	2009/04/30	02:57:19	65.6
755	2009/04/30	02:57:20	65.6
756	2009/04/30	02:57:21	68.6
757	2009/04/30	02:57:22	70.0
758	2009/04/30	02:57:23	76.5
759	2009/04/30	02:57:24	77.2
760	2009/04/30	02:57:25	82.0
761	2009/04/30	02:57:26	77.4
762	2009/04/30	02:57:27	74.9
763	2009/04/30	02:57:28	72.8
764	2009/04/30	02:57:29	72.5
765	2009/04/30	02:57:30	72.5
766	2009/04/30	02:57:31	73.9
767	2009/04/30	02:57:32	74.2
768	2009/04/30	02:57:33	73.5
769	2009/04/30	02:57:34	72.9
770	2009/04/30	02:57:35	72.3
771	2009/04/30	02:57:36	72.6
772	2009/04/30	02:57:37	71.5
773	2009/04/30	02:57:38	71.5
774	2009/04/30	02:57:39	70.9
775	2009/04/30	02:57:40	71.3
776	2009/04/30	02:57:41	71.4
777	2009/04/30	02:57:42	72.2
778	2009/04/30	02:57:43	73.2

Appendix B

Construction Noise and Vibration Calculations

Van Nuys Plaza Project - Construction Noise Level Calculations (Unmitigated)

Reference Noise Distance - 50 dBA
Reference Noise Level - 89 dBA

Sensitive Receptor	Distance	Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[2] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	89	64.1	89	24.9
Single-Family residences northwest of the project	150 feet	79.5	64.1	79.6	15.5
Church of the Valley west of the project site	275 feet	74.2	64.1	74.6	10.5
Multi-Family residences east of the project site	300 feet	73.4	79.9	80.8	0.9

Source: See Appendix B for construction noise calculation sheets.

[1] *The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.*

[2] *Noise Measurements 1 and 2 shown in Table 1 were used to determine the ambient noise environment at each noise-sensitive receptor.*

Van Nuys Plaza Project - Construction Noise Level Calculations (Mitigated)

Reference Noise Distance - 50 dBA
Reference Noise Level - 79.8 dBA

Sensitive Receptor	Distance	Maximum Construction Noise Level[2] (dBA, Lmax)	Attenuation Factors[3]	Mitigated Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[4] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	79.8	10	69.8	64.1	70.8	6.7
Single-Family residences northwest of the project	150 feet	70.3	10	60.3	64.1	65.6	1.5
Church of the Valley west of the project site	275 feet	65	5	60	64.1	65.5	1.4
Multi-Family residences east of the project site	300 feet	64.2	5	59.2	79.9	79.9	0

Source: See Appendix B for construction noise calculation sheets.

[1] *The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.*

[2] *The combined reference noise level for three pieces of equipment operating at 75 dBA at 50 feet is 79.8 dBA at 50 feet.*

[3] *A 5 dBA reduction is applied for one row of intervening buildings west and east of the site, while a 10 dBA reduction is applied for the use of a noise control barrier at the western and northwestern residences.*

[4] *Noise Measurements 1 and 2 shown in Table 1 were used to determine the ambient noise environment at each noise-sensitive receptor.*

The unmitigated noise level during the construction period at each sensitive receptor location was calculated by:

1. Making a distance adjaustement to the construciton source sound level

   Ni = No - 20(log Di/Do)

   Ni = Attenuated noise level of interest

   No = Reference noise level

   Di = Distance to receptor (Di > Do)

   Do = Reference Distance

2. Logarithmically adding the adjusted construction noise source level to the ambient noise level

   Ns = 10 * log10((10^(N1/10)) + (10^(N2/10)))

   Ns = Summation of noise levels

   N1 = Noise level 1

   N2 = Noise level 2

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Caisson Drilling/Large Bulldozer

PPV{ref} =	0.089	in/sec
D =	5	feet
PPV at receptor =	***0.995***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.249***	***in/sec***
Lv =	***108***	***VdB***

PPV{ref} =	0.089	in/sec
D =	10	feet
PPV at receptor =	***0.352***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.088***	***in/sec***
Lv =	***99***	***VdB***

PPV{ref} =	0.089	in/sec
D =	150	feet
PPV at receptor =	***0.006***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.002***	***in/sec***
Lv =	***64***	***VdB***

PPV{ref} =	0.089	in/sec
D =	275	feet
PPV at receptor =	***0.002***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.001***	***in/sec***
Lv =	***56***	***VdB***

PPV{ref} =	0.089	in/sec
D =	300	feet
PPV at receptor =	***0.002***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.001***	***in/sec***
Lv =	***55***	***VdB***

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Criterion

Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
	large	0.089	87
Bulldozer	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontol Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Jackhammers

PPV{ref} =	0.035	in/sec
D =	5	feet
PPV at receptor =	***0.391***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity = 0.098 in/sec
Lv = 100 VdB

PPV{ref} =	0.035	in/sec
D =	10	feet
PPV at receptor =	***0.138***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity = 0.035 in/sec
Lv = 91 VdB

PPV{ref} =	0.035	in/sec
D =	150	feet
PPV at receptor =	***0.002***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity = 0.001 in/sec
Lv = 55 VdB

PPV{ref} =	0.035	in/sec
D =	275	feet
PPV at receptor =	***0.001***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity = 0.000 in/sec
Lv = 48 VdB

PPV{ref} =	0.035	in/sec
D =	300	feet
PPV at receptor =	***0.001***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity = 0.000 in/sec
Lv = 46 VdB

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
	large	0.089	87
Bulldozer	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Criterion

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontol Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Loaded Trucks

PPV{ref} =	0.076	in/sec
D =	5	feet
PPV at receptor =	***0.850***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.212***	***in/sec***
Lv =	***107***	***VdB***

PPV{ref} =	0.076	in/sec
D =	10	feet
PPV at receptor =	***0.300***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.075***	***in/sec***
Lv =	***98***	***VdB***

PPV{ref} =	0.076	in/sec
D =	150	feet
PPV at receptor =	***0.005***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.001***	***in/sec***
Lv =	***62***	***VdB***

PPV{ref} =	0.076	in/sec
D =	275	feet
PPV at receptor =	***0.002***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.001***	***in/sec***
Lv =	***54***	***VdB***

PPV{ref} =	0.076	in/sec
D =	300	feet
PPV at receptor =	***0.002***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.000***	***in/sec***
Lv =	***53***	***VdB***

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Criterion

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontol Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
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Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
	large	0.089	87
Bulldozer	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Small bulldozer

PPV{ref} =	0.003	in/sec
D =	5	feet
PPV at receptor =	***0.034***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.008***	***in/sec***
Lv =	***78***	***VdB***

PPV{ref} =	0.003	in/sec
D =	10	feet
PPV at receptor =	***0.012***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.003***	***in/sec***
Lv =	***69***	***VdB***

PPV{ref} =	0.003	in/sec
D =	150	feet
PPV at receptor =	***0.000***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.000***	***in/sec***
Lv =	***34***	***VdB***

PPV{ref} =	0.003	in/sec
D =	275	feet
PPV at receptor =	***0.000***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.000***	***in/sec***
Lv =	***26***	***VdB***

PPV{ref} =	0.003	in/sec
D =	300	feet
PPV at receptor =	***0.000***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.000***	***in/sec***
Lv =	***25***	***VdB***

Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
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	large	0.089	87
Bulldozer	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Source: Chapter 12 Noise and Vibration During Construction in
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Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

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US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
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Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
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Impact Criteria

Land Use	Lv in VdB		
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Category 1: Vibration Sensitive	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83

Appendix C

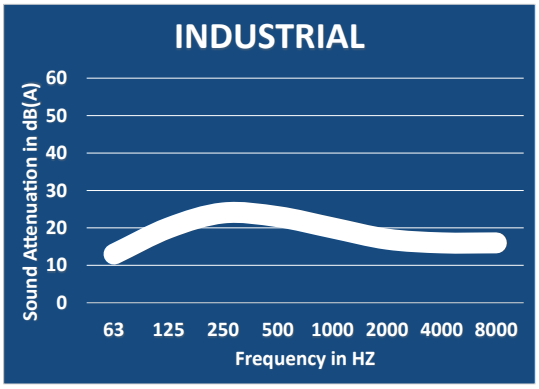
Specification Sheets

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

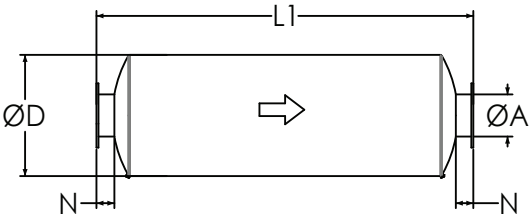
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

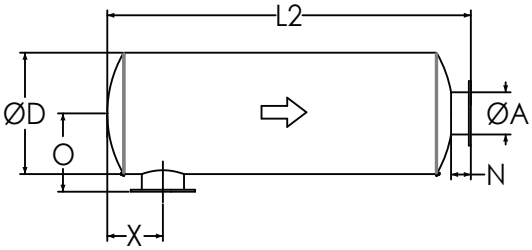
TYPICAL ATTENUATION CURVE



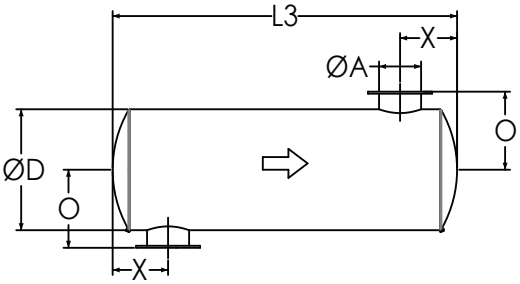
TYPICAL CONFIGURATIONS



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.

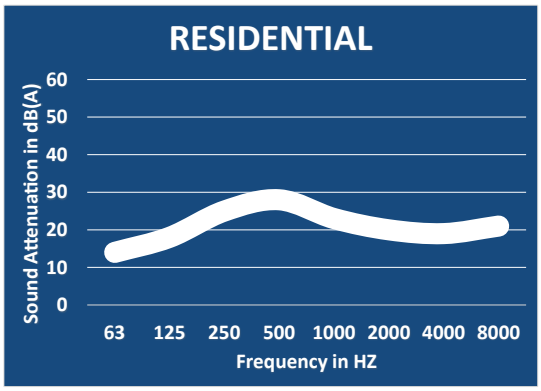
** Standard inlet/outlet position.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

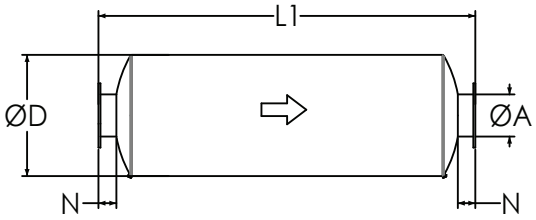
Residential Grade Silencers

Model NTRS-C (Cylindrical), 20-25 dBA

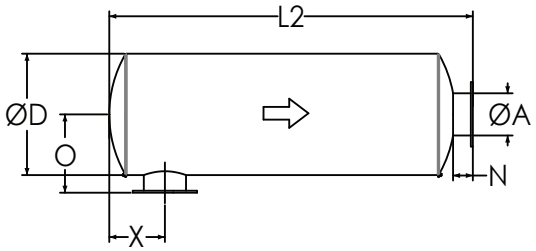
TYPICAL ATTENUATION CURVE



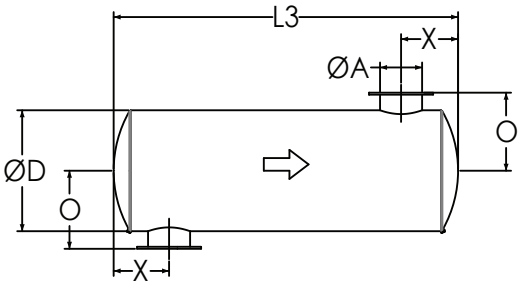
TYPICAL CONFIGURATIONS



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

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

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

Appendix D

HUD DNL Calculations

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

Note: HUD updated the Calculator December 12, 2017. If you used the Calculator prior to December 12, you may need to clear your cache to perform an accurate calculation. **View instructions to clear your cache (https://support.google.com/accounts/answer/32050)**.

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Van Nuys Plaza Mixed Use Project - Existing
Record Date	02/23/2018
User's Name	Rincon Consultants, Inc.

Road # 1 Name:	**N. Van Nuys Boulevard between W. Kittridge Street and Haynes Street**

Road #1

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑
Effective Distance	50	50	50

Effective Distance	30	30	30
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	24472	723	515
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.1942	62.8989	70.4442
Calculate Road #1 DNL	72.9006	Reset	

Road # 2 Name:	**W. Kittridge Street between N. Van Nuys Boulevard and Kester Avenue**

Road #2

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☐
Effective Distance	30	30	
Distance to Stop Sign			
Average Speed	25	25	
Average Daily Trips (ADT)	4826	254	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	61.5485	58.761	
Calculate Road #2 DNL	63.4123	Reset	

Road # 3 Name:	**Victory Boulevard west of N. Van Nuys Boulevard**

Road #3

Vehicle Type	Cars ☑	Medium Trucks ☑	Heavy Trucks ☑
Effective Distance	50	50	50
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	25850	816	544
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.4321	63.4244	70.6821
Calculate Road #3 DNL	73.1615	Reset	

Add Road Source | Add Rail Source

Airport Noise Level	
Loud Impulse Sounds?	○ Yes ○ No
Combined DNL for all Road and Rail sources	**77.9746**
Combined DNL including Airport	**N/A**
Site DNL with Loud Impulse Sound	

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
    - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
    - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
    - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
    - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-noise-guidebook/)***
    - Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

Note: HUD updated the Calculator December 12, 2017. If you used the Calculator prior to December 12, you may need to clear your cache to perform an accurate calculation. **View instructions to clear your cache (https://support.google.com/accounts/answer/32050)**.

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Van Nuys Mixed Use Project - Existing with Haul Trucks
Record Date	02/27/2017
User's Name	Rincon Consultants, Inc.

Road # 1 Name:	**N. Van Nuys Boulevard between W. Kittridge Street and Haynes Street**

Road #1

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑
Effective Distance	50	50	50

Effective Distance	30	30	30
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	24472	787	515
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.1942	63.2672	70.4442
Calculate Road #1 DNL	72.933	Reset	

Road # 2 Name:	**W. Kittridge Street between N. Van Nuys Boulevard and Kester Avenue**

Road #2

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☐
Effective Distance	30	30	
Distance to Stop Sign			
Average Speed	25	25	
Average Daily Trips (ADT)	4826	318	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	61.5485	59.7369	
Calculate Road #2 DNL	63.7239	Reset	

Road # 3 Name:	**Victory Boulevard west of N. Van Nuys Boulevard**

Road #3

Vehicle Type	Cars ☑	Medium Trucks ☑	Heavy Trucks ☑
Effective Distance	50	50	50
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	25850	880	544
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.4321	63.7523	70.6821
Calculate Road #3 DNL	73.2051	Reset	

Add Road Source | Add Rail Source

Airport Noise Level	
Loud Impulse Sounds?	○ **Yes** ○ **No**
Combined DNL for all Road and Rail sources	**76.3086**
Combined DNL including Airport	**N/A**
Site DNL with Loud Impulse Sound	

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
    - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
    - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
    - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
    - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-noise-guidebook/)***
    - Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

Note: HUD updated the Calculator December 12, 2017. If you used the Calculator prior to December 12, you may need to clear your cache to perform an accurate calculation. **View instructions to clear your cache (https://support.google.com/accounts/answer/32050)**.

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Van Nuys Plaza Mixed Use Project - Plus Project Traffic
Record Date	02/23/2018
User's Name	Rincon Consultants, Inc.

Road # 1 Name:	**N. Van Nuys Boulevard between W. Kittridge Street and Haynes Street**

Road #1

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☑
Effective Distance	50	50	50

Effective Distance	30	30	30
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	24952	773	515
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.2785	63.1893	70.4442
Calculate Road #1 DNL	72.9524	Reset	

Road # 2 Name:	**W. Kittridge Street between N. Van Nuys Boulevard and Kester Avenue**

Road #2

Vehicle Type	**Cars** ☑	**Medium Trucks** ☑	**Heavy Trucks** ☐
Effective Distance	30	30	
Distance to Stop Sign			
Average Speed	25	25	
Average Daily Trips (ADT)	4976	254	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	61.6815	58.761	
Calculate Road #2 DNL	63.5054	Reset	

Road # 3 Name:	**Victory Boulevard west of N. Van Nuys Boulevard**

Road #3

Vehicle Type	Cars ☑	Medium Trucks ☑	Heavy Trucks ☑
Effective Distance	50	50	50
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	26000	816	544
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.4572	63.4244	70.6821
Calculate Road #3 DNL	73.1695	Reset	

Add Road Source | Add Rail Source

Airport Noise Level	
Loud Impulse Sounds?	○ Yes ○ No
Combined DNL for all Road and Rail sources	**77.9746**
Combined DNL including Airport	**N/A**
Site DNL with Loud Impulse Sound	

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
    - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
    - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
    - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
    - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-noise-guidebook/)***
    - Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

Appendix G

Traffic Impact Study
and
Department of Transportation Approval Letter

NOTE TO READER

It is noted that this Traffic Impact Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of this Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates presented in this report are considered conservative.

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Francesca Bravo

From: Francesca Bravo
Sent: Wednesday, September 27, 2017 6:29 PM
To: 'Vicente Cordero'
Cc: Sergio Valdez; Clare Look-Jaeger
Subject: RE: 6569 N. Van Nuys Blvd. (DOT Case No. SFV 16-104401)
Attachments: TBL-A.pdf; SFV16-104401_6569 Van Nuys Blvd_mu_ts ltr.pdf

Hi Vicente,

As mentioned on the phone, the Van Nuys Mixed Use project located at 6569 North Van Nuys Boulevard has been modified. LLG Engineers previously prepared the traffic impact study dated August 30, 2016 for a prior project development program. The findings of the August 30, 2016 traffic study report were confirmed based on the City of Los Angeles Department of Transportation (LADOT) assessment letter dated September 21, 2016 (attached). The project has been reduced as outlined below:

Land Use	Original Project	Revised Project
Residential	184 Apartments	174 Apartments, including 10 Units Low Income
Retail	21,800 Square Feet	18,400 Square Feet

The original project was estimated to generate 519 net new daily trips, 103 net new trips in the a.m. peak hour, and 39 net new trips in the p.m. peak hour. The modified project is expected to generate fewer trips overall with 232 net new daily trips, 50 net new trips in the a.m. peak hour, and 21 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the five analyzed intersections would be significantly impacted by project related traffic. Thus, with the reduction of overall project trips, the revised project is also not expected to result in any significant traffic impacts.

Please review and let us know if you have any questions. If acceptable, please respond to this email for the project file with the City Planning Department.

Thank you,

Francesca Bravo
Transportation Engineer III
bravo@llgengineers.com

Linscott, Law & Greenspan, Engineers
600 South Lake Avenue, Suite 500
Pasadena, CA 91106
626.796.2322 x223
www.llgengineers.com

From: Vicente Cordero [mailto:vicente.cordero@lacity.org]
Sent: Wednesday, September 21, 2016 5:43 PM
To: Kevin Jones <kevin.jones@lacity.org>
Cc: Ackley Padilla <ackley.padilla@lacity.org>; Steve Rostam <steve.rostam@lacity.org>; Edmond Yew <edmond.yew@lacity.org>; Ali Nahass <ali.nahass@lacity.org>; Alfred Ying <ying@llgengineers.com>; Francesca Bravo <bravo@llgengineers.com>; Sergio Valdez <sergio.valdez@lacity.org>
Subject: 6569 N. Van Nuys Blvd. (DOT Case No. SFV 16-104401)

Hello Kevin,

Attached please find DOT's traffic assessment letter for the proposed mixed-use project located at 6569 N. Van Nuys Blvd. Please let me or Sergio know if you have any questions. Thanks.

Regards,

Vicente Cordero
Transportation Engineering Associate III
Valley Development Review

Los Angeles Department of Transportation
818.374.4697

Table A
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartment [3]	164 DU	1,091	17	67	84	66	36	102
- Less Transit Adjustment (15%) [4]		(164)	(3)	(10)	(13)	(10)	(5)	(15)
Affordable Housing Units [5]	10 DU	41	2	3	5	2	1	3
Retail [6]	18,400 GLSF	786	11	7	18	33	35	68
- Less Transit Adjustment (15%) [4]		(118)	(2)	(1)	(3)	(5)	(5)	(10)
- Less Pass-by Adjustment (50%) [7]		(334)	(5)	(3)	(8)	(14)	(15)	(29)
Subtotal Proposed Project		**1,302**	**20**	**63**	**83**	**72**	**47**	**119**
Less Existing Uses								
Retail [6]	(6,630) GLSF	(283)	(4)	(2)	(6)	(12)	(13)	(25)
- Less Transit Adjustment (15%) [4]		42	1	0	1	2	2	4
- Less Pass-by Adjustment (50%) [6]		121	2	1	3	5	6	11
Supermarket [8]	(18,230) GSF	(1,864)	(38)	(24)	(62)	(88)	(85)	(173)
- Less Transit Adjustment (15%) [4]		280	6	4	10	13	13	26
- Less Pass-by Adjustment (40%) [6]		634	13	8	21	30	29	59
Subtotal Existing Uses		**(1,070)**	**(20)**	**(13)**	**(33)**	**(50)**	**(48)**	**(98)**
NET INCREASE		**232**	**0**	**50**	**50**	**22**	**(1)**	**21**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop, Metro Orange Line Van Nuys station, and other public transit routes in the area.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] LADOT Trip Generation Rates for Family Affordable Housing, "Transportation Impact Study Guidelines," December 2016.
- Daily Trip Rate: 1.72 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.12 trips/DU; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.15 trips/DU; 52% inbound/48% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[8] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

VAN NUYS MIXED-USE PROJECT

City of Los Angeles, California
August 30, 2016

Prepared for:

Ketter Designs, Inc.
14541 Delano Street
Van Nuys, California 91411

LLG Ref. 1-16-4172-1

Prepared by:

Francesca Bravo
Transportation Engineer III

Under the Supervision of:

Alfred C. Ying, P.E., PTP
Senior Transportation Engineer

Linscott, Law & Greenspan, Engineers

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TRAFFIC IMPACT STUDY

VAN NUYS MIXED-USE PROJECT

City of Los Angeles, California
August 30, 2016

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Van Nuys Mixed-Use project ("proposed project" herein). The proposed project site is located at the southwest corner of the Van Nuys Boulevard/Kittridge Street intersection in the City of Los Angeles, California. The project site location and general vicinity are illustrated in ***Figure 1-1***.

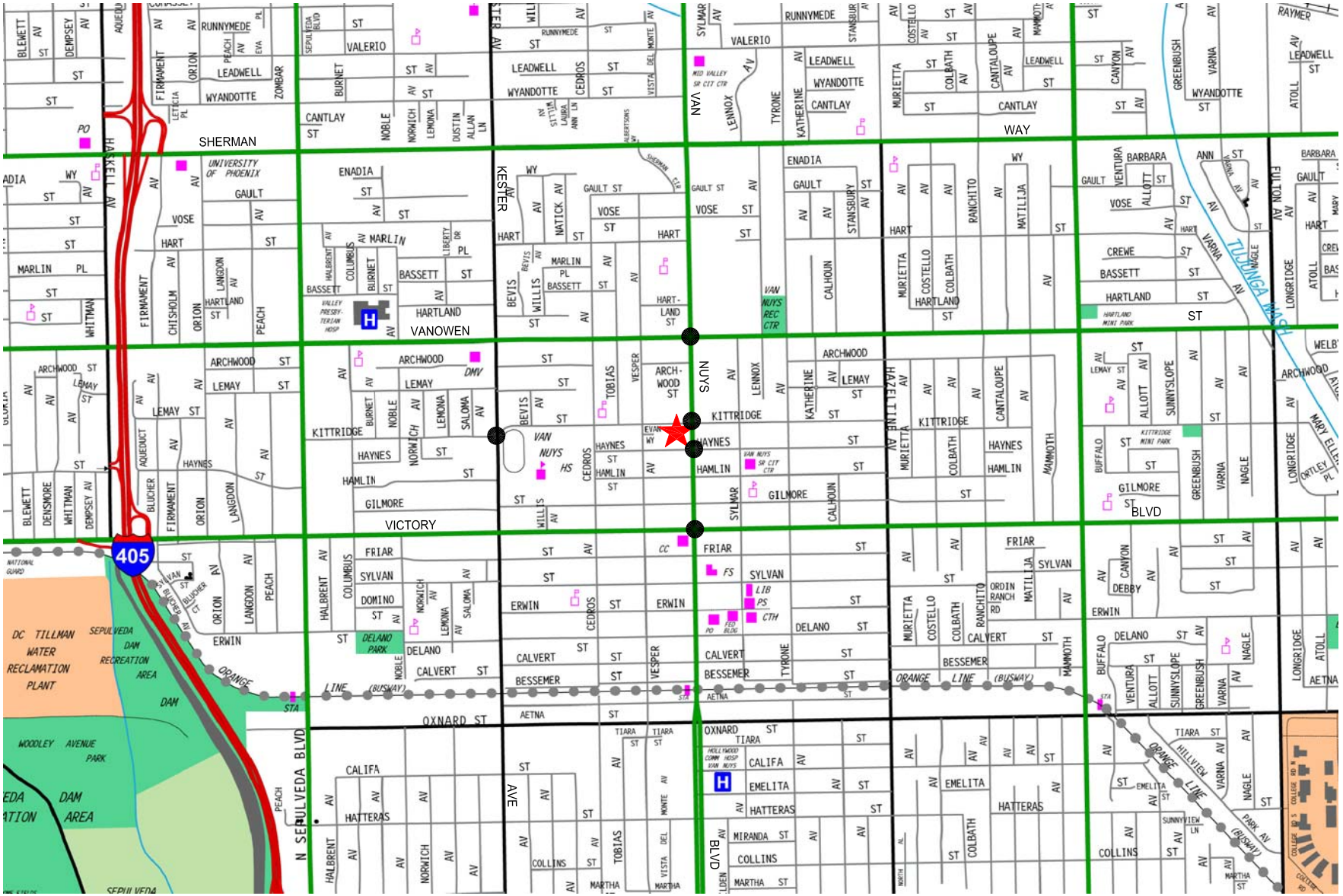
This traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential project-related impacts at five key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all five study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project. In addition, a screening analysis was also completed as it relates to the State of California Department of Transportation (Caltrans) highway system.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed project, (vi) determines future forecast with project-related impacts, and (vii) recommends mitigation measures, where necessary.

1.1 Study Area

Upon coordination with LADOT staff, a total of five study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The five study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 5.0.

[1] *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, August 2014.
[2] *2010 Congestion Management Program,* Los Angeles County Metropolitan Transportation Authority, October 2010.



N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

● STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

VAN NUYS MIXED-USE PROJECT

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements.

The locations selected for analysis were based on the above criteria, proposed project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

Following the "Freeway Impact Analysis Procedures" agreement between the State of California Department of Transportation (Caltrans) District 7 and LADOT executed in October 2013 and amended in December 2015, the traffic study Memorandum of Understanding (MOU) includes a review of the screening filter to determine if a project would be required to prepare a freeway analysis in accordance to the Caltrans freeway impact analysis beyond the requirements established in the CMP. It was determined that no further review of the Caltrans freeway system is required for the project.

2.0 PROJECT DESCRIPTION

2.1 Existing Project Site

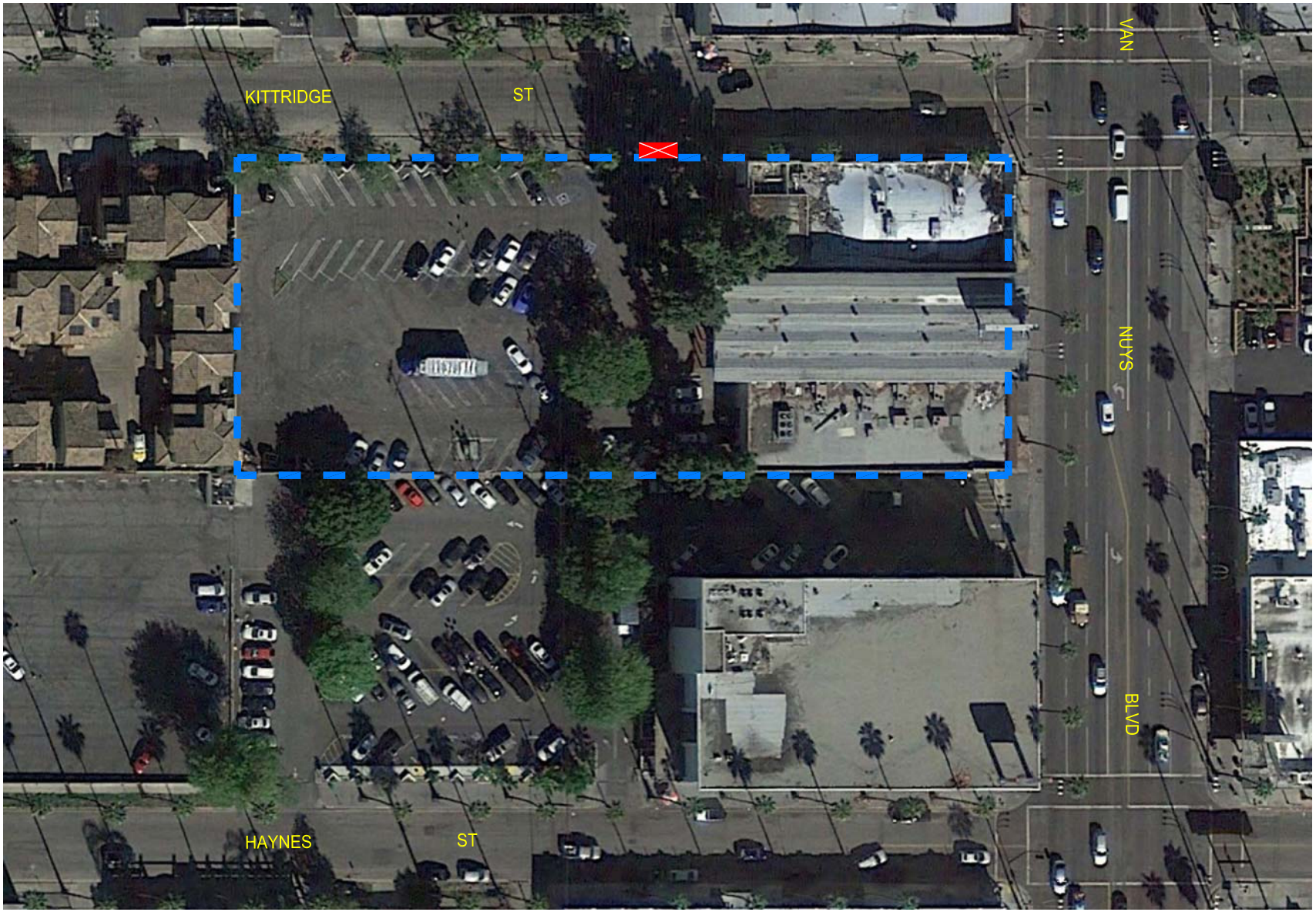
The project site is located within the Van Nuys – North Sherman Oaks Community Plan area of the City of Los Angeles, California. The project site is also located within the Van Nuys Central Business District and the City of Los Angeles State Enterprise Zone. The project site is situated along the west side of Van Nuys Boulevard, south of Kittridge Street. The project site is bounded by Kittridge Street to the north, existing commercial development to the south, Van Nuys Boulevard to the east, and existing residential development to the west. The proposed project site and general vicinity are shown in *Figure 1-1*.

The existing project site is currently occupied by a 24,860 square-foot commercial building with a supermarket and a shoe store. Vehicular access to the site is currently provided via one driveway on Kittridge Street. An aerial photograph of the existing project site is contained in ***Figure 2-1***.

2.2 Proposed Project Description

The proposed Van Nuys Mixed-Use project consists of the development of a new apartment complex with 184 residential units and approximately 21,800 square feet of retail floor area The residential component will include a total of 18 studio units, 79 one-bedroom units, 77 two-bedroom units and 10 three-bedroom units. Ancillary uses for the residential component will include a landscaped courtyard, swimming pool and approximately 887 square feet of recreation area. A total of 375 parking spaces is planned to be provided on-site, including 344 spaces in the subterranean parking garage and 31 spaces on the ground level. Construction of the proposed project is expected to commence in year 2017 with occupancy by year 2018. The site plan for the proposed project is illustrated in ***Figure 2-2***.

Vehicular access to the project site will be provided via two driveways on Kittridge Street. Further discussion of the project's site access and circulation scheme is provided in Section 3.0 herein.



N

NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

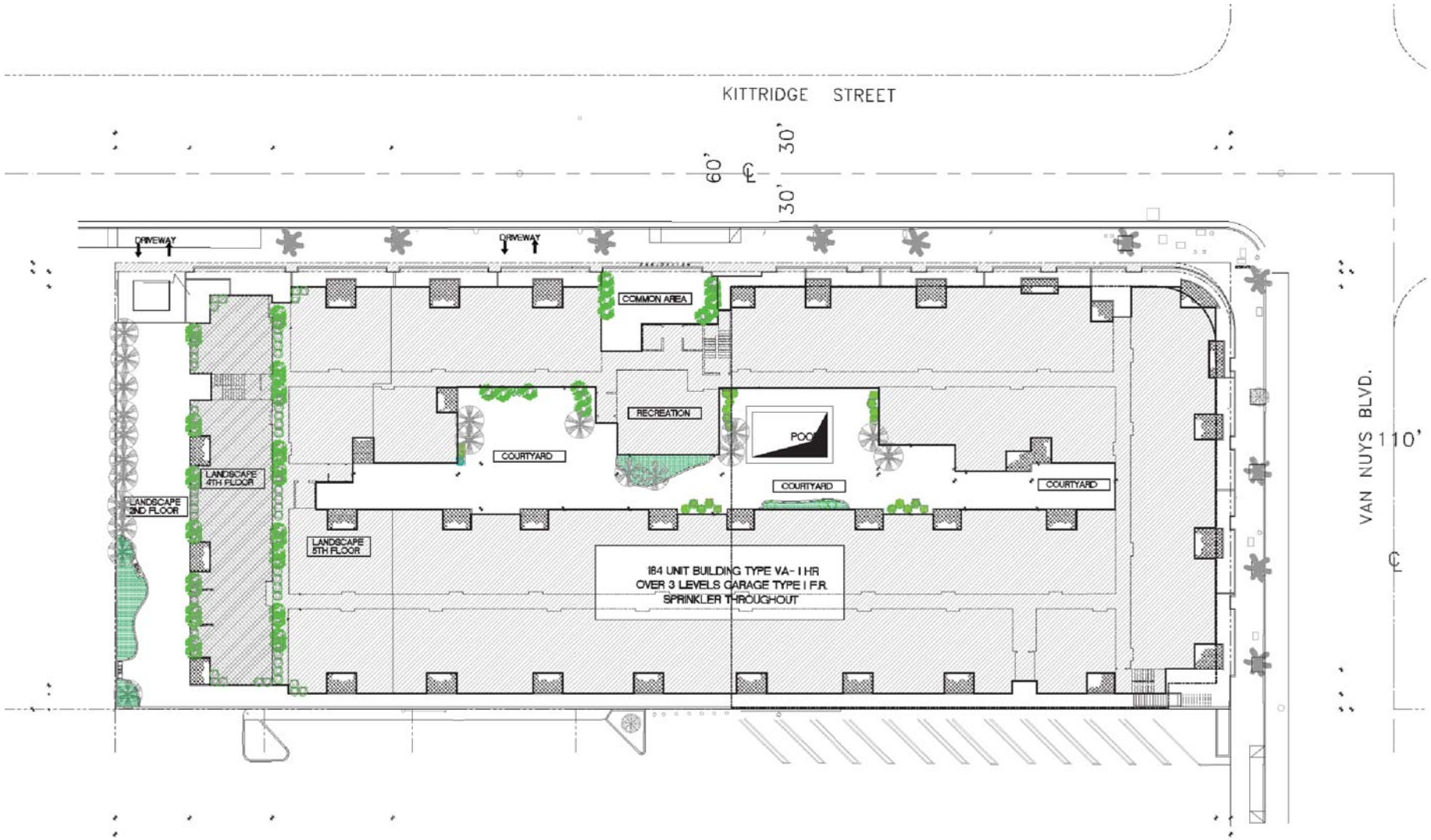
PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF THE EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

VAN NUYS MIXED-USE PROJECT



N

NOT TO SCALE

SOURCE: KETTER DESIGNS

FIGURE 2-2
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

VAN NUYS MIXED-USE PROJECT

3.0 SITE ACCESS AND CIRCULATION

Descriptions of the existing site and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the site is currently provided via one driveway on Kittridge Street. The Kittridge Street project driveway provides access to the existing uses and associated parking area. The existing site driveway currently accommodates full access (i.e., left-turn and right-turn ingress and egress turning movements).

3.2 Proposed Project Site Access

Vehicular access to the project site will be provided via two driveways on Kittridge Street. Descriptions of the planned project site access points are provided in the following paragraphs.

- *Kittridge Street Westerly Project Driveway*

  This project driveway will be located on the south side of Kittridge Street, (i.e., along the northerly property frontage) at the northwest corner of the project site. The Kittridge Street westerly project driveway will provide access to the subterranean parking garage proposed as part of the proposed project. Full access will be provided (i.e., right-turn and left-turn ingress and egress turning movements) at this project driveway. The Kittridge Street westerly project site driveway will be constructed to City of Los Angeles design standards.

- *Kittridge Street Easterly Project Driveway*

  This project driveway will be located on the south side of Kittridge Street along the northerly property frontage approximately mid-way between Van Nuys Boulevard and the westerly property frontage. The Kittridge Street easterly project driveway will provide access to the ground level parking area allocated for the retail component as well as resident parking. Full access will be provided (i.e., right-turn and left-turn ingress and egress turning movements) at this project driveway. The Kittridge Street easterly project site driveway will be constructed to City of Los Angeles design standards.

3.3 Pedestrian Access

The project would be designed to encourage pedestrian activity and walking as a transportation mode.[3] The proposed project is being designed to provide connections to the adjacent public sidewalks and would include site enhancements to promote walkability. Walkability is a term for

[3] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 88 (Very Walkable) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

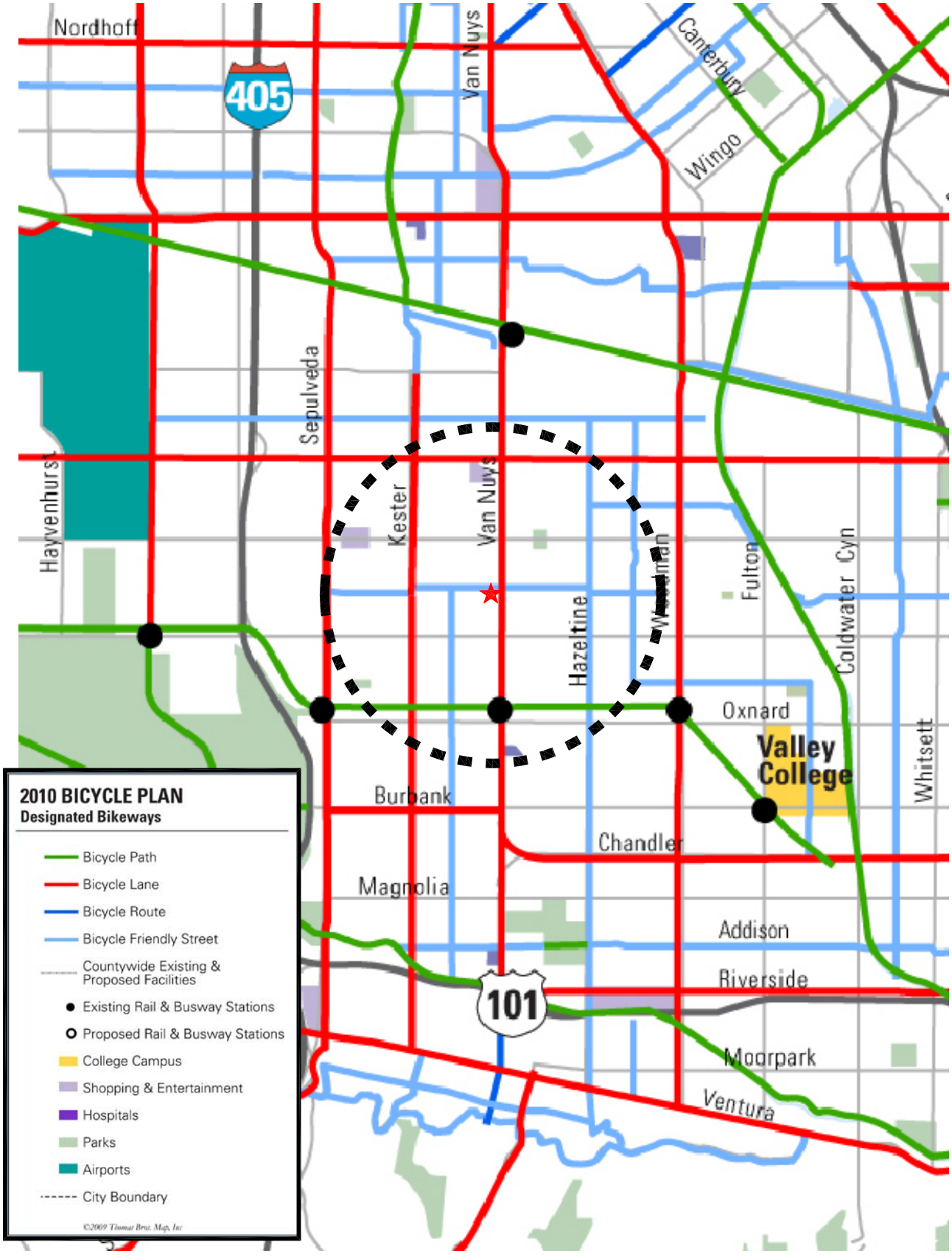
- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is accessible from nearby public bus transit stops as well as other amenities along nearby major corridors. The majority of pedestrian access to the project site is envisioned to occur via the existing public sidewalks provided along all roadways in the area.

3.4 Bicycle Access

Bicycle access to the project site is facilitated by the City of Los Angeles bicycle roadway network[4]. Proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the project site[5]. The location of designated bikeways in close proximity to the project site and in the surrounding area is shown in ***Figure 3-1***. The Citywide Bikeway System in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-2***.

[4] Walk Score also calculates a bike score based on the topography, number and proximity of bike lanes, etc., near the project site. For example, refer to http://www.walkscore.com/, which generates a bike score of approximately 57 (Bikeable) out of 100 for the project site. Walk Score calculates the bike score of an address by locating nearby



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MAP SOURCE: LOS ANGELES DEPARTMENT OF CITY PLANNING, MARCH 2011
CITY OF LOS ANGELES 2010 BICYCLE PLAN

★ PROJECT SITE

▪▪▪ ONE-MILE RADIUS FROM SITE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-1
2010 BICYCLE PLAN DESIGNATED BIKEWAYS
VAN NUYS MIXED-USE PROJECT

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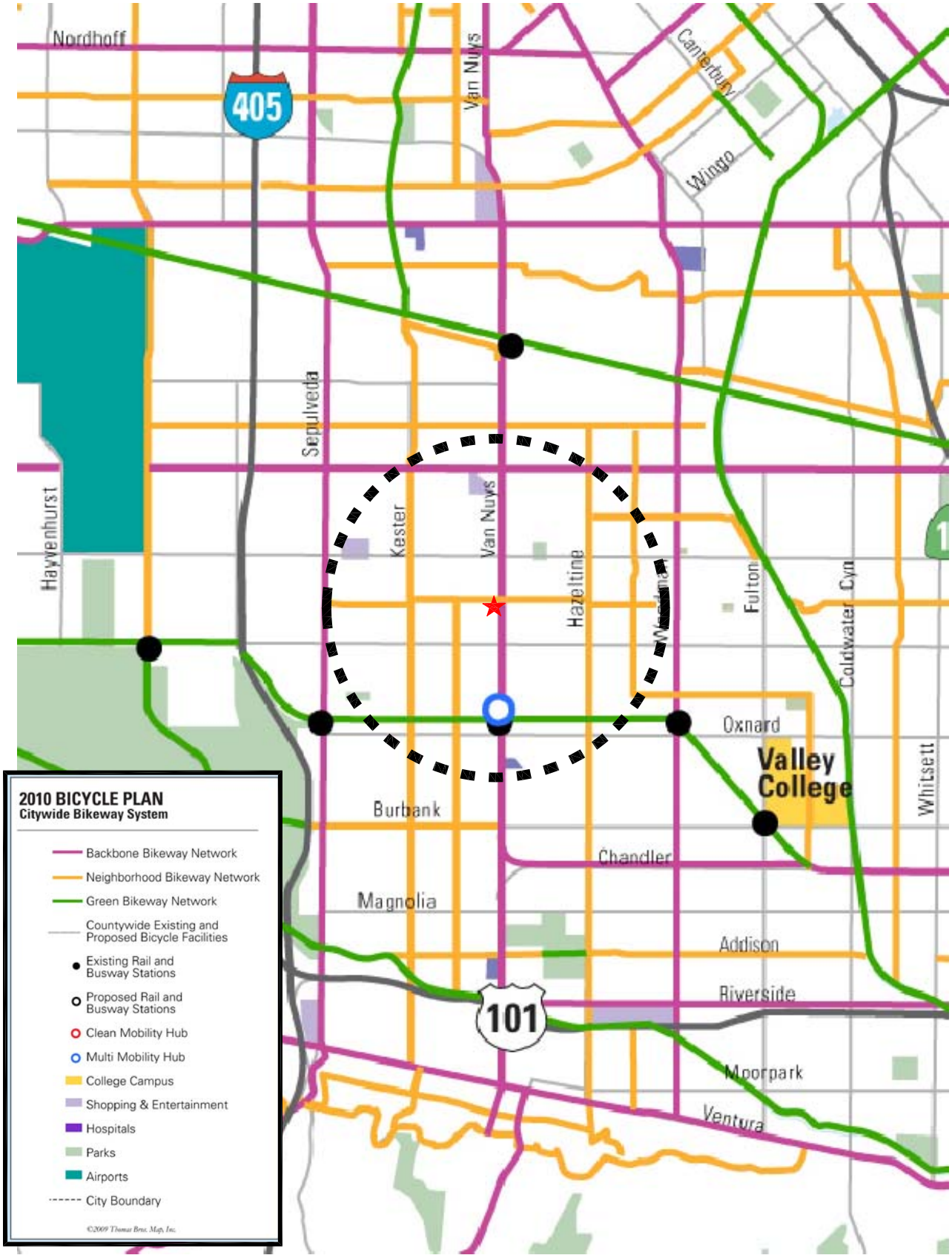

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MAP SOURCE: LOS ANGELES DEPARTMENT OF CITY PLANNING, MARCH 2011
CITY OF LOS ANGELES 2010 BICYCLE PLAN

★ PROJECT SITE

▪ ▪ ▪ ONE-MILE RADIUS FROM SITE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-2
2010 BICYCLE PLAN
CITYWIDE BIKEWAY SYSTEM

VAN NUYS MIXED-USE PROJECT

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The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Two bicycle facilities in the City's bicycle network are located within the immediate vicinity of the project site:

- North-South Routes
  - Kester Avenue: Class II Bicycle Facility (Bicycle Lane)
  - Van Nuys Boulevard: Class II Bicycle Facility (Bicycle Lane)

Use of bicycles as a transportation mode to and from the project site should be encouraged by the provision of ample and safe parking. The type of spaces and dimensions will be provided based on City Code requirements (refer to Los Angeles Municipal Code Sections 12.21.A.16 and 12.21 A.4(c)), as well as to meet the needs of a variety of bicycles. The bicycle spaces should be provided in a readily accessible location(s). Appropriate lighting will be provided to increase safety and provide theft protection during night-time parking.

In accordance with the City of Los Angeles Bicycle Ordinance[6], the following long-term and short-term bicycle parking requirements applicable to the proposed project are as follows:

- Residential Use: One (1.0) long-term bicycle parking space per each dwelling unit/guestroom.
  One (1.0) short-term bicycle parking space per ten dwelling units/guestrooms.
- Commercial Use: One (1.0) long-term bicycle parking space per 2,000 square feet
  One (1.0) short-term bicycle parking space per 2,000 square feet

bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for bicycling.

[5] Source: *City of Los Angeles Bicycle Parking Plan*, Adopted March 1, 2011; www.labikeplan.org.

[6] City of Los Angeles Bicycle Ordinance No. 182386, Effective Date March 13, 2013.

Through application of the Bicycle Ordinance, the following bicycle parking requirement would be calculated for the proposed project:

- Residential Use: 184 DU x 1.0 space/DU = 184 long-term bicycle spaces
  184 DU x 1.0 space/10 DU = 18 short-term bicycle spaces

- Commercial Use: 21,800 SF x 1.0 space/2,000 SF = 11 long-term bicycle spaces
  21,800 SF x 1.0 space/2,000 SF = 11 short-term bicycle spaces

Based on the above calculations, the Code bicycle parking requirement for the proposed project totals 195 long-term bicycle spaces and 29 short-term bicycle spaces.

4.0 PROJECT PARKING

4.1 City Code Parking Requirements

A calculation of the Code parking requirement was prepared in accordance with Section 12.21.A.4 of the City of Los Angeles Municipal Code[7]. In addition, commercial parking requirements for Enterprise Zones were reviewed per Ordinance No. 177103[8]. As indicated in the Municipal Code and Ordinance No. 177103, the following parking requirements are applicable to the proposed project land use components:

- Apartment:
  - One (1.0) parking space per dwelling unit with less than 3 habitable rooms (i.e., studio unit)
  - 1.5 parking spaces per dwelling unit with 3 habitable rooms (i.e., 1-bedroom unit)
  - Two (2.0) parking spaces per dwelling unit with more than 3 habitable rooms (i.e., 2 or more-bedroom unit)
- Retail (in Enterprise Zone):
  - One (1.0) parking space for each 500 square feet of floor area.

Through application of the parking regulations noted above, the following parking requirement would be calculated for the proposed project:

- Apartment (Studio): 18 DU x 1.0 spaces/DU = 18 spaces
- Apartment (1-Bedroom): 79 DU x 1.5 spaces/DU = 119 spaces
- Apartment (2/3-Bedrooms): 87 DU x 2.0 spaces/DU = 174 spaces
- Retail: 21,800 SF x 1.0 space/500 SF = 44 spaces

Total City Code Required Project Parking = 355 spaces

Based on the above calculation, the Code parking requirement for the proposed project totals 355 spaces (311 residential spaces + 44 retail spaces = 355 spaces).

4.2 Proposed Project Parking Supply

As noted previously, a total of 375 parking spaces is planned to be provided on-site, including 344 spaces in the subterranean parking garage and 31 spaces on the street level. Of the 375 parking spaces, 337 spaces will be allocated for the residents with the remaining 38 parking spaces allocated to the commercial component of the project. Of the 38 commercial spaces, seven parking spaces will provided on the street level and 31 will be provided on the subterranean level.

[7] Source: City of Los Angeles Municipal Code (Section 12.21.A.4 and Section 12.22.A.25 (d)).
[8] Source: City of Los Angeles Ordinance No. 177103, Effective Date December 2005.

As part of the parking supply, the project must provide a minimum of eight (8) handicap accessible spaces in the parking area. In accordance with the Americans with Disabilities Act, for parking facilities between 301 to 400 spaces, a minimum of eight spaces must be handicap accessible spaces. In addition, one in every six handicap spaces must be van accessible.

4.3 Summary of Parking Analysis

Direct application of the Code parking rates to the project yields a total Code parking requirement of 355 parking spaces. A total supply of 375 parking spaces is planned to be provided on-site. Thus, the proposed parking supply of 375 spaces for the project would more than satisfy the parking requirements pursuant to the Code (i.e., a surplus of 20 spaces would result).

5.0 EXISTING STREET SYSTEM

5.1 Local Street System

Immediate access to the Van Nuys Mixed-Use project is provided via Kittridge Street which offers direct access to the project's ground level and subterranean parking facility. The list of the five study intersections selected in consultation with LADOT staff for analysis of potential impacts related to the proposed project is presented in ***Table 5-1***. All five study intersections selected for analysis are presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 5-1***.

5.2 Roadway Classifications

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

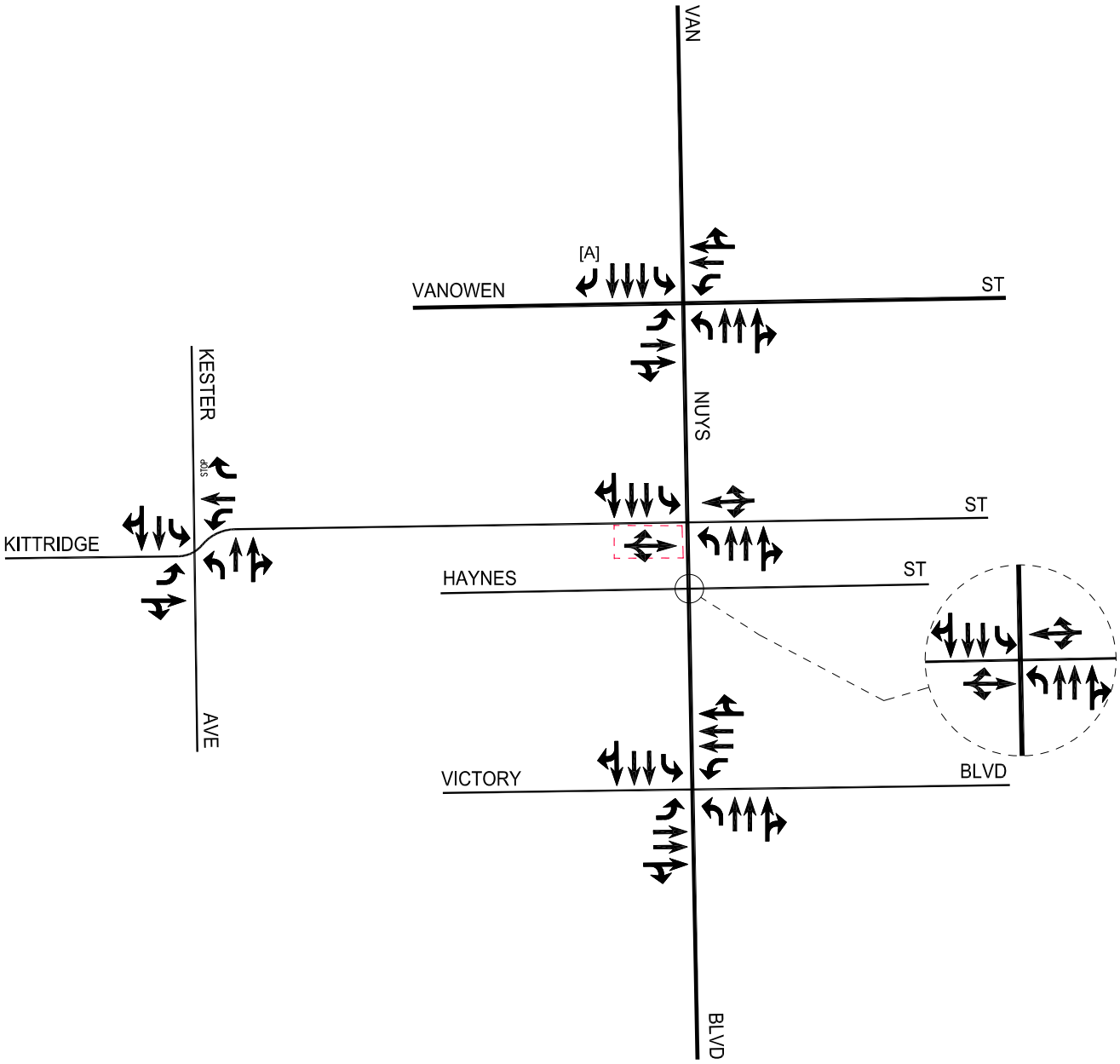
- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

Table 5-1

LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION
1	Kester Avenue/Kittridge Street	Signalized	City of Los Angeles
2	Van Nuys Boulevard/Vanowen Street	Signalized	City of Los Angeles
3	Van Nuys Boulevard/Kittridge Street	Signalized	City of Los Angeles
4	Van Nuys Boulevard/Haynes Street	Signalized	City of Los Angeles
5	Van Nuys Boulevard/Victory Boulevard	Signalized	City of Los Angeles



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[A] FUNCTIONAL RIGHT-TURN ONLY LANE

FIGURE 5-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

VAN NUYS MIXED-USE PROJECT

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5.3 Roadway Descriptions

A review of the important roadways in the project site vicinity and study area is summarized in ***Table 5-2***. As indicated in *Table 5-2*, the important roadways within the project study area were reviewed in terms of the number of lanes provided, parking restrictions, posted speed limits, etc. Additionally, the roadway classifications of key roads in the project study area are also presented in *Table 5-2*.

5.4 Transit Services[9]

5.4.1 *Public Bus Transit Services*

Public bus transit service within the project study area is currently provided by Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT DASH Transit Service. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 5–3***. The existing public transit routes in the project site vicinity are illustrated in ***Figure 5–2***. The Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop is located within 0.25 miles from the project.

5.4.2 *Metro Orange Line*

The Metro Orange Line is a transitway that provides bus service from the Metro Red Line in North Hollywood to the Amtrak and Metrolink rail lines in Chatsworth. The Metro Orange Line Van Nuys station is located at the northeast corner of the Van Nuys Boulevard/Aetna Street intersection. During the weekday AM and PM peak hours, the Metro Orange Line operates at headways of four minutes per bus (i.e., approximately 15 Orange Line buses during peak hours) in the eastbound and westbound directions.

[9] Walk Score also calculates a transit score based on the number and proximity of bus and rail routes near the project site. For example, refer to http://www.walkscore.com/, which generates a transit score of approximately 54 (Good Transit) out of 100 for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for using transit service.

Table 5-2
EXISTING ROADWAY DESCRIPTIONS

ROADWAY	CLASSIFICATION [1]	TRAVEL LANES		MEDIAN TYPE [4]	SPEED LIMIT
		DIRECTION [2]	NO. LANES [3]		
Kester Avenue	Avenue II	NB-SB	4	N/A	35
Van Nuys Boulevard	Boulevard II	NB-SB	6	2WLT/RMI	35
Kittridge Street	Collector Street	EB-WB	2	N/A	25
Vanowen Street	Avenue II	EB-WB	4	2WLT/N/A	35
Haynes Street	Local Street	EB-WB	2	N/A	25
Victory Boulevard	Boulevard II	EB-WB	6 to 4 [5]	2WLT/N/A	35

[1] Roadway classifications obtained from the City of Los Angeles Mobility Plan 2035, Adopted 01/20/2016.
[2] Direction of roadways in the project area: N-S - northbound/southbound; and E-W - eastbound/westbound.
[3] Number of through lanes in both directions on the roadway.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Anti-Gridlock Parking Restrictions: Tow-Away-No-Stopping (7:00AM-9:00AM) and (4:00PM-7:00PM) Monday thru Friday.

Table 5-3
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 164	West Hills to Burbank via Warner Center, Reseda, Lake Balboa, Van Nuys and North Hollywood	Van Nuys Boulevard, Victory Boulevard	EB WB	3 6	7 3
Metro 165	West Hills to Burbank via Canoga Park, Reseda, Lake Balboa, Van Nuys and North Hollywood	Van Nuys Boulevard, Vanowen Street	EB WB	3 11	8 4
Metro 233	Sherman Oaks to Lake View Terrace via Van Nuys, Panorama City and Pacoima	Van Nuys Boulevard, Vanowen Street, Kittridge Street, Victory Boulevard	NB SB	5 5	5 5
Metro 237	Encino to Sherman Oaks via Van Nuys, Northridge, Granada Hills, Sylmar and North Hills	Van Nuys Boulevard, Victory Boulevard	NB SB	1 2	2 1
Metro 656	Hollywood to Van Nuys via Studio City and North Hollywood	Van Nuys Boulevard, Vanowen Street, Kittridge Street, Victory Boulevard	NB SB	2 2	2 2
Metro 744	Pacoima to Northridge via Panorama City, Van Nuys, Sherman Oaks, Encino, Tarzana and Reseda	Van Nuys Boulevard, Vanowen Street, Victory Boulevard	EB WB	3 3	3 3
Metro 788	West Los Angeles to Arleta via Westwood, Sherman Oaks Van Nuys and Panorama City	Van Nuys Boulevard, Vanowen Street, Victory Boulevard	EB WB	3 4	4 3
Metro Orange Line	North Hollywood to Chatsworth via Van Nuys, Reseda, Winnetka, Warner Center and Canoga Park	Van Nuys Boulevard, Oxnard Street	EB WB	14 15	15 15
DASH: Panorama City/ Van Nuys	Panorama City to Van Nuys	Kester Avenue, Kittridge Street, Van Nuys Boulevard, Victory Boulevard	EB WB	3 3	3 3
			Total	**88**	**88**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (DASH) websites, 2016.

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

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FIGURE 5-2
EXISTING TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

VAN NUYS MIXED-USE PROJECT

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6.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the five study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted in June 2016 by an independent traffic count subconsultant (The Traffic Solution) at the five study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to determine the PM peak commuter hour. It is noted that all of the traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles peak commuter hours.

The weekday AM and PM peak hour manual counts of vehicle movements at the five study intersections are summarized in ***Table 6-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 6-1*** and ***6-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

Table 6-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Kester Avenue/ Kittridge Street	06/08/2016	NB SB EB WB	7:15	722 1,115 171 210	4:45	1,309 727 100 182
2	Van Nuys Boulevard/ Vanowen Street	06/08/2016	NB SB EB WB	7:15	1,006 1,618 1,032 1,186	4:30	1,680 1,284 1,148 1,091
3	Van Nuys Boulevard/ Kittridge Street	06/08/2016	NB SB EB WB	7:15	946 1,588 228 254	4:00	1,706 1,203 255 213
4	Van Nuys Boulevard/ Haynes Street	06/08/2016	NB SB EB WB	7:15	918 1,566 171 148	3:45	1,614 1,257 133 118
5	Van Nuys Boulevard/ Victory Boulevard	06/08/2016	NB SB EB WB	7:30	889 1,467 1,412 1,344	4:00	1,629 1,131 1,372 1,259

[1] Counts conducted by The Traffic Solution

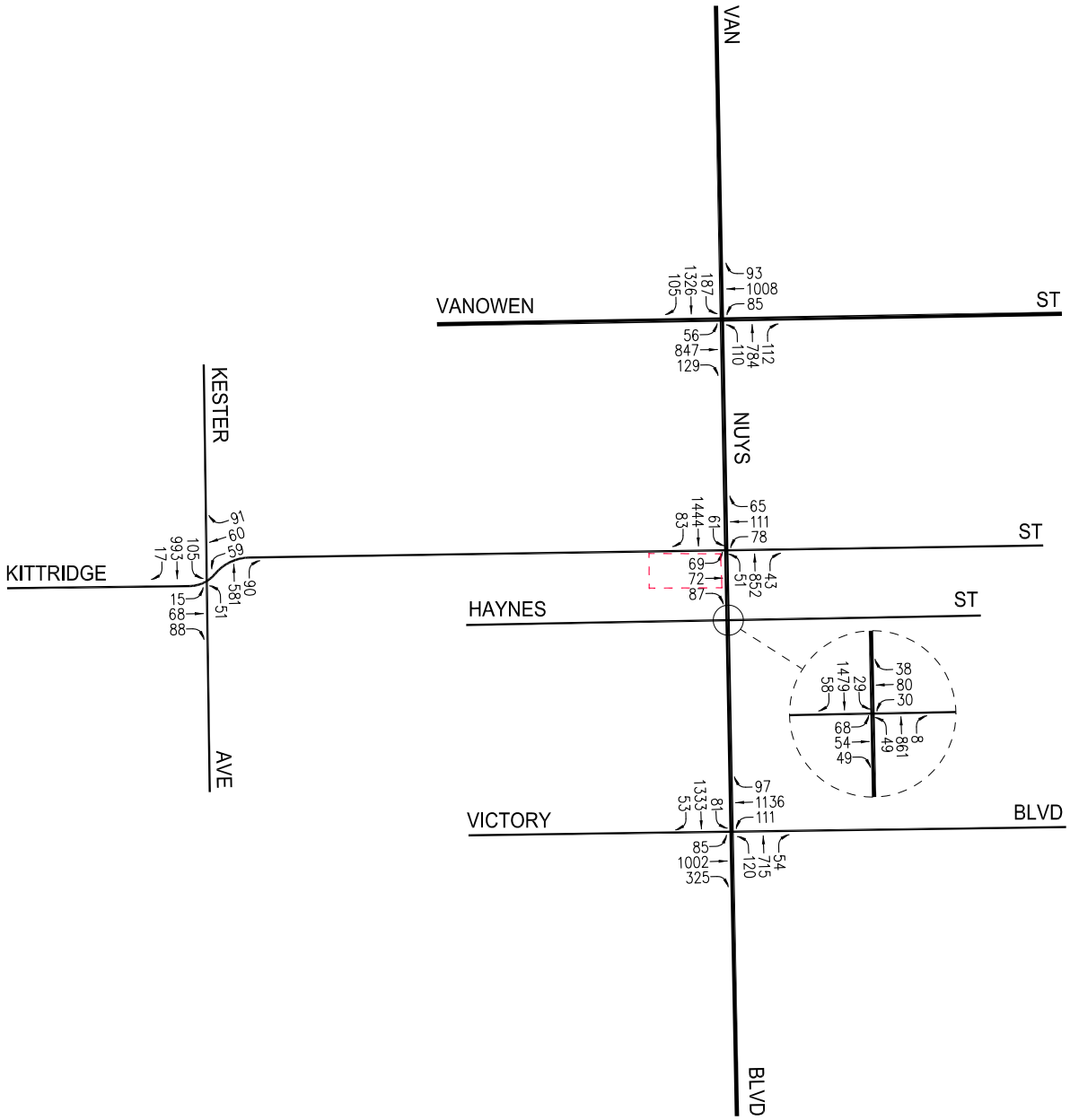

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FIGURE 6-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
VAN NUYS MIXED-USE PROJECT

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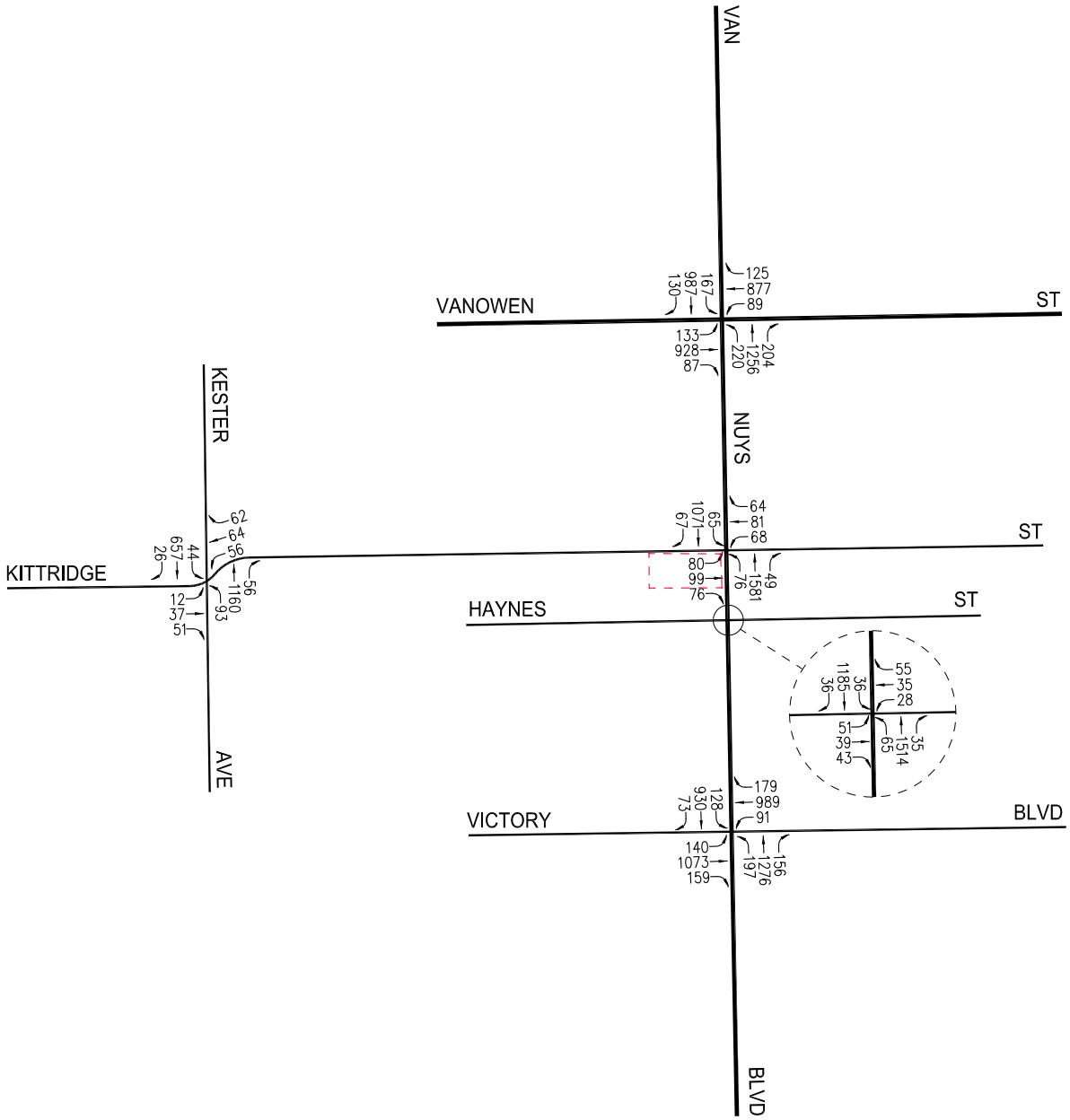

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FIGURE 6-2
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
VAN NUYS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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7.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

7.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Los Angeles Departments of Transportation and Planning. The list of related projects in the project site area is presented in ***Table 7-1***. The location of the related projects is shown in ***Figure 7-1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[10]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 7-1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 7-2*** and 7-***3***, respectively.

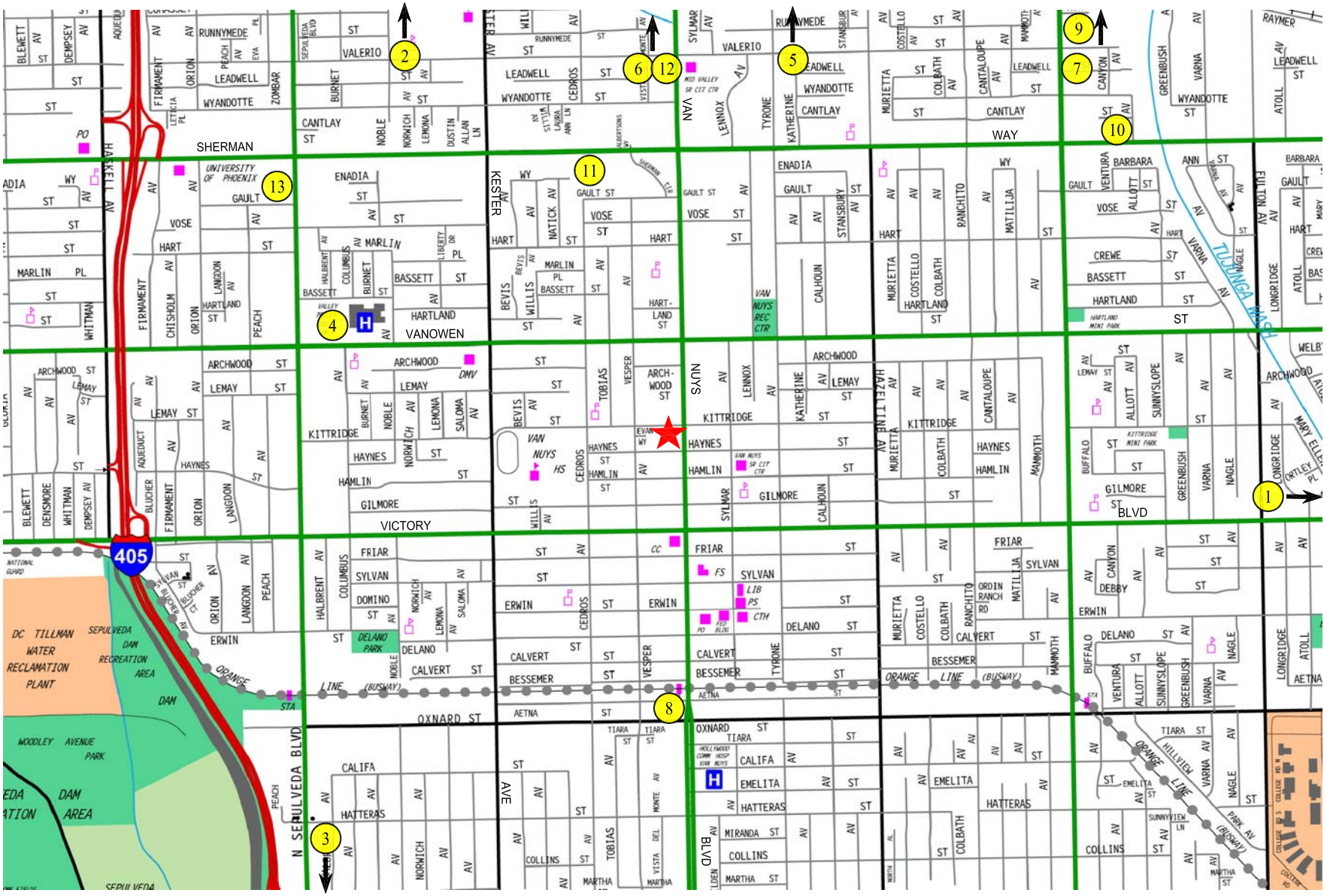
[10] Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, Washington, D.C., 2012.

Table 7-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	13103 Victory Boulevard	Apartments Retail Health Fitness Club General Office	100 DU 60,000 KSF 40,000 KSF 20,000 KSF	6,726	199	197	396	249	259	508
2	Under Construction	Saticoy/Burnett Townhomes 15141 Saticoy Street	Townhomes	85 DU	402	12	35	47	31	23	54
3	Under Construction	Sepulveda Square 5700 N Sepulveda Boulevard	Condominiums Retail	97 DU 34,775 GSF	1,813	27	42	69	62	61	123
4	Under Construction	Valley Presbyterian Medical Center 15225 Vanowen Street	Hospital	80,200 GSF	2,898	157	42	199	80	218	298
5	Proposed	Tyrone Industrial 7600 Tyrone Avenue	Light Industrial	288,296 GSF	753	76	0	76	9	105	114
6	Under Construction	7869 Van Nuys Boulevard	Retail General Office Fitness Center	8,038 GSF 11,092 GSF 30,165 GSF	1,089	35	23	58	60	58	118
7	Proposed	7346 N Woodman Avenue	Apartment	86 DU	572	9	35	44	34	19	53
8	Proposed	6001 N Van Nuys Boulevard	Apartment Retail Restaurant	384 DU 9,000 GSF 8,000 GSF	1,793	20	129	149	122	44	166
9	Proposed	7700 Woodman Avenue	Senior Housing	288 DU	630	3	30	33	19	14	33
10	Proposed	Sherman Way Apartments 13641 W Sherman Way	Apartment	93 DU	618	9	38	47	38	20	58
11	Proposed	14700 W Sherman Way	Single Family Detached	58 DU	552	11	32	43	37	21	58
12	Proposed	8155 Van Nuys Boulevard	Apartment Retail Specialty Retail	180 DU 11,000 GSF 49,500 GSF	2,482	68	120	188	138	112	250
13	Proposed	7111 N Sepulveda Boulevard	Apartment Retail	180 DU 4,750 GSF	634	15	79	94	43	11	54
TOTAL					**20,962**	**641**	**802**	**1,443**	**922**	**965**	**1,887**

[1] Source: City of Los Angeles Department of Transportation (LADOT). The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.



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MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

FIGURE 7-1
LOCATION OF RELATED PROJECTS

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VAN NUYS MIXED-USE PROJECT

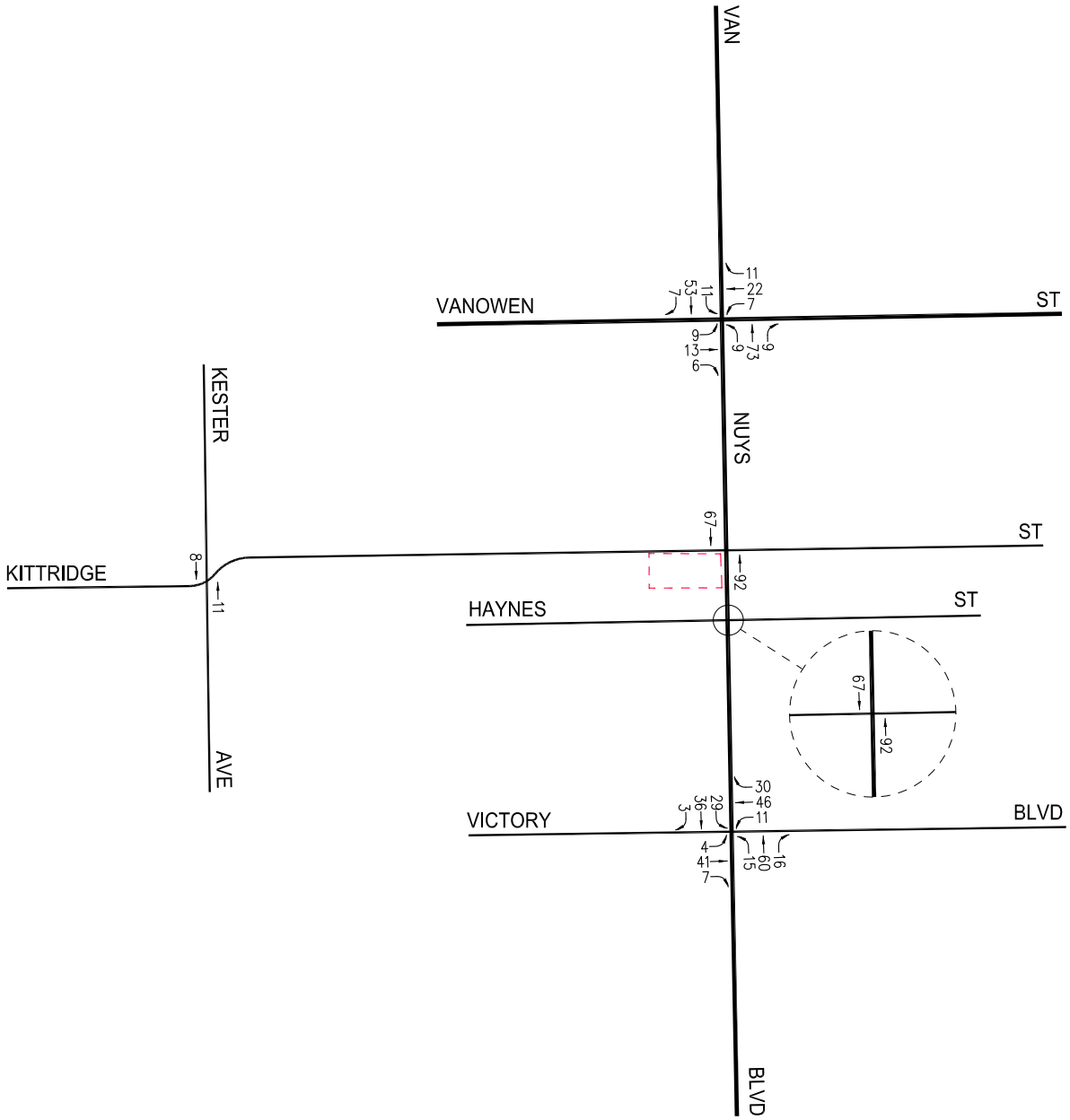

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FIGURE 7-2

RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

VAN NUYS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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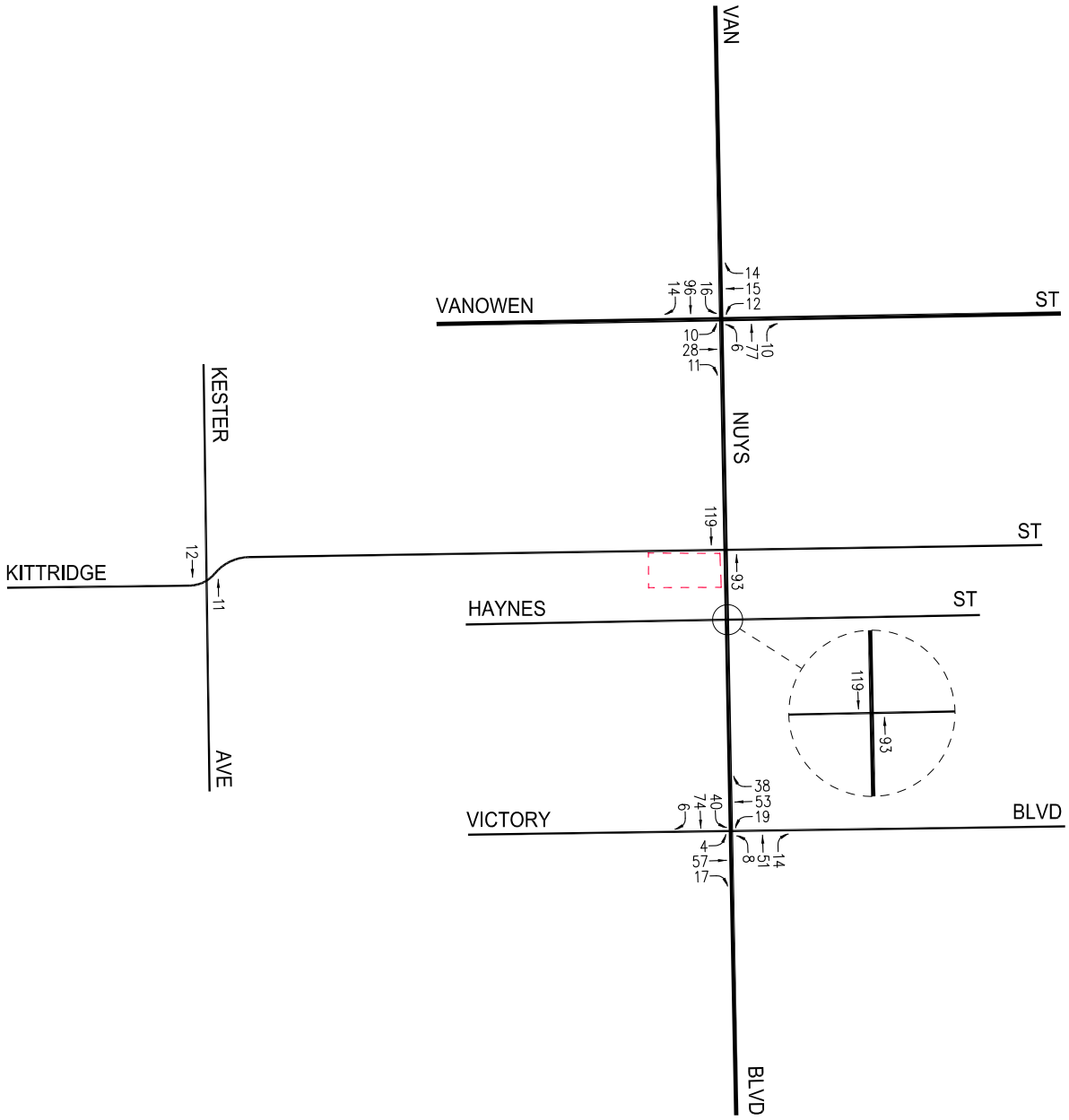

NOT TO SCALE

PROJECT SITE

FIGURE 7-3

RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

VAN NUYS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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7.2 Ambient Traffic Growth Factor

In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual rate of 2.0 percent (2.0%) to the year 2018 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., RSA 12, West San Fernando Valley), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2015 and 2020. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

8.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

8.1 Project Trip Generation

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*. Traffic volumes expected to be generated by the residential component of the proposed project were based upon rates per number of residential units. Traffic volumes expected to be generated by the commercial component of the proposed project were based upon rates per 1,000 square feet of floor area. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the proposed project:

- ITE Land Use Code 220: Apartment
- ITE Land Use Code 820: Shopping Center
- ITE Land Use Code 826: Specialty Retail

In addition to the above project trip generation forecasts, a forecast was made of likely pass-by trips that could be anticipated at the site for the proposed uses. Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by traffic forecast has been estimated based on a review of the existing traffic volumes at the

study intersections, the recommended practice in Appendix F of the ITE *Trip Generation Handbook*[11] and the *LADOT Policy on Pass-by Trips*. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts for the retail components of the proposed project only. Additionally, a trip reduction adjustment was employed in the project trip generation forecast to account for the proximity to the existing nearby Metro transit station, as well as the high level of bus transit opportunities in the project study area. Based on LADOT traffic study guidelines and discussions with LADOT staff, a transit trip reduction factor of 15 percent (15.0%) would be applicable to the proposed project based on the project's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus stop, Metro Orange Line Van Nuys station, and other public bus transit routes in the area.

In addition to the proposed project trip generation forecasts, forecasts were also made for the existing site land uses. Trip generation average rates for the following ITE land uses were utilized in the traffic generation forecasts associated with the existing uses on-site:

- ITE Land Use Code 820 (Shopping Center)
- ITE Land Use Code 850 (Supermarket)

Applicable transit and pass-by trip adjustments were also employed in the trip generation forecasts for the existing site land uses.

It is noted that no internal capture adjustments have been employed in the trip generation forecasts to account for the synergistic effects of the proposed project land use mix at the site, as well as neighborhood walk-ins for the project's commercial land uses. Internal capture trips are those trips made internal to the site between land uses in a mixed-use development such as the proposed project. When combined within a mixed-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. Accordingly, the project trip generation forecasts can be considered conservative as no internal capture adjustments have been employed in the analysis.

The trip generation forecast for the proposed project is summarized in ***Table 8-1***. The trip generation forecast for the proposed project was submitted for review and approval by LADOT staff. As presented in *Table 8-1*, the proposed project is forecast to generate 103 net new vehicle trips (23 inbound trips and 80 outbound trips) during the AM peak hour and 39 net new vehicle trips (31 inbound trips and 8 outbound trips) during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate 519 net new daily trip ends during a typical weekday.

[11] Institute of Transportation Engineers *Trip Generation Handbook*, 3rd Edition, Washington, D.C., August 2014.

Table 8-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartment [3]	184 DU	1,224	19	75	94	74	40	114
- Less Transit Adjustment (15%) [4]		(184)	(3)	(11)	(14)	(11)	(6)	(17)
Retail [5]	12,000 GLSF	512	7	5	12	22	23	45
- Less Transit Adjustment (15%) [4]		(77)	(1)	(1)	(2)	(3)	(3)	(6)
- Less Pass-by Adjustment (50%) [6]		(218)	(3)	(2)	(5)	(10)	(10)	(20)
Specialty Retail [7]	9,800 GLSF	434	32	35	67	12	15	27
- Less Transit Adjustment (15%) [4]		(65)	(5)	(5)	(10)	(2)	(2)	(4)
- Less Pass-by Adjustment (10%) [6]		(37)	(3)	(3)	(6)	(1)	(1)	(2)
Subtotal Proposed Project		**1,589**	**43**	**93**	**136**	**81**	**56**	**137**
Less Existing Uses								
Retail [5]	(6,630) GLSF	(283)	(4)	(2)	(6)	(12)	(13)	(25)
- Less Transit Adjustment (15%) [4]		42	1	0	1	2	2	4
- Less Pass-by Adjustment (50%) [6]		121	2	1	3	5	6	11
Supermarket [8]	(18,230) GSF	(1,864)	(38)	(24)	(62)	(88)	(85)	(173)
- Less Transit Adjustment (15%) [4]		280	6	4	10	13	13	26
- Less Pass-by Adjustment (40%) [6]		634	13	8	21	30	29	59
Subtotal Existing Uses		**(1,070)**	**(20)**	**(13)**	**(33)**	**(50)**	**(48)**	**(98)**
NET INCREASE		**519**	**23**	**80**	**103**	**31**	**8**	**39**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop, Metro Orange Line Van Nuys station, and other public transit routes in the area.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[7] ITE Land Use Code 826 (Specialty Retail Center) trip generation average rates.
- Daily Trip Rate: 44.32 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour of Generator Trip Rate: 6.84 trips/1,000 SF of floor area; 48% inbound/52% outbound
- PM Peak Hour Trip Rate: 2.71 trips/1,000 SF of floor area; 44% inbound/56% outbound

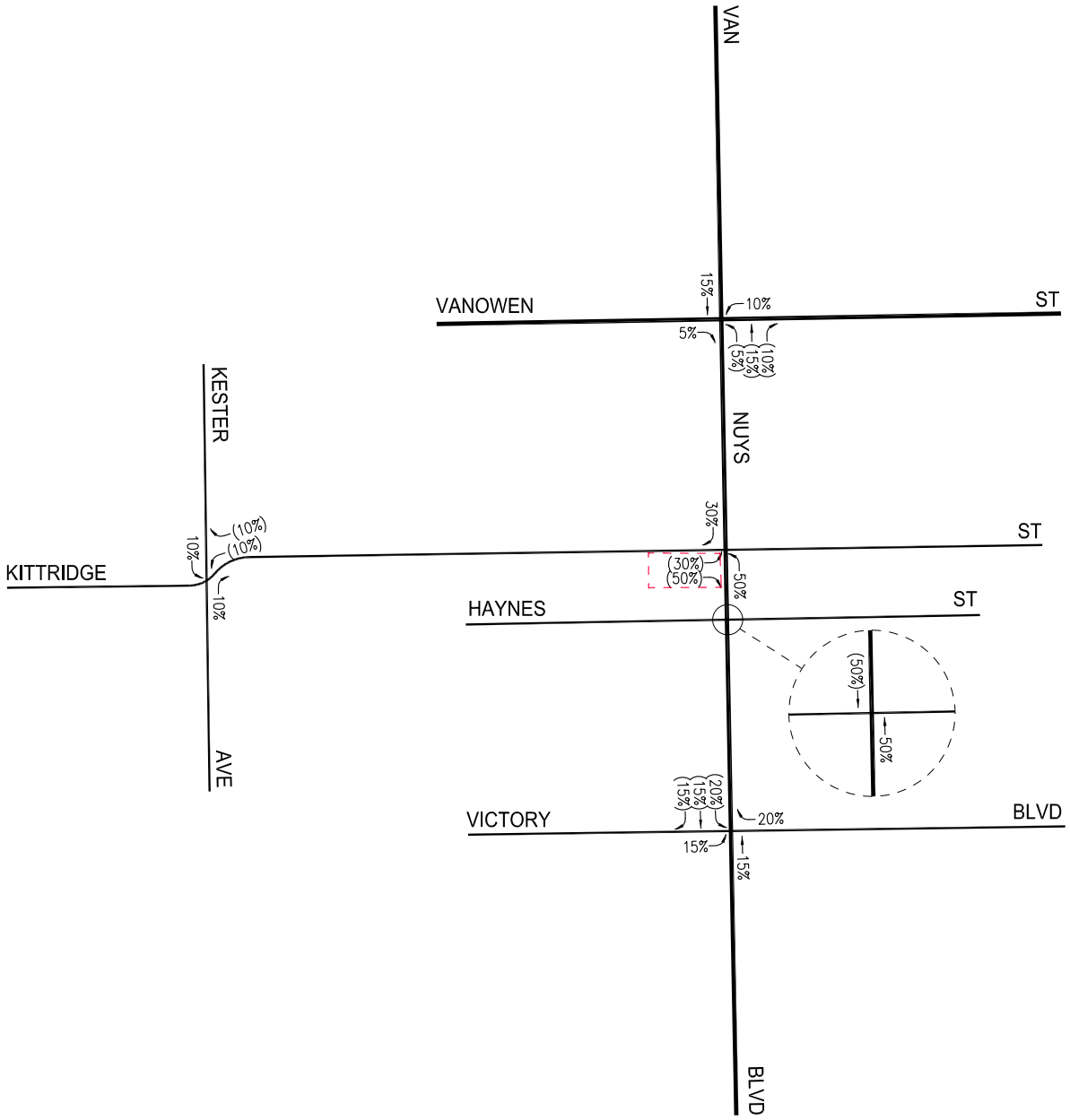
[8] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

8.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Van Nuys Boulevard, Kester Avenue, Victory Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project; and
- Nearby population and employment centers.

The project traffic volume distribution percentages during the weekday AM and PM peak hours at the study intersections are illustrated in ***Figure 8-1***. The forecast project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 8-2*** and ***8-3***, respectively. The traffic volume assignments presented in *Figures 8-2* and *8-3* reflect the traffic distribution characteristics shown in *Figure 8-1* and the project traffic generation forecast presented in *Table 8-1*.



NOT TO SCALE

PROJECT SITE

XX = INBOUND PERCENTAGES

(XX) = OUTBOUND PERCENTAGES

FIGURE 8-1
PROJECT TRIP DISTRIBUTION

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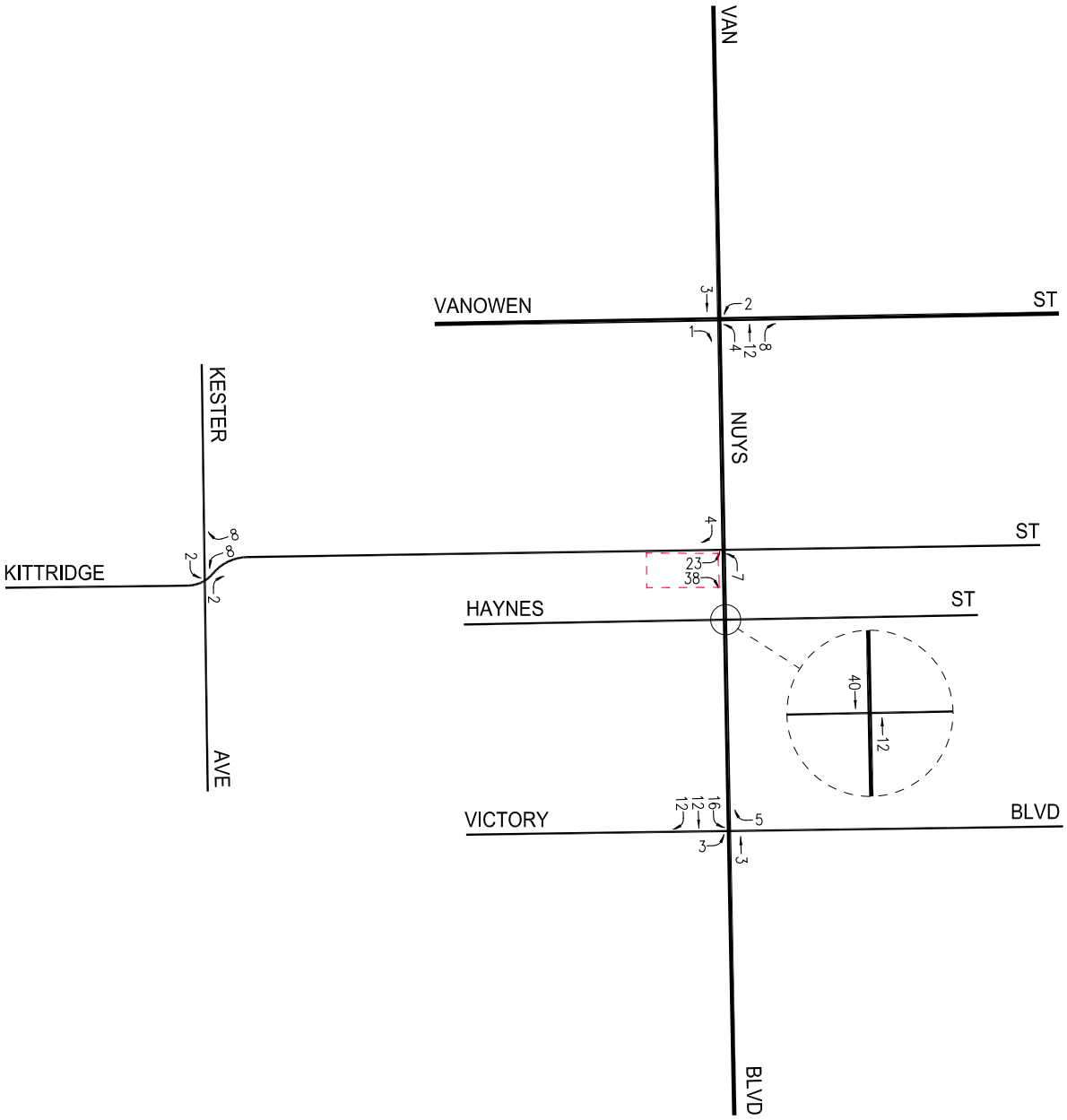

PROJECT SITE

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FIGURE 8-2
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
VAN NUYS MIXED-USE PROJECT

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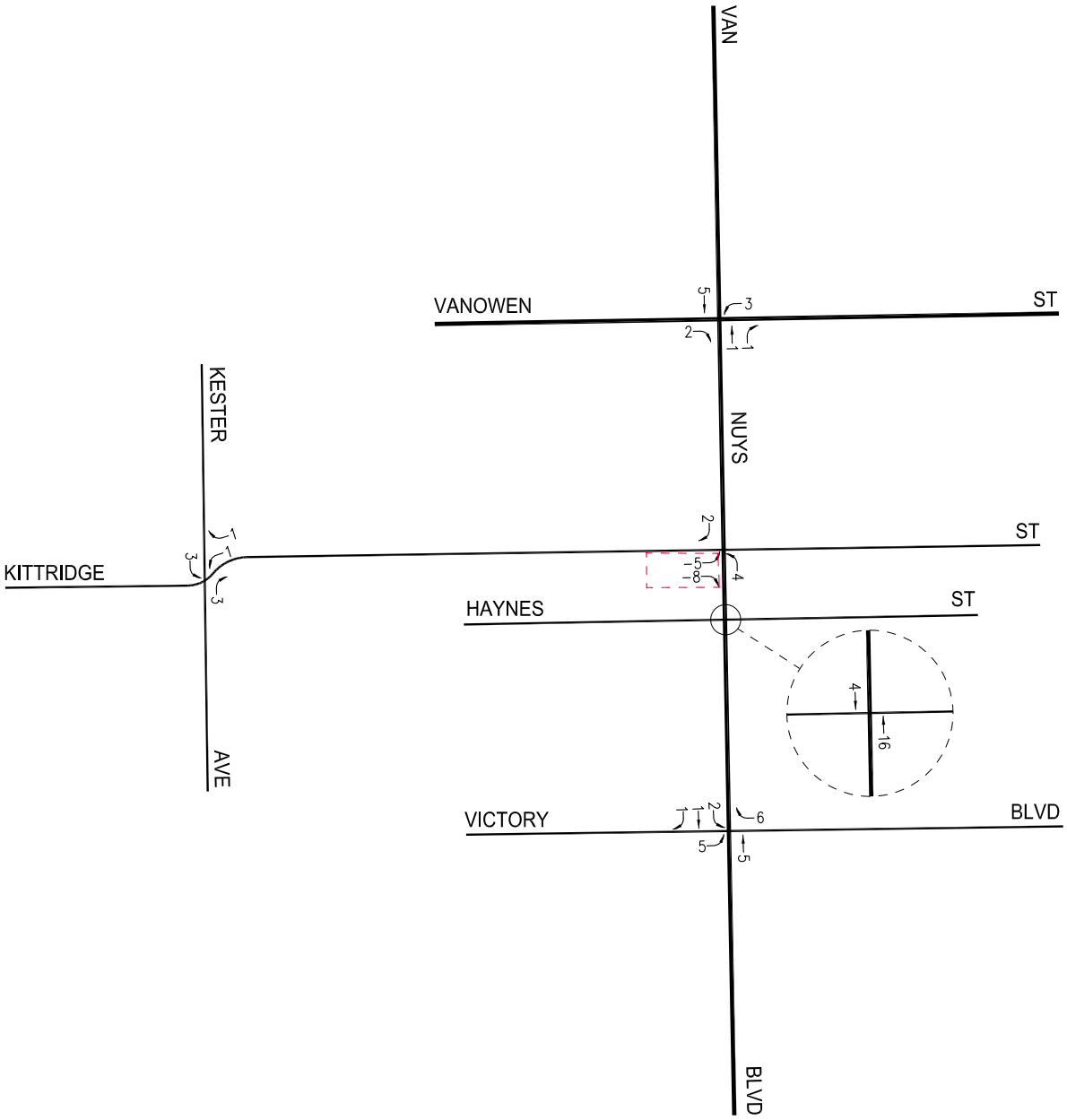

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PROJECT SITE

FIGURE 8-3
PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
VAN NUYS MIXED-USE PROJECT

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9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix B***.

9.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures,* August 2014. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 9–1***.

Table 9-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

9.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [b] with implementation of project mitigation measures, where necessary.

[d] Condition [a] plus 2.0 percent (2.0%) annual ambient traffic growth through year 2018 and with completion and occupancy of the related projects (i.e., future without project conditions).

[e] Condition [d] with completion and occupancy of the proposed project.

[f] Condition [e] with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

10.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 10-1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix B*.

10.1 Existing Conditions

10.1.1 *Existing Conditions*

As indicated in column [1] of *Table 10–1*, all five study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 6–1* and *6–2*, respectively.

10.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 10–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 10–1*** and ***10–2***, respectively.

10.2 Future Conditions

10.2.1 *Future Without Project Conditions*

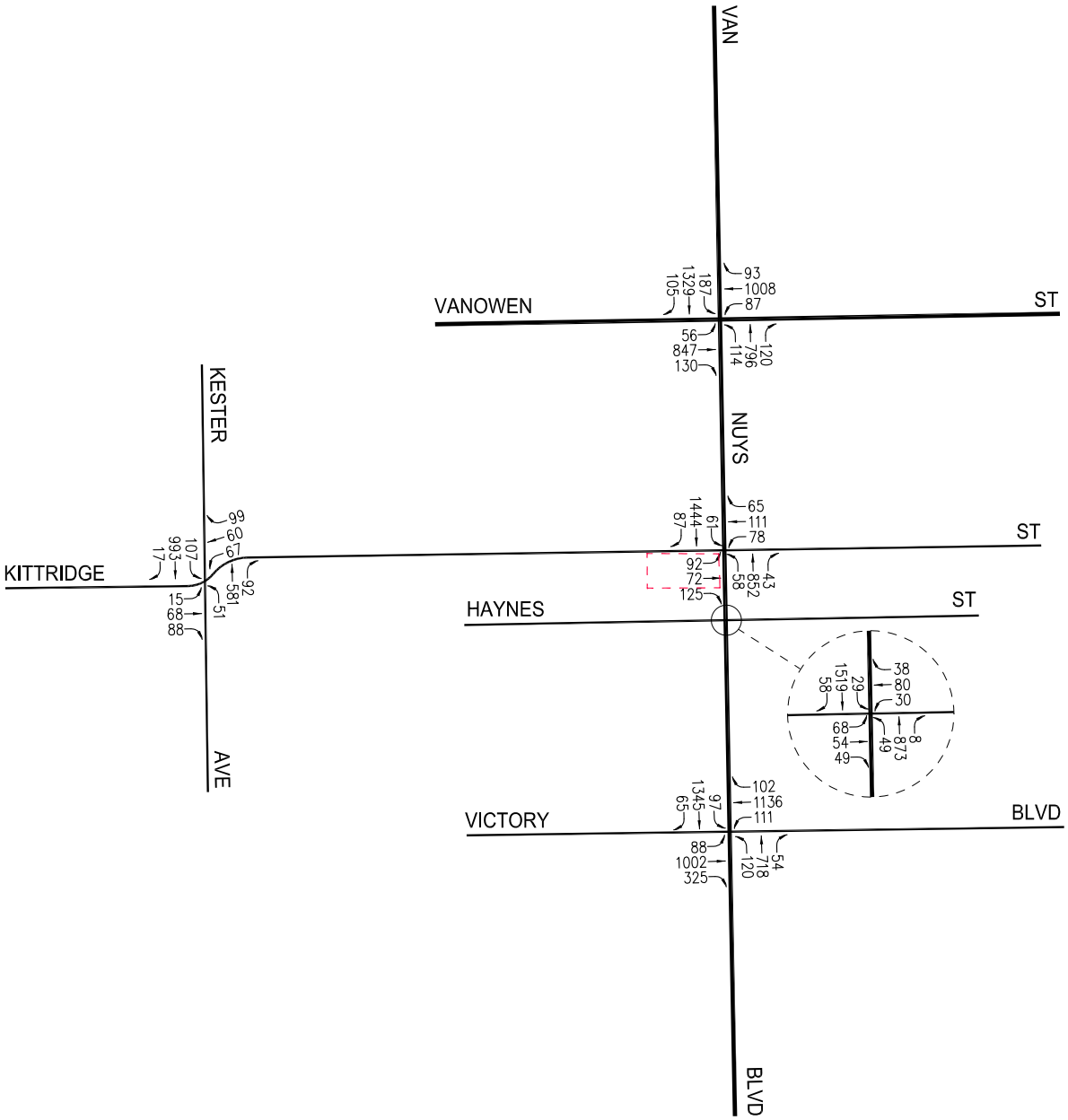
The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7–1*. As presented in column [3] of *Table 10–1*, all five study intersections are expected to continue to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The future without project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 10–3*** and ***10–4***, respectively.

Table 10-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2016 EXISTING V/C	[1] LOS	[2] YEAR 2016 EXISTING WITH PROJECT V/C	[2] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2018 FUTURE W/O PROJECT V/C	[3] LOS	[4] YEAR 2018 FUTURE WITH PROJECT V/C	[4] LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Kester Avenue/	AM	0.414	A	0.419	A	0.005	No	0.438	A	0.443	A	0.005	No
	Kittridge Street	PM	0.431	A	0.435	A	0.004	No	0.455	A	0.459	A	0.004	No
2	Van Nuys Boulevard/	AM	0.713	C	0.717	C	0.004	No	0.783	C	0.786	C	0.003	No
	Vanowen Street	PM	0.804	D	0.804	D	0.000	No	0.889	D	0.889	D	0.000	No
3	Van Nuys Boulevard/	AM	0.489	A	0.523	A	0.034	No	0.527	A	0.562	A	0.035	No
	Kittridge Street	PM	0.521	A	0.512	A	-0.009	No	0.567	A	0.558	A	-0.009	No
4	Van Nuys Boulevard/	AM	0.418	A	0.427	A	0.009	No	0.454	A	0.463	A	0.009	No
	Haynes Street	PM	0.381	A	0.385	A	0.004	No	0.420	A	0.423	A	0.003	No
5	Van Nuys Boulevard/	AM	0.725	C	0.731	C	0.006	No	0.799	C	0.805	D	0.006	No
	Victory Boulevard	PM	0.725	C	0.733	C	0.008	No	0.828	D	0.836	D	0.008	No

[a] According to LADOT's "Traffic Study Policies and Procedures," August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.700 - 0.800	C	equal to or greater than 0.040
>0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E/F	equal to or greater than 0.010



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PROJECT SITE

FIGURE 10-1

EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

VAN NUYS MIXED-USE PROJECT

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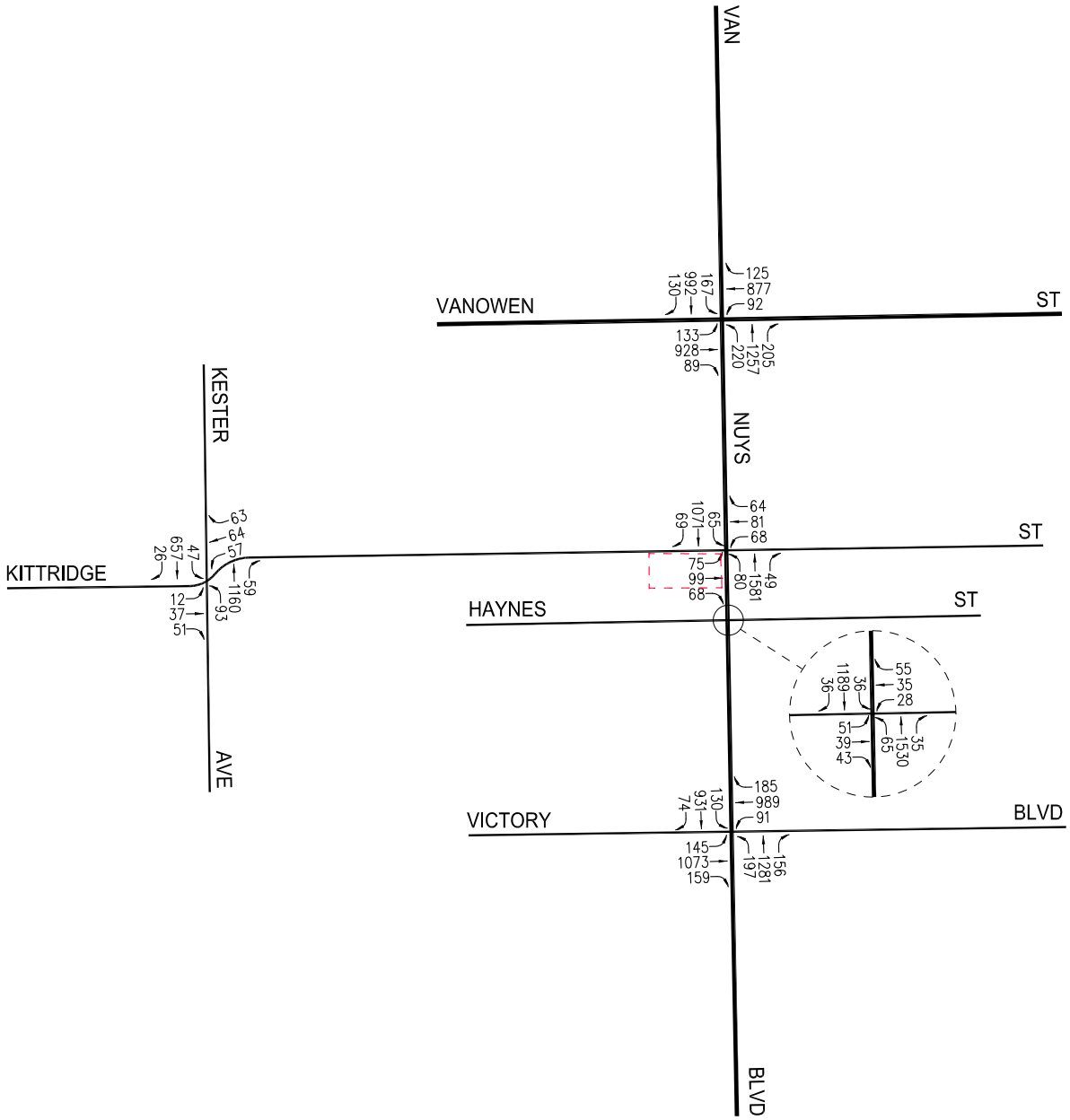

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FIGURE 10-2

EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

VAN NUYS MIXED-USE PROJECT

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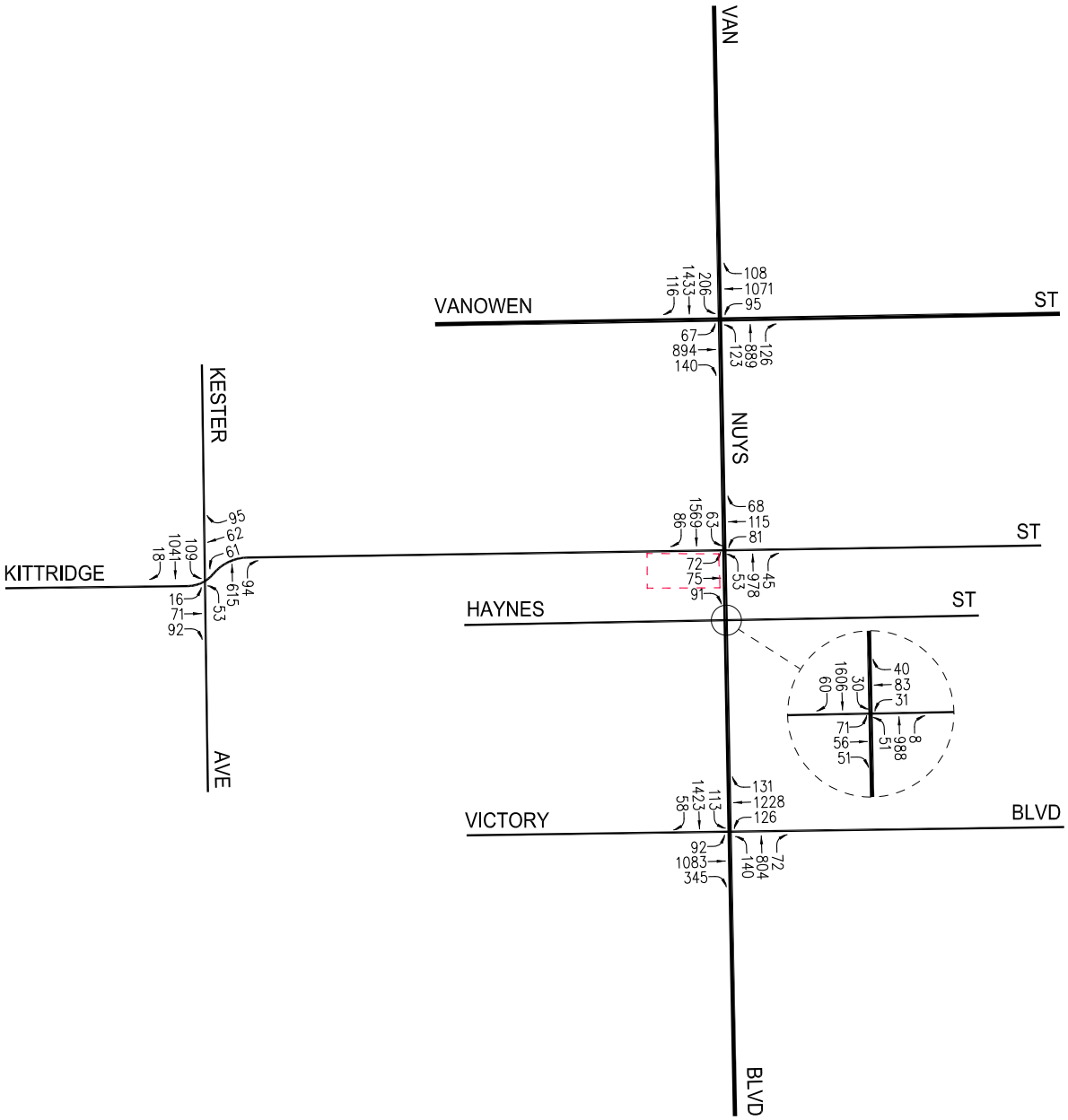

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PROJECT SITE

FIGURE 10-3

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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VAN NUYS MIXED-USE PROJECT

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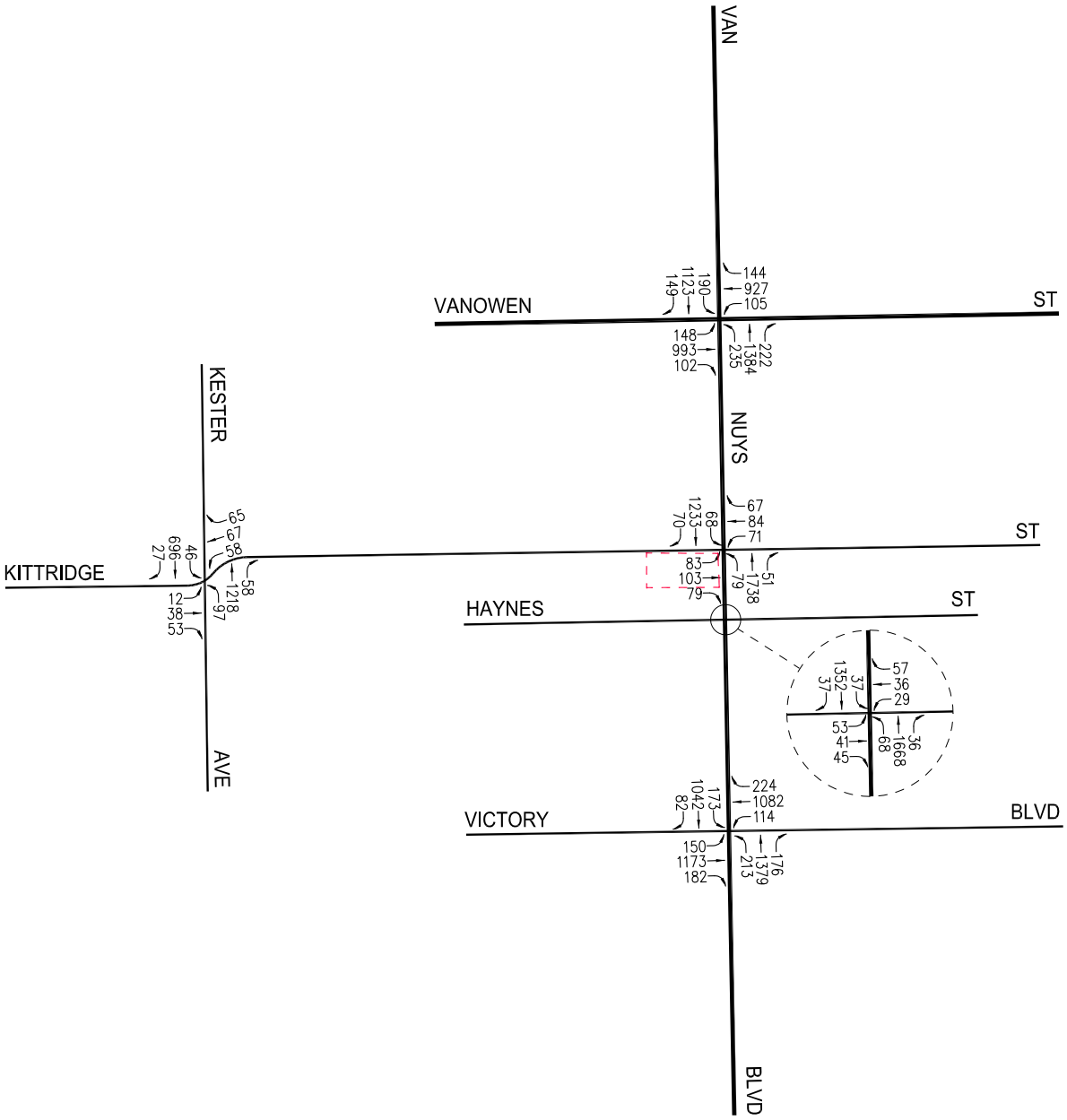

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PROJECT SITE

FIGURE 10-4

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

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VAN NUYS MIXED-USE PROJECT

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10.2.2 *Future With Project Conditions*

As shown in column [4] of *Table 10–1,* application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Future With Project" conditions. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 10–5*** and ***10–6***, respectively.

10.3 Freeway Impact Analysis Screening Criteria Review

Pursuant to the Freeway agreement executed in October 2013 between LADOT and Caltrans District 7 and as amended in December 2015, traffic studies may be required to conduct a focused freeway impact analysis in addition to the CMP analysis. If projects meet any of the following criteria, applicants are directed to the Caltrans' Intergovernmental Review section for a determination on the need for analysis and, if necessary, the methodology to be utilized for a freeway impact analysis:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or

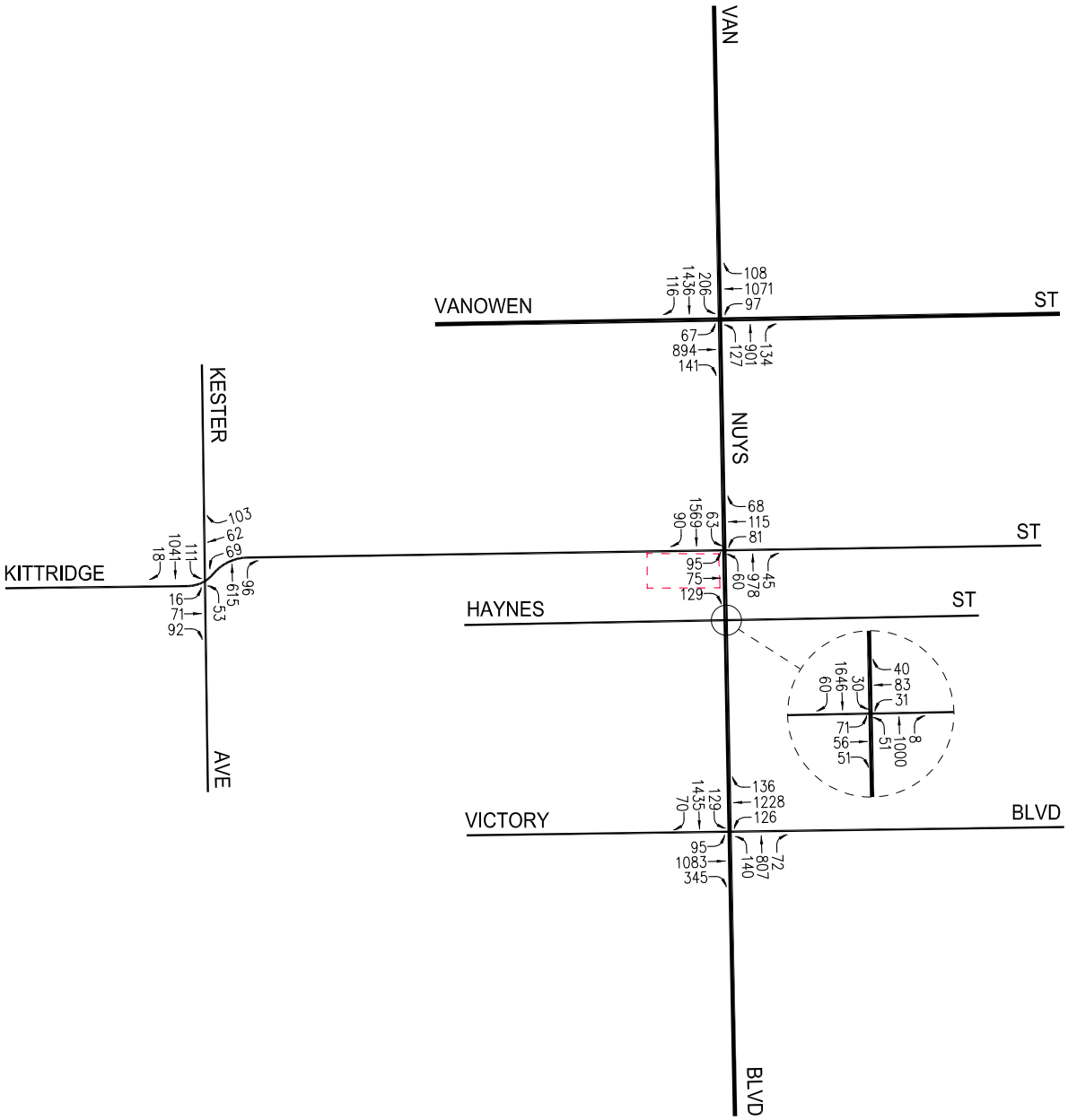
- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

Freeway mainline segments and off-ramps in the project vicinity which are forecast to receive net new project trips are subject to freeway impact analysis screening. The freeway facilities selected for screening due to the proposed project are as follows:

- I-405 Freeway Mainline Segment north of Sherman Way, northbound and southbound,

- I-405 Freeway Mainline Segment south of Victory Boulevard, northbound and southbound,

- I-405 Freeway Southbound Off-Ramp at Sherman Way,



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PROJECT SITE

FIGURE 10-5

FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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VAN NUYS MIXED-USE PROJECT

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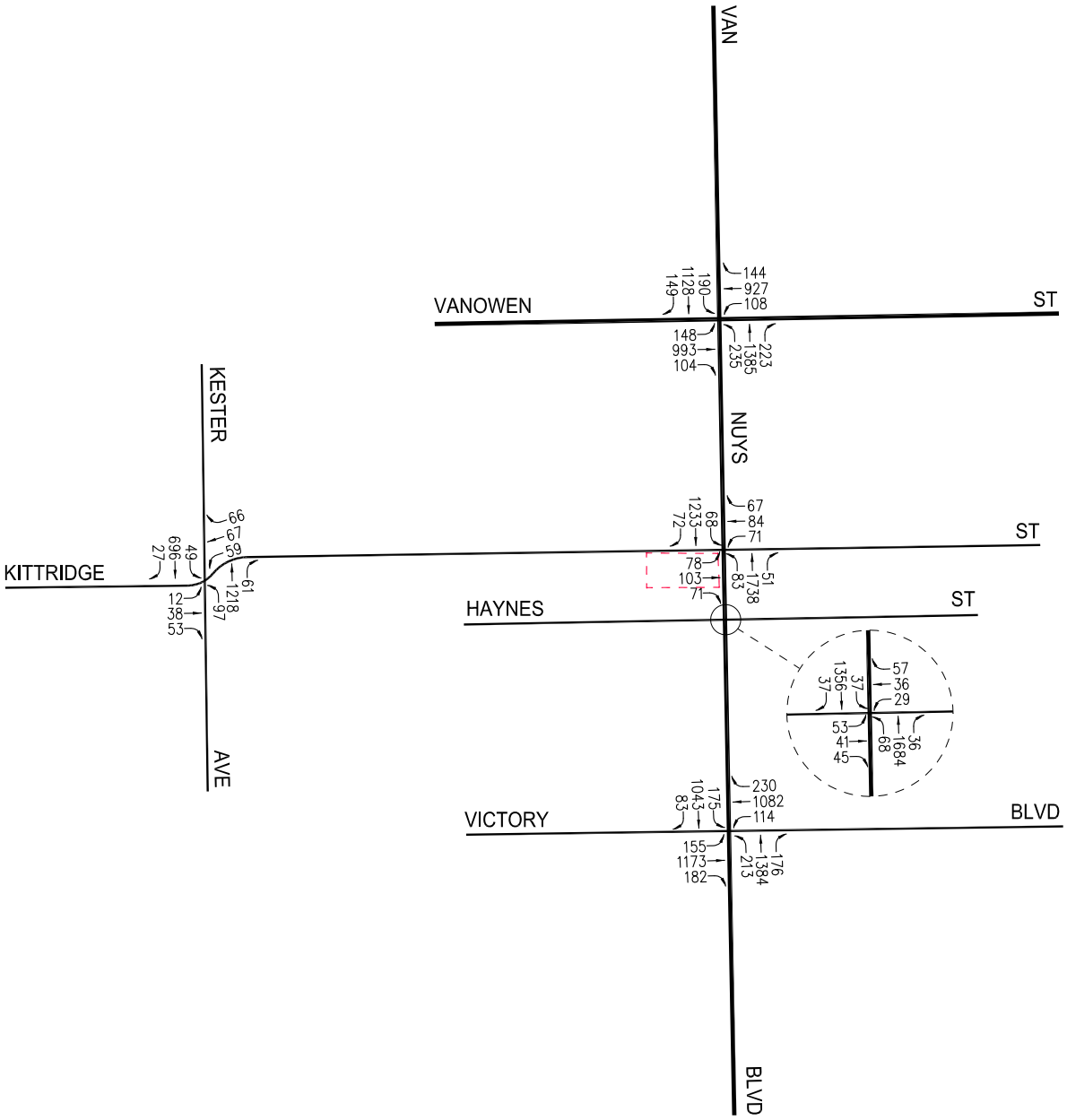

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PROJECT SITE

FIGURE 10-6

FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

VAN NUYS MIXED-USE PROJECT

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- I-405 Freeway Southbound Off-Ramp at Victory Boulevard, and
- I-405 Freeway Northbound Off-Ramp at Victory Boulevard.

The freeway impact analysis screening performed for these facilities is presented in ***Table 10-2***. The project trips assigned to the freeway facilities are based on the trip distribution percentages presented in *Figure 8-1* and the trip generation forecast presented in *Table 8-1*. Based on this review, the amount of project traffic expected to occur on the freeway system is not expected to meet any of the above listed criteria. Therefore, no further analysis of potential impacts to the freeway system is required.

10.4 City of Los Angeles High Injury Network Review

Vision Zero is a policy which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by the Department of Transportation and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City[12]. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed for potential engineering re-design as well as educational and enforcement campaigns.

The proposed Van Nuys Mixed-Use project is located at 6569 Van Nuys Boulevard within the Van Nuys – North Sherman Oaks Community Plan area. Roadways in the vicinity of the proposed project which are identified on the HIN are:

- Vanowen Street
- Victory Boulevard
- Van Nuys Boulevard

[12] Vision Zero Los Angeles 2015-2025, August 2015.

Table 10-2
FREEWAY IMPACT ANALYSIS SCREENING [1]
Weekday AM and PM Peak Hours

PROJECT TRIP GENERATION	NET PROJECT	
	AM	PM
Inbound	23	31
Outbound	80	8

FREEWAY LOCATION	DIR.	PROJECT TRIP DIRECTION	NET PROJECT TRIPS DIST.	NET PROJECT TRIPS AM	NET PROJECT TRIPS PM	NO. OF LANES	TOTAL CAPACITY [2]	PERCENT OF CAPACITY AM	PERCENT OF CAPACITY PM	FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]
Mainline Segment										
I-405 Freeway north of Sherman Way	NB SB	Outbound Inbound	10% 10%	8 2	1 3	3 3	6,000 6,000	0.13% 0.03%	0.02% 0.05%	No No
I-405 Freeway south of Victory Boulevard	NB SB	Inbound Outbound	10% 10%	2 8	3 1	4 5	8,000 10,000	0.03% 0.08%	0.04% 0.01%	No No
Off-Ramp										
I-405 Freeway Southbound at Sherman Way	WB	Inbound	5%	1	2	3	2,550	0.04%	0.08%	No
I-405 Freeway Southbound at Victory Boulevard	EB	Inbound	5%	1	2	2	1,700	0.06%	0.12%	No
I-405 Freeway Northbound at Victory Boulevard	EB	Inbound	10%	2	3	3	2,550	0.08%	0.12%	No

[1] Pursuant to *Traffic Study Policies and Procedures* , City of Los Angeles Department of Transportation, August 2014, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2013, and *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* , December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

Facility Type	Capacity
Mainline Segment	2,000 vphpl
Off-Ramp	850 vphpl

[3] Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase of ≥1% of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E/F.

Van Nuys Boulevard is identified as part of the HIN in the project vicinity, therefore it is determined that the proposed project is situated on the HIN.

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Freeways

There are no CMP freeway monitoring locations in the immediate vicinity of the project site. The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.2 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

- CMP Station — Intersection

  No. 81 — Victory Boulevard/Sepulveda Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e.,

of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for preparation of a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 5.4 herein, existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in *Table 8–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 5 transit trips during the weekday AM peak hour and 2 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 25 weekday daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = 103 × 1.4 × 0.035 = 5 Transit Trips
- PM Peak Hour = 39 × 1.4 × 0.035 = 2 Transit Trips
- Daily Trips = 519 × 1.4 × 0.035 = 25 Transit Trips

As shown in *Table 5–3*, nine bus lines and routes are provided adjacent to or in close proximity to the project site. As outlined in *Table 5–3*, under the "No. of Buses/Trains During Peak Hour" column, these nine transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) roughly 88 and 88 buses during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 CONCLUSIONS

This traffic study has been prepared for the proposed Van Nuys Mixed-Use project. In order to evaluate the potential impacts to the local street system, five study intersections were analyzed to determine changes in operations following occupancy and utilization of the proposed project. The study intersections were determined in consultation with LADOT staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for the study intersections. In addition, a review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

It is concluded that the proposed project is not expected to create a significant impact at any of the five study intersections. Incremental but not significant impacts are noted at the study intersections with completion of the proposed project. Because there are no significant impacts, no direct traffic mitigation measures are required or recommended for the study locations. In addition, the project's planned parking supply exceeds that required through application of City Code.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

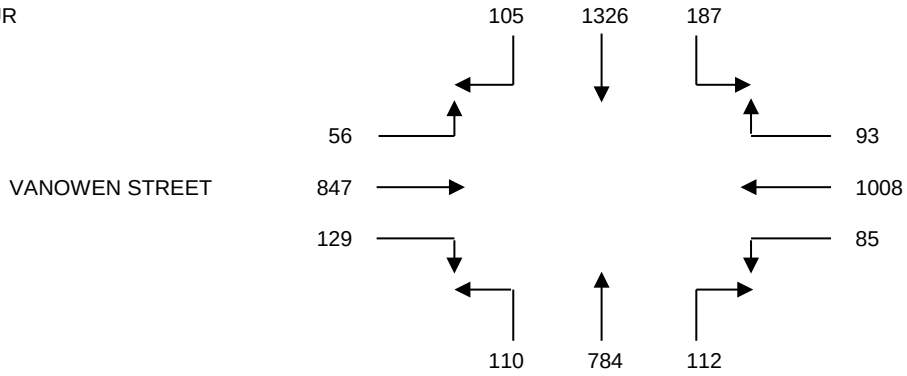
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W VANOWEN STREET
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	24	281	30	24	208	27	16	124	16	39	176	9
0715-0730	30	346	39	21	253	21	20	145	20	41	216	12
0730-0745	29	359	59	20	214	21	25	178	25	28	200	10
0745-0800	21	321	49	28	294	24	39	251	30	34	233	15
0800-0815	25	300	40	24	247	19	28	210	35	26	198	19
0815-0830	27	323	39	37	206	22	20	184	20	21	189	19
0830-0845	21	320	31	20	209	22	15	176	21	35	194	22
0845-0900	23	318	40	33	219	24	14	197	25	37	204	30
0900-0915	25	243	36	24	176	23	20	199	39	31	181	20
0915-0930	30	264	37	30	159	27	22	195	30	34	159	21
0930-0945	31	239	34	31	170	31	26	167	29	29	171	37
0945-1000	25	240	33	35	139	21	30	174	20	30	166	24

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	104	1307	177	93	969	93	100	698	91	142	825	46	4645
0715-0815	105	1326	187	93	1008	85	112	784	110	129	847	56	4842
0730-0830	102	1303	187	109	961	86	112	823	110	109	820	63	4785
0745-0845	94	1264	159	109	956	87	102	821	106	116	814	75	4703
0800-0900	96	1261	150	114	881	87	77	767	101	119	785	90	4528
0815-0915	96	1204	146	114	810	91	69	756	105	124	768	91	4374
0830-0930	99	1145	144	107	763	96	71	767	115	137	738	93	4275
0845-0945	109	1064	147	118	724	105	82	758	123	131	715	108	4184
0900-1000	111	986	140	120	644	102	98	735	118	124	677	102	3957

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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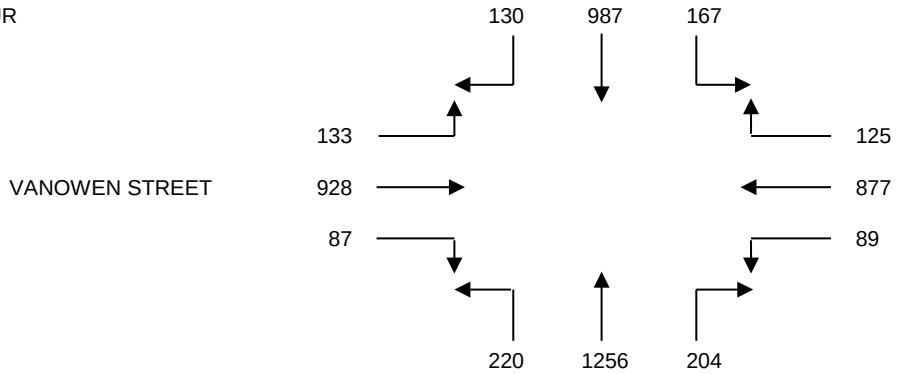
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W VANOWEN STREET
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	31	246	39	42	208	25	50	281	40	18	233	28
0315-0330	22	254	47	37	211	26	37	287	37	21	186	29
0330-0345	22	217	44	31	190	18	41	340	35	22	182	20
0345-0400	44	241	42	43	205	19	40	281	40	18	221	24
0400-0415	30	254	50	30	198	19	37	341	58	23	228	27
0415-0430	20	213	40	22	186	18	40	330	50	38	215	22
0430-0445	30	277	52	30	222	17	50	322	63	26	250	32
0445-0500	28	227	40	32	219	22	42	311	49	19	227	30
0500-0515	41	245	41	33	201	21	65	303	56	21	234	36
0515-0530	31	238	34	30	235	29	47	320	52	21	217	35
0530-0545	30	224	33	43	217	23	50	305	45	18	223	24
0545-0600	26	221	35	36	176	19	47	275	47	24	253	26

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	119	958	172	153	814	88	168	1189	152	79	822	101	4815
0315-0415	118	966	183	141	804	82	155	1249	170	84	817	100	4869
0330-0430	116	925	176	126	779	74	158	1292	183	101	846	93	4869
0345-0445	124	985	184	125	811	73	167	1274	211	105	914	105	5078
0400-0500	108	971	182	114	825	76	169	1304	220	106	920	111	5106
0415-0515	119	962	173	117	828	78	197	1266	218	104	926	120	5108
0430-0530	130	987	167	125	877	89	204	1256	220	87	928	133	5203
0445-0545	130	934	148	138	872	95	204	1239	202	79	901	125	5067
0500-0600	128	928	143	142	829	92	209	1203	200	84	927	121	5006

P.M. PEAK HOUR
0430-0530



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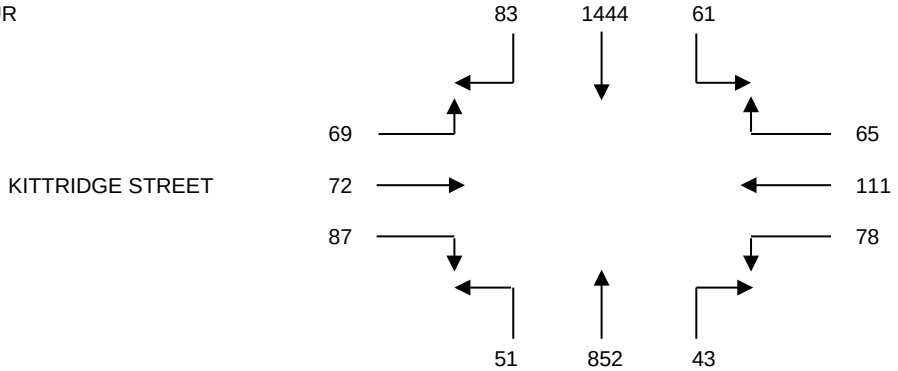
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W KITTRIDGE STREET
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	13	319	13	9	17	14	3	137	6	17	7	5
0715-0730	28	369	10	16	23	24	5	174	11	21	14	10
0730-0745	26	400	16	17	27	25	10	210	19	25	24	22
0745-0800	18	337	16	13	38	16	18	232	13	21	24	22
0800-0815	11	338	19	19	23	13	10	236	8	20	10	15
0815-0830	10	348	12	14	12	11	5	200	12	21	11	10
0830-0845	16	375	7	15	8	19	5	209	13	13	10	8
0845-0900	13	337	11	12	10	13	7	179	11	19	9	8
0900-0915	11	301	11	15	10	19	7	213	8	19	7	9
0915-0930	12	295	10	19	11	16	6	233	11	19	9	6
0930-0945	11	250	15	13	8	12	5	211	10	18	11	7
0945-1000	11	240	12	19	10	8	5	177	8	15	7	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	85	1425	55	55	105	79	36	753	49	84	69	59	2854
0715-0815	83	1444	61	65	111	78	43	852	51	87	72	69	3016
0730-0830	65	1423	63	63	100	65	43	878	52	87	69	69	2977
0745-0845	55	1398	54	61	81	59	38	877	46	75	55	55	2854
0800-0900	50	1398	49	60	53	56	27	824	44	73	40	41	2715
0815-0915	50	1361	41	56	40	62	24	801	44	72	37	35	2623
0830-0930	52	1308	39	61	39	67	25	834	43	70	35	31	2604
0845-0945	47	1183	47	59	39	60	25	836	40	75	36	30	2477
0900-1000	45	1086	48	66	39	55	23	834	37	71	34	27	2365

A.M. PEAK HOUR
0715-0815



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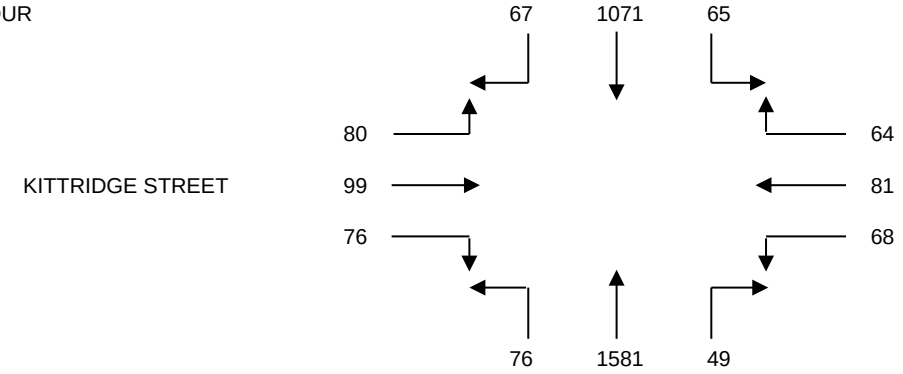
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W KITTRIDGE STREET
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	7	219	9	15	19	9	17	342	12	29	14	18
0315-0330	15	265	10	23	19	16	12	379	16	24	22	14
0330-0345	10	252	13	21	14	15	11	313	24	21	22	15
0345-0400	10	267	12	16	16	24	14	374	20	15	20	18
0400-0415	16	274	19	12	19	15	14	396	16	18	24	19
0415-0430	18	249	18	15	16	15	10	377	19	21	26	19
0430-0445	14	293	13	19	26	21	11	390	18	18	29	24
0445-0500	19	255	15	18	20	17	14	418	23	19	20	18
0500-0515	14	264	17	22	25	20	19	373	26	20	10	26
0515-0530	14	259	16	26	22	15	14	361	26	24	16	13
0530-0545	15	241	13	18	22	15	10	359	23	28	25	19
0545-0600	21	233	15	15	21	13	9	333	17	24	15	17

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	42	1003	44	75	68	64	54	1408	72	89	78	65	3062
0315-0415	51	1058	54	72	68	70	51	1462	76	78	88	66	3194
0330-0430	54	1042	62	64	65	69	49	1460	79	75	92	71	3182
0345-0445	58	1083	62	62	77	75	49	1537	73	72	99	80	3327
0400-0500	67	1071	65	64	81	68	49	1581	76	76	99	80	3377
0415-0515	65	1061	63	74	87	73	54	1558	86	78	85	87	3371
0430-0530	61	1071	61	85	93	73	58	1542	93	81	75	81	3374
0445-0545	62	1019	61	84	89	67	57	1511	98	91	71	76	3286
0500-0600	64	997	61	81	90	63	52	1426	92	96	66	75	3163

P.M. PEAK HOUR
0400-0500



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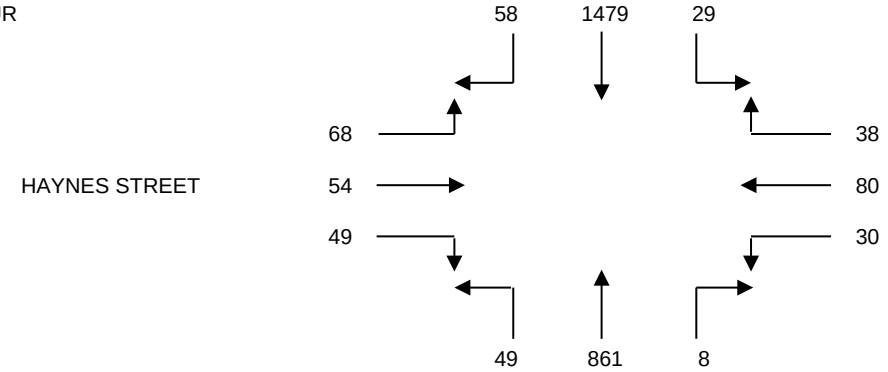
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W HAYNES STREET
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	5	344	4	2	6	1	2	131	5	5	8	14
0715-0730	12	348	5	5	18	4	1	181	8	11	6	22
0730-0745	19	392	11	10	37	14	2	203	15	13	16	23
0745-0800	17	388	6	10	14	7	2	201	10	10	22	12
0800-0815	10	351	7	13	11	5	3	276	16	15	10	11
0815-0830	5	322	9	5	6	2	2	211	7	6	7	8
0830-0845	4	368	7	6	4	2	5	188	5	4	2	5
0845-0900	5	392	5	7	5	4	6	190	8	7	5	7
0900-0915	4	323	10	9	8	8	8	236	10	11	4	5
0915-0930	6	286	13	10	4	7	11	226	10	10	3	5
0930-0945	9	275	10	10	8	9	5	182	10	5	6	9
0945-1000	6	250	7	8	3	5	6	176	7	6	3	6

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	53	1472	26	27	75	26	7	716	38	39	52	71	2602
0715-0815	58	1479	29	38	80	30	8	861	49	49	54	68	2803
0730-0830	51	1453	33	38	68	28	9	891	48	44	55	54	2772
0745-0845	36	1429	29	34	35	16	12	876	38	35	41	36	2617
0800-0900	24	1433	28	31	26	13	16	865	36	32	24	31	2559
0815-0915	18	1405	31	27	23	16	21	825	30	28	18	25	2467
0830-0930	19	1369	35	32	21	21	30	840	33	32	14	22	2468
0845-0945	24	1276	38	36	25	28	30	834	38	33	18	26	2406
0900-1000	25	1134	40	37	23	29	30	820	37	32	16	25	2248

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

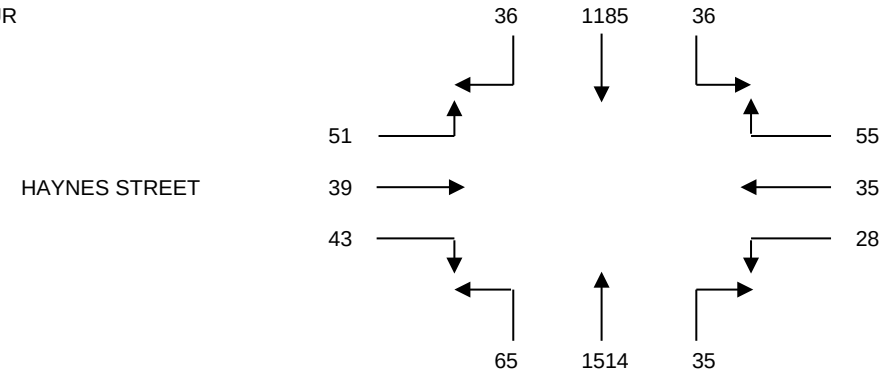
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W HAYNES STREET
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	11	225	13	22	8	7	15	290	15	11	19	17
0315-0330	6	274	6	16	9	10	12	357	12	10	12	10
0330-0345	8	290	5	12	5	5	13	381	18	10	13	12
0345-0400	10	335	9	19	11	8	11	366	19	18	11	15
0400-0415	7	287	8	10	7	6	6	352	13	12	8	10
0415-0430	9	250	13	14	10	9	9	407	19	7	12	14
0430-0445	10	313	6	12	7	5	9	389	14	6	8	12
0445-0500	11	275	3	18	9	5	7	411	14	16	10	19
0500-0515	5	293	5	10	6	3	3	350	19	14	19	16
0515-0530	4	270	6	14	11	1	5	377	14	7	15	15
0530-0545	6	267	2	7	6	1	3	371	12	7	10	11
0545-0600	7	243	3	8	6	2	3	344	13	9	7	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	35	1124	33	69	33	30	51	1394	64	49	55	54	2991
0315-0415	31	1186	28	57	32	29	42	1456	62	50	44	47	3064
0330-0430	34	1162	35	55	33	28	39	1506	69	47	44	51	3103
0345-0445	36	1185	36	55	35	28	35	1514	65	43	39	51	3122
0400-0500	37	1125	30	54	33	25	31	1559	60	41	38	55	3088
0415-0515	35	1131	27	54	32	22	28	1557	66	43	49	61	3105
0430-0530	30	1151	20	54	33	14	24	1527	61	43	52	62	3071
0445-0545	26	1105	16	49	32	10	18	1509	59	44	54	61	2983
0500-0600	22	1073	16	39	29	7	14	1442	58	37	51	47	2835

P.M. PEAK HOUR
0345-0445



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

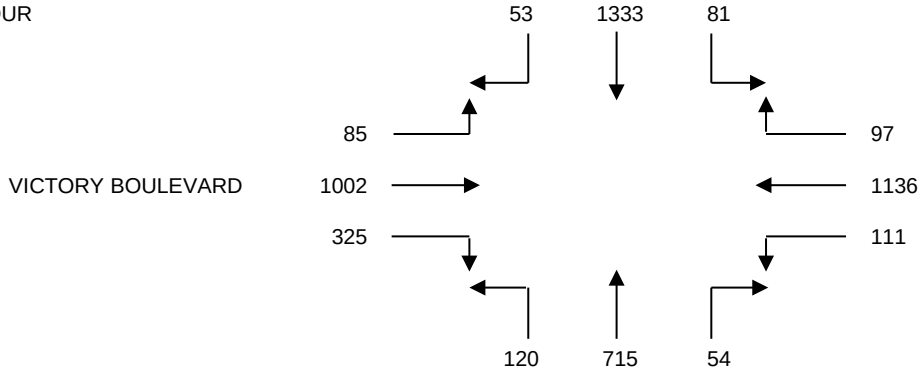
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W VICTORY BOULEVARD
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	14	301	13	14	264	16	6	100	27	70	230	14
0715-0730	10	325	23	18	285	23	5	102	29	71	231	14
0730-0745	10	348	21	23	300	32	9	192	34	97	230	15
0745-0800	12	342	19	22	300	33	14	173	23	70	264	20
0800-0815	19	338	22	23	242	25	15	199	33	83	260	26
0815-0830	12	305	19	29	294	21	16	151	30	75	248	24
0830-0845	12	279	26	20	279	38	24	147	26	78	305	22
0845-0900	17	297	25	26	231	20	27	156	36	95	237	22
0900-0915	11	324	26	20	199	20	20	158	25	72	253	31
0915-0930	19	269	32	23	182	28	26	161	38	55	267	31
0930-0945	15	225	25	20	173	25	34	166	42	54	268	21
0945-1000	12	183	24	21	199	17	33	179	46	75	205	21

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	46	1316	76	77	1149	104	34	567	113	308	955	63	4808
0715-0815	51	1353	85	86	1127	113	43	666	119	321	985	75	5024
0730-0830	53	1333	81	97	1136	111	54	715	120	325	1002	85	5112
0745-0845	55	1264	86	94	1115	117	69	670	112	306	1077	92	5057
0800-0900	60	1219	92	98	1046	104	82	653	125	331	1050	94	4954
0815-0915	52	1205	96	95	1003	99	87	612	117	320	1043	99	4828
0830-0930	59	1169	109	89	891	106	97	622	125	300	1062	106	4735
0845-0945	62	1115	108	89	785	93	107	641	141	276	1025	105	4547
0900-1000	57	1001	107	84	753	90	113	664	151	256	993	104	4373

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

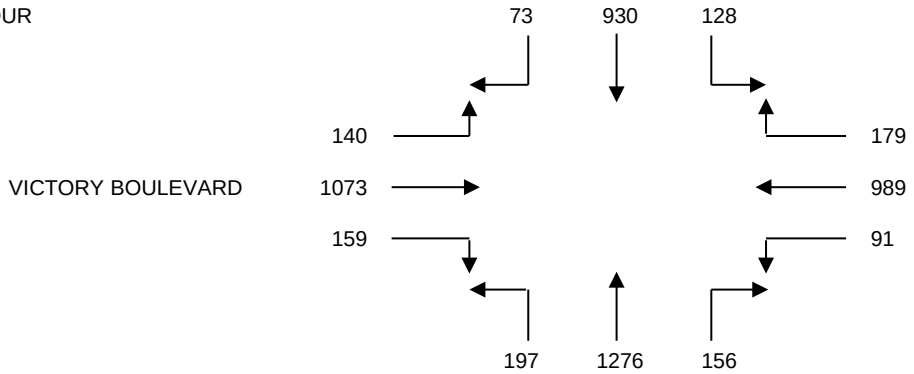
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VAN NUYS BOULEVARD
E/W VICTORY BOULEVARD
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	25	248	37	40	250	35	25	225	70	25	244	36
0315-0330	20	224	22	42	213	22	36	310	73	47	227	34
0330-0345	18	233	26	42	230	29	30	325	52	48	276	39
0345-0400	19	267	26	38	200	20	28	266	58	41	247	31
0400-0415	19	264	36	46	277	21	38	309	60	41	277	37
0415-0430	20	220	22	43	264	27	38	311	51	47	267	33
0430-0445	18	231	31	43	204	21	41	327	46	29	256	33
0445-0500	16	215	39	47	244	22	39	329	40	42	273	37
0500-0515	10	270	24	30	207	14	30	324	60	40	338	34
0515-0530	13	247	26	47	258	16	33	280	68	32	307	34
0530-0545	15	218	24	31	215	15	23	305	42	29	338	33
0545-0600	9	208	12	25	228	19	24	270	48	27	310	37

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	82	972	111	162	893	106	119	1126	253	161	994	140	5119
0315-0415	76	988	110	168	920	92	132	1210	243	177	1027	141	5284
0330-0430	76	984	110	169	971	97	134	1211	221	177	1067	140	5357
0345-0445	76	982	115	170	945	89	145	1213	215	158	1047	134	5289
0400-0500	73	930	128	179	989	91	156	1276	197	159	1073	140	5391
0415-0515	64	936	116	163	919	84	148	1291	197	158	1134	137	5347
0430-0530	57	963	120	167	913	73	143	1260	214	143	1174	138	5365
0445-0545	54	950	113	155	924	67	125	1238	210	143	1256	138	5373
0500-0600	47	943	86	133	908	64	110	1179	218	128	1293	138	5247

P.M. PEAK HOUR
0400-0500



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
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.

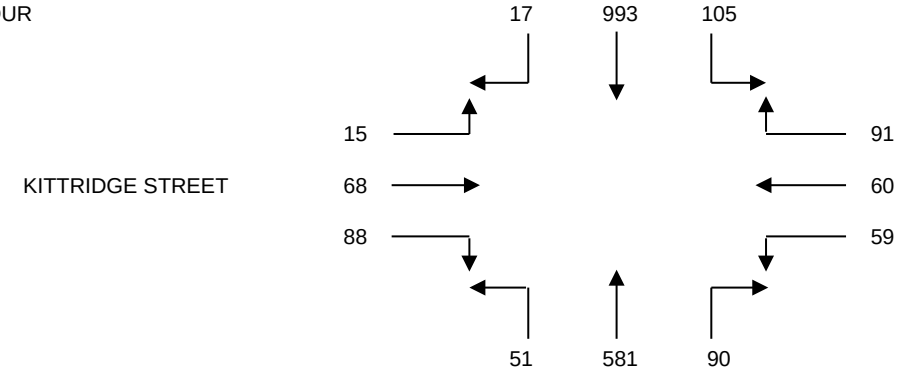
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S KESTER AVENUE
E/W KITTRIDGE STREET
FILE NUMBER: 5-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	4	258	20	15	6	5	14	107	7	17	8	5
0715-0730	2	232	33	24	13	12	23	113	11	23	22	6
0730-0745	3	285	37	33	16	20	33	142	18	28	29	5
0745-0800	5	261	20	20	19	17	24	164	15	20	11	2
0800-0815	7	215	15	14	12	10	10	162	7	17	6	2
0815-0830	2	264	14	7	5	8	10	152	6	13	7	2
0830-0845	2	249	10	9	5	8	9	130	3	15	3	5
0845-0900	3	215	5	8	2	7	8	118	4	12	2	3
0900-0915	1	198	3	13	3	13	7	100	2	10	3	2
0915-0930	2	195	7	10	2	7	9	125	4	12	2	4
0930-0945	4	178	8	6	4	4	6	101	2	13	2	8
0945-1000	1	150	8	4	2	5	3	116	4	11	5	3

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	14	1036	110	92	54	54	94	526	51	88	70	18	2207
0715-0815	17	993	105	91	60	59	90	581	51	88	68	15	2218
0730-0830	17	1025	86	74	52	55	77	620	46	78	53	11	2194
0745-0845	16	989	59	50	41	43	53	608	31	65	27	11	1993
0800-0900	14	943	44	38	24	33	37	562	20	57	18	12	1802
0815-0915	8	926	32	37	15	36	34	500	15	50	15	12	1680
0830-0930	8	857	25	40	12	35	33	473	13	49	10	14	1569
0845-0945	10	786	23	37	11	31	30	444	12	47	9	17	1457
0900-1000	8	721	26	33	11	29	25	442	12	46	12	17	1382

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
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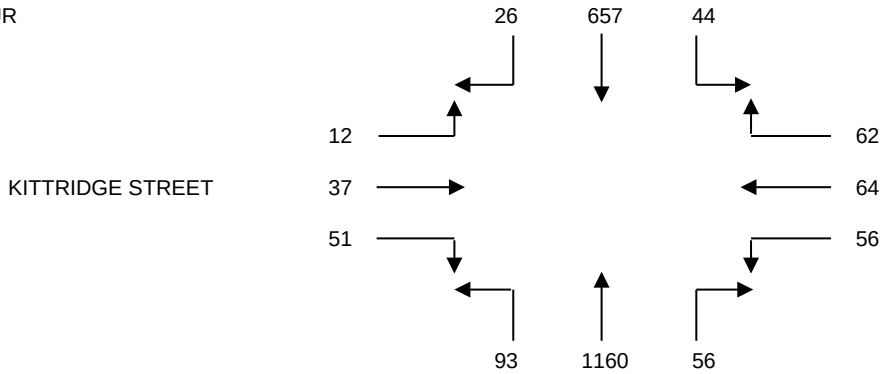
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG -PASADENA
PROJECT: VAN NUYS MIXED USE PROJECT
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S KESTER AVENUE
E/W KITTRIDGE STREET
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	2	157	6	11	10	18	7	228	6	13	2	3
0315-0330	4	123	4	15	13	11	10	208	18	13	5	4
0330-0345	7	155	8	15	8	8	11	251	18	12	9	2
0345-0400	5	148	6	16	11	9	16	225	15	16	8	3
0400-0415	8	154	11	20	8	15	12	271	21	10	9	2
0415-0430	6	134	11	20	5	11	11	255	20	18	8	3
0430-0445	2	196	9	23	8	10	8	262	21	18	10	3
0445-0500	5	174	10	19	8	9	10	298	17	13	11	3
0500-0515	7	157	13	16	19	11	19	267	20	16	7	4
0515-0530	8	163	9	11	19	17	17	296	31	12	9	2
0530-0545	6	163	12	16	18	19	10	299	25	10	10	3
0545-0600	3	104	18	18	14	13	16	221	28	9	9	6

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	18	583	24	57	42	46	44	912	57	54	24	12	1873
0315-0415	24	580	29	66	40	43	49	955	72	51	31	11	1951
0330-0430	26	591	36	71	32	43	50	1002	74	56	34	10	2025
0345-0445	21	632	37	79	32	45	47	1013	77	62	35	11	2091
0400-0500	21	658	41	82	29	45	41	1086	79	59	38	11	2190
0415-0515	20	661	43	78	40	41	48	1082	78	65	36	13	2205
0430-0530	22	690	41	69	54	47	54	1123	89	59	37	12	2297
0445-0545	26	657	44	62	64	56	56	1160	93	51	37	12	2318
0500-0600	24	587	52	61	70	60	62	1083	104	47	35	15	2200

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: VAN NUYS BOULEVARD
VANOWEN STREET
FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	14	26	13	31
0715-0730	7	17	21	16
0730-0745	11	22	20	19
0745-0800	13	20	19	28
0800-0815	15	15	24	22
0815-0830	10	10	27	17
0830-0845	10	18	17	21
0845-0900	17	10	16	24
0900-0915	19	26	12	22
0915-0930	11	14	12	28
0930-0945	19	26	24	21
0945-1000	23	27	14	24

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	2	1	1
0715-0730	0	0	0	1
0730-0745	1	0	1	4
0745-0800	3	0	1	2
0800-0815	0	2	1	2
0815-0830	1	0	1	3
0830-0845	2	0	2	3
0845-0900	2	0	3	3
0900-0915	2	0	2	6
0915-0930	1	0	6	1
0930-0945	1	0	2	2
0945-1000	2	2	1	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	45	85	73	94	297
0715-0815	46	74	84	85	289
0730-0830	49	67	90	86	292
0745-0845	48	63	87	88	286
0800-0900	52	53	84	84	273
0815-0915	56	64	72	84	276
0830-0930	57	68	57	95	277
0845-0945	66	76	64	95	301
0900-1000	72	93	62	95	322

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	4	2	3	8	17
0715-0815	4	2	3	9	18
0730-0830	5	2	4	11	22
0745-0845	6	2	5	10	23
0800-0900	5	2	7	11	25
0815-0915	7	0	8	15	30
0830-0930	7	0	13	13	33
0845-0945	6	0	13	12	31
0900-1000	6	2	11	12	31

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: VAN NUYS BOULEVARD
VANOWEN STREET
FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	15	31	30	34
0315-0330	33	34	24	44
0330-0345	12	25	28	40
0345-0400	11	17	21	42
0400-0415	10	17	27	53
0415-0430	6	30	23	52
0430-0445	6	28	28	38
0445-0500	13	23	22	30
0500-0515	6	25	24	31
0515-0530	11	22	12	63
0530-0545	7	20	20	29
0545-0600	16	12	28	28

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	1	0	3
0315-0330	2	1	0	5
0330-0345	0	2	0	1
0345-0400	1	0	0	4
0400-0415	2	1	0	6
0415-0430	2	1	4	5
0430-0445	0	3	4	4
0445-0500	2	3	1	3
0500-0515	0	2	2	4
0515-0530	0	1	2	7
0530-0545	0	0	3	9
0545-0600	0	1	1	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	71	107	103	160	441
0315-0415	66	93	100	179	438
0330-0430	39	89	99	187	414
0345-0445	33	92	99	185	409
0400-0500	35	98	100	173	406
0415-0515	31	106	97	151	385
0430-0530	36	98	86	162	382
0445-0545	37	90	78	153	358
0500-0600	40	79	84	151	354

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	4	0	13	20
0315-0415	5	4	0	16	25
0330-0430	5	4	4	16	29
0345-0445	5	5	8	19	37
0400-0500	6	8	9	18	41
0415-0515	4	9	11	16	40
0430-0530	2	9	9	18	38
0445-0545	2	6	8	23	39
0500-0600	0	4	8	24	36

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: VAN NUYS BOULEVARD
KITTRIDGE STREET
FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	7	4	6	8
0715-0730	6	7	5	5
0730-0745	15	8	15	15
0745-0800	11	5	11	10
0800-0815	8	5	8	10
0815-0830	5	5	8	6
0830-0845	6	7	6	7
0845-0900	11	6	5	5
0900-0915	11	19	11	11
0915-0930	9	12	5	5
0930-0945	9	10	13	17
0945-1000	14	6	8	10

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	2
0730-0745	0	1	0	2
0745-0800	0	0	1	0
0800-0815	0	0	0	1
0815-0830	0	1	0	2
0830-0845	0	3	0	2
0845-0900	0	1	0	0
0900-0915	2	1	3	2
0915-0930	2	1	0	4
0930-0945	0	2	1	3
0945-1000	0	1	0	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	39	24	37	38	138
0715-0815	40	25	39	40	144
0730-0830	39	23	42	41	145
0745-0845	30	22	33	33	118
0800-0900	30	23	27	28	108
0815-0915	33	37	30	29	129
0830-0930	37	44	27	28	136
0845-0945	40	47	34	38	159
0900-1000	43	47	37	43	170

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	1	1	4	6
0715-0815	0	1	1	5	7
0730-0830	0	2	1	5	8
0745-0845	0	4	1	5	10
0800-0900	0	5	0	5	10
0815-0915	2	6	3	6	17
0830-0930	4	6	3	8	21
0845-0945	4	5	4	9	22
0900-1000	4	5	4	12	25

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: VAN NUYS BOULEVARD
KITTRIDGE STREET
FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	17	4	17	24
0315-0330	19	12	17	31
0330-0345	16	13	14	23
0345-0400	15	17	10	26
0400-0415	11	6	14	22
0415-0430	7	7	13	17
0430-0445	10	7	17	30
0445-0500	15	9	10	28
0500-0515	6	10	11	26
0515-0530	9	9	6	22
0530-0545	8	5	13	26
0545-0600	11	5	7	22

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	0	0	1
0315-0330	0	2	0	3
0330-0345	0	3	1	2
0345-0400	0	1	1	3
0400-0415	0	2	1	6
0415-0430	0	1	2	3
0430-0445	0	3	3	4
0445-0500	0	0	0	2
0500-0515	0	0	0	1
0515-0530	1	3	0	1
0530-0545	1	3	1	3
0545-0600	2	0	1	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	67	46	58	104	275
0315-0415	61	48	55	102	266
0330-0430	49	43	51	88	231
0345-0445	43	37	54	95	229
0400-0500	43	29	54	97	223
0415-0515	38	33	51	101	223
0430-0530	40	35	44	106	225
0445-0545	38	33	40	102	213
0500-0600	34	29	37	96	196

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	6	2	9	19
0315-0415	0	8	3	14	25
0330-0430	0	7	5	14	26
0345-0445	0	7	7	16	30
0400-0500	0	6	6	15	27
0415-0515	0	4	5	10	19
0430-0530	1	6	3	8	18
0445-0545	2	6	1	7	16
0500-0600	4	6	2	8	20

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: VAN NUYS BOULEVARD
HAYNES STREET
FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	5	6	4	7
0715-0730	3	3	11	9
0730-0745	8	4	4	13
0745-0800	4	5	5	9
0800-0815	6	8	6	13
0815-0830	8	7	3	7
0830-0845	4	6	3	6
0845-0900	6	11	4	6
0900-0915	13	20	6	9
0915-0930	13	14	10	7
0930-0945	7	11	8	12
0945-1000	4	9	2	12

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	1	0
0715-0730	0	0	1	1
0730-0745	1	0	1	1
0745-0800	0	0	0	1
0800-0815	0	1	3	1
0815-0830	0	1	0	2
0830-0845	0	0	1	1
0845-0900	0	1	2	1
0900-0915	0	3	4	1
0915-0930	2	2	1	2
0930-0945	1	1	0	3
0945-1000	1	0	0	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	20	18	24	38	100
0715-0815	21	20	26	44	111
0730-0830	26	24	18	42	110
0745-0845	22	26	17	35	100
0800-0900	24	32	16	32	104
0815-0915	31	44	16	28	119
0830-0930	36	51	23	28	138
0845-0945	39	56	28	34	157
0900-1000	37	54	26	40	157

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	1	3	3	8
0715-0815	1	1	5	4	11
0730-0830	1	2	4	5	12
0745-0845	0	2	4	5	11
0800-0900	0	3	6	5	14
0815-0915	0	5	7	5	17
0830-0930	2	6	8	5	21
0845-0945	3	7	7	7	24
0900-1000	4	6	5	8	23

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: VAN NUYS BOULEVARD
HAYNES STREET
FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	6	5	11	18
0315-0330	9	11	9	23
0330-0345	12	10	10	25
0345-0400	11	15	9	19
0400-0415	8	10	8	17
0415-0430	10	6	12	18
0430-0445	13	5	11	24
0445-0500	15	11	13	22
0500-0515	8	8	7	23
0515-0530	9	11	8	19
0530-0545	11	6	12	16
0545-0600	10	6	11	18

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	1	1	2
0315-0330	1	1	0	1
0330-0345	0	0	2	4
0345-0400	2	2	1	2
0400-0415	1	1	0	1
0415-0430	0	0	1	3
0430-0445	0	2	2	2
0445-0500	2	1	1	4
0500-0515	1	2	0	2
0515-0530	2	1	1	0
0530-0545	1	2	0	2
0545-0600	3	0	2	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	38	41	39	85	203
0315-0415	40	46	36	84	206
0330-0430	41	41	39	79	200
0345-0445	42	36	40	78	196
0400-0500	46	32	44	81	203
0415-0515	46	30	43	87	206
0430-0530	45	35	39	88	207
0445-0545	43	36	40	80	199
0500-0600	38	31	38	76	183

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	4	4	9	20
0315-0415	4	4	3	8	19
0330-0430	3	3	4	10	20
0345-0445	3	5	4	8	20
0400-0500	3	4	4	10	21
0415-0515	3	5	4	11	23
0430-0530	5	6	4	8	23
0445-0545	6	6	2	8	22
0500-0600	7	5	3	8	23

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: VAN NUYS BOULEVARD
VICTORY BOULEVARD
FILE: 4AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	12	11	12	17
0715-0730	20	22	12	23
0730-0745	18	21	22	27
0745-0800	10	18	19	14
0800-0815	12	10	13	13
0815-0830	10	16	19	18
0830-0845	11	14	19	19
0845-0900	6	18	10	17
0900-0915	6	20	15	19
0915-0930	10	30	15	20
0930-0945	10	27	21	17
0945-1000	13	16	26	24

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	1
0715-0730	3	0	0	2
0730-0745	3	4	0	1
0745-0800	0	1	1	2
0800-0815	2	0	0	0
0815-0830	0	1	0	2
0830-0845	0	3	0	0
0845-0900	1	0	0	0
0900-0915	1	1	2	1
0915-0930	0	1	0	2
0930-0945	1	2	1	0
0945-1000	0	1	3	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	60	72	65	81	278
0715-0815	60	71	66	77	274
0730-0830	50	65	73	72	260
0745-0845	43	58	70	64	235
0800-0900	39	58	61	67	225
0815-0915	33	68	63	73	237
0830-0930	33	82	59	75	249
0845-0945	32	95	61	73	261
0900-1000	39	93	77	80	289

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	6	5	2	6	19
0715-0815	8	5	1	5	19
0730-0830	5	6	1	5	17
0745-0845	2	5	1	4	12
0800-0900	3	4	0	2	9
0815-0915	2	5	2	3	12
0830-0930	2	5	2	3	12
0845-0945	3	4	3	3	13
0900-1000	2	5	6	5	18

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: VAN NUYS BOULEVARD
VICTORY BOULEVARD
FILE: 4PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	23	50	48	54
0315-0330	20	44	33	44
0330-0345	16	30	29	58
0345-0400	10	30	24	33
0400-0415	16	16	23	23
0415-0430	16	17	38	27
0430-0445	31	11	10	52
0445-0500	32	21	22	25
0500-0515	22	37	27	42
0515-0530	14	21	37	45
0530-0545	15	15	21	30
0545-0600	9	15	13	34

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	2	0	3
0315-0330	6	5	3	3
0330-0345	2	1	2	3
0345-0400	0	2	2	3
0400-0415	1	3	2	4
0415-0430	5	3	1	3
0430-0445	0	1	1	4
0445-0500	1	1	4	1
0500-0515	3	1	1	3
0515-0530	2	0	2	1
0530-0545	2	2	1	4
0545-0600	2	1	1	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	69	154	134	189	546
0315-0415	62	120	109	158	449
0330-0430	58	93	114	141	406
0345-0445	73	74	95	135	377
0400-0500	95	65	93	127	380
0415-0515	101	86	97	146	430
0430-0530	99	90	96	164	449
0445-0545	83	94	107	142	426
0500-0600	60	88	98	151	397

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	9	10	7	12	38
0315-0415	9	11	9	13	42
0330-0430	8	9	7	13	37
0345-0445	6	9	6	14	35
0400-0500	7	8	8	12	35
0415-0515	9	6	7	11	33
0430-0530	6	3	8	9	26
0445-0545	8	4	8	9	29
0500-0600	9	4	5	12	30

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: KESTER AVENUE
KITTRIDGE STREET
FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	1	3	1
0715-0730	3	6	2	8
0730-0745	12	8	30	5
0745-0800	2	5	29	2
0800-0815	0	1	2	4
0815-0830	0	0	1	1
0830-0845	0	3	5	1
0845-0900	1	9	1	2
0900-0915	1	2	3	2
0915-0930	1	4	1	0
0930-0945	0	1	0	1
0945-1000	1	2	0	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	1
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	1	0	1
0830-0845	0	0	0	1
0845-0900	0	1	0	1
0900-0915	0	0	0	0
0915-0930	0	1	0	2
0930-0945	0	1	0	0
0945-1000	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	18	20	64	16	118
0715-0815	17	20	63	19	119
0730-0830	14	14	62	12	102
0745-0845	2	9	37	8	56
0800-0900	1	13	9	8	31
0815-0915	2	14	10	6	32
0830-0930	3	18	10	5	36
0845-0945	3	16	5	5	29
0900-1000	3	9	4	5	21

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	1	0	1	2
0715-0815	0	0	0	0	0
0730-0830	0	1	0	1	2
0745-0845	0	1	0	2	3
0800-0900	0	2	0	3	5
0815-0915	0	2	0	3	5
0830-0930	0	2	0	4	6
0845-0945	0	3	0	3	6
0900-1000	0	2	0	2	4

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - ENGINEERS
PROJECT: VAN NUYS MIXED USE
DATE: WEDNESDAY, JUNE 08, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: KESTER AVENUE
KITTRIDGE STREET
FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	3	0	0
0315-0330	0	0	3	3
0330-0345	0	0	0	3
0345-0400	1	5	1	6
0400-0415	2	2	1	4
0415-0430	2	6	2	3
0430-0445	1	1	0	1
0445-0500	1	0	1	4
0500-0515	2	0	6	6
0515-0530	2	3	0	3
0530-0545	0	3	1	5
0545-0600	0	2	1	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	2
0315-0330	0	0	0	0
0330-0345	0	0	0	2
0345-0400	0	0	0	0
0400-0415	0	0	0	1
0415-0430	0	0	0	0
0430-0445	1	0	0	2
0445-0500	0	0	1	1
0500-0515	0	1	0	0
0515-0530	1	2	0	4
0530-0545	0	1	0	0
0545-0600	0	0	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	8	4	12	26
0315-0415	3	7	5	16	31
0330-0430	5	13	4	16	38
0345-0445	6	14	4	14	38
0400-0500	6	9	4	12	31
0415-0515	6	7	9	14	36
0430-0530	6	4	7	14	31
0445-0545	5	6	8	18	37
0500-0600	4	8	8	14	34

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	0	0	0	4	4
0315-0415	0	0	0	3	3
0330-0430	0	0	0	3	3
0345-0445	1	0	0	3	4
0400-0500	1	0	1	4	6
0415-0515	1	1	1	3	6
0430-0530	2	3	1	7	13
0445-0545	1	4	1	5	11
0500-0600	1	4	0	5	10

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APPENDIX B

CMA AND LEVELS OF SERVICE EXPLANATION DATA WORKSHEETS -AM & PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kester Avenue	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
1	East-West Street:	Kittridge Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0	NB-- 2	SB--	0	NB-- 2	SB--	0	NB-- 2	SB--	0	NB-- 2	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	51	**51**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	581	1	336	0	581	337	11	615	1	355	0	615	1	356	0	615	1	356
	Through-Right		1							1				1				1	
	Right	90	0	90	2	92	92	0	94	0	94	2	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	1	105	2	107	107	0	109	1	109	2	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	993	1	**505**	0	993	**505**	8	1041	1	**530**	0	1041	1	**530**	0	1041	1	**530**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	68	0	**156**	0	68	**156**	0	71	0	**163**	0	71	0	**163**	0	71	0	**163**
	Through-Right		1							1				1				1	
	Right	88	0	0	0	88	0	0	92	0	0	0	92	0	0	0	92	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	**59**	8	67	**67**	0	61	1	**61**	8	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	60	1	60	0	60	60	0	62	1	62	0	62	1	62	0	62	1	62
	Through-Right		0							0				0				0	
	Right	91	0	0	8	99	0	0	95	0	0	8	103	0	0	0	103	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		556	*North-South:*		556	*North-South:*			583	*North-South:*			583	*North-South:*			583
		East-West:		215	*East-West:*		223	*East-West:*			224	*East-West:*			232	*East-West:*			232
		SUM:		771	*SUM:*		779	*SUM:*			807	*SUM:*			815	*SUM:*			815
VOLUME/CAPACITY *(V/C)* RATIO:				0.514			0.519				0.538				0.543				0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.414			0.419				0.438				0.443				0.443
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kester Avenue	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
1	East-West Street:	Kittridge Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB--		0	NB-- 2 SB--		0	NB-- 2 SB--		0		NB-- 2 SB--		0		NB-- 2 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	93	1	93	0	93	93	0	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	1160	1	**608**	0	1160	**610**	11	1218	1	**638**	0	1218	1	**640**	0	1218	1	**640**
	Through-Right		1							1				1				1	
	Right	56	0	56	3	59	59	0	58	0	58	3	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	3	47	**47**	0	46	1	**46**	3	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	657	1	342	0	657	342	12	696	1	362	0	696	1	362	0	696	1	362
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	37	0	**88**	0	37	**88**	0	38	0	**91**	0	38	0	**91**	0	38	0	**91**
	Through-Right		1							1				1				1	
	Right	51	0	0	0	51	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	56	1	**56**	1	57	**57**	0	58	1	**58**	1	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	64	1	64	0	64	64	0	67	1	67	0	67	1	67	0	67	1	67
	Through-Right		0							0				0				0	
	Right	62	0	0	1	63	0	0	65	0	0	1	66	0	0	0	66	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		652	*North-South:*		657	*North-South:*			684	*North-South:*			689	*North-South:*			689
		East-West:		144	*East-West:*		145	*East-West:*			149	*East-West:*			150	*East-West:*			150
		SUM:		796	*SUM:*		802	*SUM:*			833	*SUM:*			839	*SUM:*			839
	VOLUME/CAPACITY (V/C) RATIO:			0.531			0.535				0.555				0.559				0.559
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.431**			**0.435**				**0.455**				**0.459**				**0.459**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	*Δv/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
2	East-West Street:	Vanowen Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	4	114	**114**	9	123	1	**123**	4	127	1	**127**	0	127	1	**127**
	Left-Through		0							0				0				0	
	Through	784	2	299	12	796	305	73	889	2	338	12	901	2	345	0	901	2	345
	Through-Right		1							1				1				1	
	Right	112	0	112	8	120	120	9	126	0	126	8	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	187	1	187	0	187	187	11	206	1	206	0	206	1	206	0	206	1	206
	Left-Through		0							0				0				0	
	Through	1326	3	**442**	3	1329	**443**	53	1433	3	**478**	3	1436	3	**479**	0	1436	3	**479**
	Through-Right		0							0				0				0	
	Right	105	1	77	0	105	77	7	116	1	83	0	116	1	83	0	116	1	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	56	1	**56**	0	56	**56**	9	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	847	1	488	0	847	489	13	894	1	517	0	894	1	518	0	894	1	518
	Through-Right		1							1				1				1	
	Right	129	0	129	1	130	130	6	140	0	140	1	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	85	2	87	87	7	95	1	95	2	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	1008	1	**551**	0	1008	**551**	22	1071	1	**590**	0	1071	1	**590**	0	1071	1	**590**
	Through-Right		1							1				1				1	
	Right	93	0	93	0	93	93	11	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		552	*North-South:*		557	*North-South:*			601	*North-South:*			606	*North-South:*			606
		East-West:		607	*East-West:*		607	*East-West:*			657	*East-West:*			657	*East-West:*			657
		SUM:		1159	*SUM:*		1164	*SUM:*			1258	*SUM:*			1263	*SUM:*			1263
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.817				0.883				0.886				0.886
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.713**			**0.717**				**0.783**				**0.786**				**0.786**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
2	East-West Street:	Vanowen Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	220	220	6	235	1	235	0	235	1	235	0	235	1	235
	Left-Through		0							0				0				0	
	Through	1256	2	**487**	1	1257	**487**	77	1384	2	**535**	1	1385	2	**536**	0	1385	2	**536**
	Through-Right		1							1				1				1	
	Right	204	0	204	1	205	205	10	222	0	222	1	223	0	223	0	223	0	223
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	167	1	**167**	0	167	**167**	16	190	1	**190**	0	190	1	**190**	0	190	1	**190**
	Left-Through		0							0				0				0	
	Through	987	3	329	5	992	331	96	1123	3	374	5	1128	3	376	0	1128	3	376
	Through-Right		0							0				0				0	
	Right	130	1	64	0	130	64	14	149	1	75	0	149	1	75	0	149	1	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	10	148	1	**148**	0	148	1	**148**	0	148	1	**148**
	Left-Through		0							0				0				0	
	Through	928	1	508	0	928	509	28	993	1	548	0	993	1	549	0	993	1	549
	Through-Right		1							1				1				1	
	Right	87	0	87	2	89	89	11	102	0	102	2	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	89	1	89	3	92	92	12	105	1	105	3	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	877	1	**501**	0	877	**501**	15	927	1	**536**	0	927	1	**536**	0	927	1	**536**
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	14	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		654	*North-South:*		654	*North-South:*			725	*North-South:*			726	*North-South:*			726
		East-West:		634	*East-West:*		634	*East-West:*			684	*East-West:*			684	*East-West:*			684
		SUM:		1288	*SUM:*		1288	*SUM:*			1409	*SUM:*			1410	*SUM:*			1410
VOLUME/CAPACITY (V/C) RATIO:				0.904			0.904				0.989				0.989				0.989
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.804**			**0.804**				**0.889**				**0.889**				**0.889**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
3	East-West Street:	Kittridge Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	7	58	**58**	0	53	1	**53**	7	60	1	**60**	0	60	1	**60**
	Left-Through		0							0				0				0	
	Through	852	2	298	0	852	298	92	978	2	341	0	978	2	341	0	978	2	341
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	1444	2	**509**	0	1444	**510**	67	1569	2	**552**	0	1569	2	**553**	0	1569	2	**553**
	Through-Right		1							1				1				1	
	Right	83	0	83	4	87	87	0	86	0	86	4	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	0	**69**	23	92	92	0	72	0	**72**	23	95	0	95	0	95	0	95
	Left-Through		0							0				0				0	
	Through	72	0	228	0	72	**289**	0	75	0	238	0	75	0	**299**	0	75	0	**299**
	Through-Right		0							0				0				0	
	Right	87	0	0	38	125	0	0	91	0	0	38	129	0	0	0	129	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	78	0	78	0	78	**78**	0	81	0	81	0	81	0	**81**	0	81	0	**81**
	Left-Through		0							0				0				0	
	Through	111	0	**254**	0	111	254	0	115	0	**264**	0	115	0	264	0	115	0	264
	Through-Right		0							0				0				0	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		560	*North-South:*		568	*North-South:*			605	*North-South:*			613	*North-South:*			613
		East-West:		323	*East-West:*		367	*East-West:*			336	*East-West:*			380	*East-West:*			380
		SUM:		883	*SUM:*		935	*SUM:*			941	*SUM:*			993	*SUM:*			993
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.623				0.627				0.662				0.662
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.523**				**0.527**				**0.562**				**0.562**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.035	∆*v/c* after mitigation:	0.035
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
3	East-West Street:	Kittridge Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	4	80	80	0	79	1	79	4	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	1581	2	**543**	0	1581	**543**	93	1738	2	**596**	0	1738	2	**596**	0	1738	2	**596**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	**65**	0	65	**65**	0	68	1	**68**	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	1071	2	379	0	1071	380	119	1233	2	434	0	1233	2	435	0	1233	2	435
	Through-Right		1							1				1				1	
	Right	67	0	67	2	69	69	0	70	0	70	2	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	0	80	-5	75	75	0	83	0	83	-5	78	0	78	0	78	0	78
	Left-Through		0							0				0				0	
	Through	99	0	**255**	0	99	**242**	0	103	0	**265**	0	103	0	**252**	0	103	0	**252**
	Through-Right		0							0				0				0	
	Right	76	0	0	-8	68	0	0	79	0	0	-8	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	68	0	**68**	0	68	**68**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	81	0	213	0	81	213	0	84	0	222	0	84	0	222	0	84	0	222
	Through-Right		0							0				0				0	
	Right	64	0	0	0	64	0	0	67	0	0	0	67	0	0	0	67	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		608	*North-South:*		608	*North-South:*			664	*North-South:*			664	*North-South:*			664
		East-West:		323	*East-West:*		310	*East-West:*			336	*East-West:*			323	*East-West:*			323
		SUM:		931	*SUM:*		918	*SUM:*			1000	*SUM:*			987	*SUM:*			987
VOLUME/CAPACITY (V/C) RATIO:				0.621			0.612				0.667				0.658				0.658
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.521**			**0.512**				**0.567**				**0.558**				**0.558**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.009	*Δv/c* after mitigation:	-0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
4	East-West Street:	Haynes Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	**49**	0	49	**49**	0	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	861	2	290	12	873	294	92	988	2	332	12	1000	2	336	0	1000	2	336
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	1479	2	**512**	40	1519	**526**	67	1606	2	**555**	40	1646	2	**569**	0	1646	2	**569**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	0	**68**	0	68	**68**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	54	0	171	0	54	171	0	56	0	178	0	56	0	178	0	56	0	178
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	80	0	**148**	0	80	**148**	0	83	0	**154**	0	83	0	**154**	0	83	0	**154**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		561	*North-South:*		575	*North-South:*			606	*North-South:*			620	*North-South:*			620
		East-West:		216	*East-West:*		216	*East-West:*			225	*East-West:*			225	*East-West:*			225
		SUM:		777	*SUM:*		791	*SUM:*			831	*SUM:*			845	*SUM:*			845
VOLUME/CAPACITY *(V/C)* RATIO:				0.518			0.527				0.554				0.563				0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.418**			**0.427**				**0.454**				**0.463**				**0.463**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
4	East-West Street:	Haynes Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	65	65	0	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	1514	2	**516**	16	1530	**522**	93	1668	2	**568**	16	1684	2	**573**	0	1684	2	**573**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	**36**	0	36	**36**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	1185	2	407	4	1189	408	119	1352	2	463	4	1356	2	464	0	1356	2	464
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	0	**51**	0	51	**51**	0	53	0	**53**	0	53	0	**53**	0	53	0	**53**
	Left-Through		0							0				0				0	
	Through	39	0	133	0	39	133	0	41	0	139	0	41	0	139	0	41	0	139
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		0							0				0				0	
	Through	35	0	**118**	0	35	**118**	0	36	0	**122**	0	36	0	**122**	0	36	0	**122**
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		552	*North-South:*		558	*North-South:*			605	*North-South:*			610	*North-South:*			610
		East-West:		169	*East-West:*		169	*East-West:*			175	*East-West:*			175	*East-West:*			175
		SUM:		721	*SUM:*		727	*SUM:*			780	*SUM:*			785	*SUM:*			785
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.485				0.520				0.523				0.523
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.385**				**0.420**				**0.423**				**0.423**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
5	East-West Street:	Victory Boulevard	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	120	**120**	15	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	715	2	256	3	718	257	60	804	2	292	3	807	2	293	0	807	2	293
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	16	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	81	16	97	97	29	113	1	113	16	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	1333	2	**462**	12	1345	**470**	36	1423	2	**494**	12	1435	2	**502**	0	1435	2	**502**
	Through-Right		1							1				1				1	
	Right	53	0	53	12	65	65	3	58	0	58	12	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	85	1	85	3	88	88	4	92	1	92	3	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	1002	2	**442**	0	1002	**442**	41	1083	2	**476**	0	1083	2	**476**	0	1083	2	**476**
	Through-Right		1							1				1				1	
	Right	325	0	325	0	325	325	7	345	0	345	0	345	0	345	0	345	0	345
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	111	1	**111**	0	111	**111**	11	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	1136	2	411	0	1136	413	46	1228	2	453	0	1228	2	455	0	1228	2	455
	Through-Right		1							1				1				1	
	Right	97	0	97	5	102	102	30	131	0	131	5	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		582	*North-South:*		590	*North-South:*			634	*North-South:*			642	*North-South:*			642
		East-West:		553	*East-West:*		553	*East-West:*			602	*East-West:*			602	*East-West:*			602
		SUM:		1135	*SUM:*		1143	*SUM:*			1236	*SUM:*			1244	*SUM:*			1244
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.831				0.899				0.905				0.905
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.725**			**0.731**				**0.799**				**0.805**				**0.805**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**D**				**D**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2016	Ambient Growth (%):	2.0	Conducted by:	LLG Engineers	Date:	9/1/2016
5	East-West Street:	Victory Boulevard	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Van Nuys Mixed-Use Project/1-16

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	0	197	197	8	213	1	213	0	213	1	213	0	213	1	213
	Left-Through		0							0				0				0	
	Through	1276	2	**477**	5	1281	**479**	51	1379	2	**518**	5	1384	2	**520**	0	1384	2	**520**
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	14	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	128	1	**128**	2	130	**130**	40	173	1	**173**	2	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	930	2	334	1	931	335	74	1042	2	375	1	1043	2	375	0	1043	2	375
	Through-Right		1							1				1				1	
	Right	73	0	73	1	74	74	6	82	0	82	1	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	140	1	**140**	5	145	**145**	4	150	1	**150**	5	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	1073	2	411	0	1073	411	57	1173	2	452	0	1173	2	452	0	1173	2	452
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	17	182	0	182	0	182	0	182	0	182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	91	0	91	91	19	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	989	2	**389**	0	989	**391**	53	1082	2	**435**	0	1082	2	**437**	0	1082	2	**437**
	Through-Right		1							1				1				1	
	Right	179	0	179	6	185	185	38	224	0	224	6	230	0	230	0	230	0	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		605	*North-South:*		609	*North-South:*			691	*North-South:*			695	*North-South:*			695
		East-West:		529	*East-West:*		536	*East-West:*			585	*East-West:*			592	*East-West:*			592
		SUM:		1134	*SUM:*		1145	*SUM:*			1276	*SUM:*			1287	*SUM:*			1287
VOLUME/CAPACITY (V/C) RATIO:				0.825			0.833				0.928				0.936				0.936
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.725**			**0.733**				**0.828**				**0.836**				**0.836**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Ex: Full Project Buildout

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Department of Transportation Approval Letters

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6569 N. Van Nuys Boulevard
DOT Case No. SFV 17-46533

Date: November 17, 2017

To: Kevin jones, Senior City Planner
Department of City Planning

From: for Vincent Cordero
Sergio Valdez, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED VAN NUYS MIXED-USE PROJECT AT 6569 NORTH VAN NUYS BOULEVARD**

A traffic impact study for a proposed mixed use development project was submitted to the Department of Transportation (DOT) on August 30, 2016 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on September 21, 2016. Since then, the project scope has been reduced in size. The projected 2018 completion year of the Project remains the same.

Additional traffic analysis, dated September 27, 2017, was prepared by Linscott, Law & Greenspan Engineers and submitted to DOT. The latest proposal is described in the table below that provides a comparison between the new project scope and the scope that was last reviewed by DOT.

Land Use	Original Project	Revised Project
Residential Apartments	184 Apartments	174 Apartments, including 10 units Low Income
General Retail	21,800 SF	18,400 SF

The original project was estimated to generate 519 net new daily trips, 103 net new trips in the a.m. peak hour, and 39 net new trips in the p.m. peak hour. The modified project is expected to generate 232 net new daily trips, 50 net new trips in the a.m. peak hour, and 21 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the five analyzed intersections would be significantly impacted by project related traffic. DOT concurs with the findings of the updated analysis that the revised project would also not result in any significant traffic impacts.

All of the project requirements that are identified in DOT's September 21, 2016 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Vicente Cordero of my staff at (818) 374-4697.

Attachment

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c: Ackley Padilla, Six Council District
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Francesca Bravo, Linscott, Law & Greenspan, Engineers

Table A
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartment [3]	164 DU	1,091	17	67	84	66	36	102
- Less Transit Adjustment (15%) [4]		(164)	(3)	(10)	(13)	(10)	(5)	(15)
Affordable Housing Units [5]	10 DU	41	2	3	5	2	1	3
Retail [6]	18,400 GLSF	786	11	7	18	33	35	68
- Less Transit Adjustment (15%) [4]		(118)	(2)	(1)	(3)	(5)	(5)	(10)
- Less Pass-by Adjustment (50%) [7]		(334)	(5)	(3)	(8)	(14)	(15)	(29)
Subtotal Proposed Project		**1,302**	**20**	**63**	**83**	**72**	**47**	**119**
Less Existing Uses								
Retail [6]	(6,630) GLSF	(283)	(4)	(2)	(6)	(12)	(13)	(25)
- Less Transit Adjustment (15%) [4]		42	1	0	1	2	2	4
- Less Pass-by Adjustment (50%) [6]		121	2	1	3	5	6	11
Supermarket [8]	(18,230) GSF	(1,864)	(38)	(24)	(62)	(88)	(85)	(173)
- Less Transit Adjustment (15%) [4]		280	6	4	10	13	13	26
- Less Pass-by Adjustment (40%) [6]		634	13	8	21	30	29	59
Subtotal Existing Uses		**(1,070)**	**(20)**	**(13)**	**(33)**	**(50)**	**(48)**	**(98)**
NET INCREASE		**232**	**0**	**50**	**50**	**22**	**(1)**	**21**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop, Metro Orange Line Van Nuys station, and other public transit routes in the area.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] LADOT Trip Generation Rates for Family Affordable Housing, "Transportation Impact Study Guidelines," December 2016.
- Daily Trip Rate: 1.72 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.12 trips/DU; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.15 trips/DU; 52% inbound/48% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[8] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6569 N. Van Nuys Boulevard
DOT Case No. SFV 16-104401

Date: September 21, 2016

To: Kevin Jones, Senior City Planner
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED VAN NUYS MIXED-USE PROJECT AT 6569 NORTH VAN NUYS BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated August 30, 2016, prepared by Linscott, Law & Greenspan, Engineers, for the proposed mixed-use project located at 6569 North Van Nuys Boulevard in the Van Nuys-North Sherman Oaks Community Plan Area of the City of Los Angeles. Based on DOT's traffic impact criteria[1], the traffic study included the analysis of five intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 184 apartment units and approximately 21,800 square feet of commercial retail space located at the southwest corner of the intersection of Van Nuys Boulevard and Kittridge Street. The project site is currently occupied by an 18,230 square-foot supermarket and a 6,630 retail store both of which would be removed. The study indicated that 375 vehicle parking spaces and up to 224 bicycle parking spaces would be provided by the mixed-use project. Vehicular access to the project site would be accommodated via two 2-way driveways on Kittridge Street. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of approximately 519 daily trips, 103 trips during the a.m. peak hour and 39 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority

[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

(MTA). According to the traffic study, there are no CMP freeway monitoring locations in the immediate vicinity of the project site. Therefore, no further analysis of CMP freeway locations is required. However, in order to comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, and as amended in December 2015, the study also included a screening analysis for the I-405 Freeway to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Van Nuys Boulevard** is designated as a Boulevard II (Major Highway Class II) that would require a 40-foot half-width roadway with a 55-foot half-width right-of-way. **Kittridge Street** will continue to be designated as a Collector Street requiring a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's (BOE) Land Development Group to confirm the specific highway dedication, street widening and/or sidewalk requirements for this project. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

C. Parking Requirements

The study indicated that the mixed-use project will provide a total of 375 parking spaces including 344 parking spaces in the subterranean parking garage and 31 spaces on the ground level. Additionally up to 195 long-term bicycle spaces and 29 short-term bicycle spaces will be provided per City of Los Angeles Bicycle Ordinance code requirements. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project as shown on **Attachment 3** is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. Both driveways being proposed along Kittridge Street should have a width of W=30' exclusive of side slopes or to the satisfaction of DOT. A minimum 20-foot reservoir space between the new property line and the first parking stall or gate shall be provided. All truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Vicente Cordero of my staff at (818) 374-4697.

Attachments

J:\Project Folders\San Fernando Valley\Van6569 SFV 16-104401

c: Ackley Padilla, Six Council District
Steve Rostam, DOT East Valley District
Edmond Yew, BOE Land Development Group
Ali Nahass, BOE Valley District
Alfred Ying, Linscott, Law & Greenspan, Engineers

Attachment 1

Volume to Capacity Ratios (*V/c*) and Levels of Service (LOS)
6569 N. Van Nuys Boulevard

Intersection No.	Peak Hour	Year 2016 w/o Project		Year 2016 + Project		Project Impact	Year 2018 w/o Project		Year 2018 + Project		Project Impact
		V/c	LOS	V/c	LOS	ΔV/c	V/c	LOS	V/c	LOS	ΔV/c
1. Kester Av. & Kittridge St.	AM	0.414	A	0.419	A	0.005	0.438	A	0.443	A	0.005
	PM	0.431	A	0.435	A	0.004	0.455	A	0.459	A	0.004
2. Van Nuys Bl. & Vanowen St.	AM	0.713	C	0.717	C	0.004	0.783	C	0.786	C	0.003
	PM	0.804	D	0.804	D	0.000	0.889	D	0.889	D	0.000
3. Van Nuys Bl. & Kittridge St.	AM	0.489	A	0.523	A	0.034	0.527	A	0.562	A	0.035
	PM	0.521	A	0.512	A	-0.009	0.567	A	0.558	A	-0.009
4. Van Nuys Bl. & Haynes St.	AM	0.418	A	0.427	A	0.009	0.454	A	0.463	A	0.009
	PM	0.381	A	0.385	A	0.004	0.420	A	0.423	A	0.003
5. Van Nuys Bl. & Victory Bl.	AM	0.725	C	0.731	C	0.006	0.799	C	0.805	D	0.006
	PM	0.725	C	0.733	C	0.008	0.828	D	0.836	D	0.008

Attachment 2

Estimated Project Traffic Generation
6569 N. Van Nuys Boulevard

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartment [3]	184 DU	1,224	19	75	94	74	40	114
- Less Transit Adjustment (15%) [4]		(184)	(3)	(11)	(14)	(11)	(6)	(17)
Retail [5]	12,000 GLSF	512	7	5	12	22	23	45
- Less Transit Adjustment (15%) [4]		(77)	(1)	(1)	(2)	(3)	(3)	(6)
- Less Pass-by Adjustment (50%) [6]		(218)	(3)	(2)	(5)	(10)	(10)	(20)
Specialty Retail [7]	9,800 GLSF	434	32	35	67	12	15	27
- Less Transit Adjustment (15%) [4]		(65)	(5)	(5)	(10)	(2)	(2)	(4)
- Less Pass-by Adjustment (10%) [6]		(37)	(3)	(3)	(6)	(1)	(1)	(2)
Subtotal Proposed Project		1,589	43	93	136	81	56	137
Less Existing Uses								
Retail [5]	(6,630) GLSF	(283)	(4)	(2)	(6)	(12)	(13)	(25)
- Less Transit Adjustment (15%) [4]		42	1	0	1	2	2	4
- Less Pass-by Adjustment (50%) [6]		121	2	1	3	5	6	11
Supermarket [8]	(18,230) GSF	(1,864)	(38)	(24)	(62)	(88)	(85)	(173)
- Less Transit Adjustment (15%) [4]		280	6	4	10	13	13	26
- Less Pass-by Adjustment (40%) [6]		634	13	8	21	30	29	59
Subtotal Existing Uses		(1,870)	(20)	(13)	(33)	(50)	(48)	(98)
NET INCREASE		519	23	80	103	31	8	39

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop, Metro Orange Line Van Nuys station, and other public transit routes in the area.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

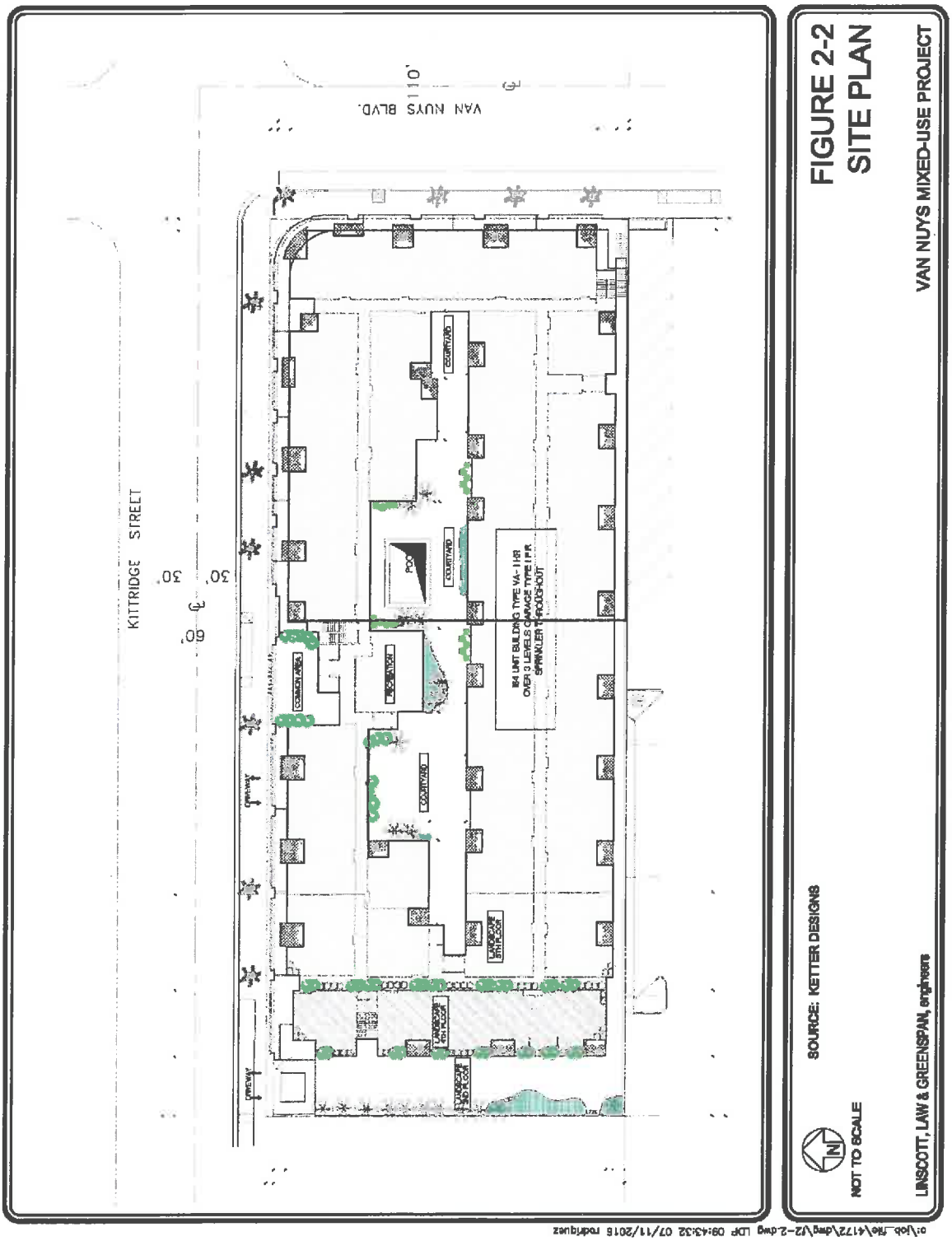
[6] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[7] ITE Land Use Code 826 (Specialty Retail Center) trip generation average rates.
- Daily Trip Rate: 44.32 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour of Generator Trip Rate: 6.84 trips/1,000 SF of floor area; 48% inbound/52% outbound
- PM Peak Hour Trip Rate: 2.71 trips/1,000 SF of floor area; 44% inbound/56% outbound

[8] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

Attachment 3

Conceptual Site Plan
6569 N. Van Nuys Boulevard



MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Biology

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)
The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
  c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-70 Tree Removal (Non-Protected Trees)
Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

Enforcement Agency: Board of Public Works Urban Forestry Division

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: pre-construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

IV-80 Tree Protection – Construction Fencing
Environmental impacts from project implementation may occur to the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard during heavy equipment operations associated with project construction. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any grading permit, and for the duration of proposed construction activities, the applicant shall install orange staked construction fencing around the drip line of the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which

are located immediately adjacent to the subject property. Placement of this required fencing shall be verified a licensed Tree Arborist, and proof of such verification shall be provided (in a letter) to the Department of Building and Safety prior to the issuance of any grading permit.

Enforcement Agency: Board of Public Works Urban Forestry Division

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during grading permit issuance, once during field inspection

Action Indicating Compliance: Issuance of grading permit

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

V. Cultural Resources

V-1 Mural Identification:

- Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby shall be physically examined and tested to determine if the canvas murals placed within the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall shall be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work shall be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins. Prior to the issuance of the demolition permits, a summary report of the findings of the physical examination and testing shall be prepared by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources.

V-2 Mural Preservation:

- If murals are present, and prior to the issuance of demolition permits for the project, a comprehensive plan shall be developed by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources, which addresses the careful removal, restoration and preservation of the murals. Removal shall be completed by a qualified construction firm approved by the City of Los Angeles Office of Historic Resources (OHR), having experience in historic preservation. The results of any such removal shall be documented to the satisfaction of the OHR. Prior to the issuance of a certificate of occupancy for the project, or as required by the OHR, restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall be relocated either within the new project or to a nearby suitable location.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction, Certificate of Occupancy

Monitoring Frequency: Once at demolition permit issuance, and once at Issuance of Certificate of Occupancy or as required by the OHR

Action Indicating Compliance: Issuance of Certificate of Occupancy

VI. Geology and Soils

VI-10 Soils Report Approval Letter

- Prior to the issuance of any grading permit, the applicant shall submit a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Once at grading permit issuance

Monitoring Frequency: Once at grading permit issuance

Action Indicating Compliance: Issuance of revised/amended Soils Report Approval Letter

VI-20 Erosion/Grading/Short-Term Construction Impacts
Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Land Use

VII-10 (Landscape Plan)
Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC

Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

VII-120 Light

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall 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.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

VII-130 Glare

Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

VII-150 Human Health Hazard (Vector Control):

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction and Operation

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing operational compliance required.

Noise

XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

XII-21 Increased Vibration Levels (Demolition, Grading, and Construction Activities):

- Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Prior to issuance of a grading permit; grading; prior to the issuance of any temporary or permanent certificate of occupancy

Monitoring Frequency: Ongoing during grading and construction

Action Indicating Compliance: Issuance of Temporary and Permanent Certificate of Occupancy

XII-60 Increased Noise Levels (Mixed-Use Development)
Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

Public Services

XIV-20 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)
Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to 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, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-40 Public Services (Construction Activity Near Schools)
Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrators of Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth High School, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School. The administrative offices shall be contacted when demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323-342-1400) and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing, during construction.

Action Indicating Compliance: Issuance of a Certificate of Occupancy

XIV-50 Public Services (Schools affected by Haul Route)

- The City of Los Angeles Department of Building and Safety shall assign specific haul route hours of operation based upon Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School hours of operation.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Transportation and Traffic

XVI-30 Transportation

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

XVI-80 Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

XVI-90 Construction Work Site Traffic Control Plan

The following shall be implemented to ensure pedestrian safety duration construction:

- A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan 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. As identified in Mitigation Measure No. XII-20, Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street, and queuing and/or idling shall be limited to Van Nuys Boulevard. Further, DOT recommends that all construction related traffic be restricted to off-peak hours.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Mandatory Findings of Significance

XVIII-10 Cumulative Impacts
There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level though compliance with the above mitigation measures.

XVIII-20 Effects on Human Beings
The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-30 End
The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

Project Design Features

In addition to the required mitigation measures, the project also includes project design features that prevent any significant impacts from occurring through design. These project design features are included below, and are conditions of the project that must be monitored and enforced as if they were mitigation measures. While these project design features are not required by the code, the City of Los Angeles has required them of the project, and they may not be deleted except by public hearing. These project design features are listed below:

Project Design Feature: Because lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment, even though well below screening (significance) levels, a Soil Management Plan will be prepared and submitted to the satisfaction of the Department of Building and Safety, prior to the issuance of any grading permit.

Impact Area: Hazards and Hazardous Materials

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to the issuance of a grading permit

Action Indicating Compliance: Grading permit issuance

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside)**: **Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.

- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
    - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
    - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
    - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
    - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
    - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
    - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
    - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
    - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
    - Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
    - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
    - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
    - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated

from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
  - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

  - Stop immediately and contact the County Coroner:
    1104 N. Mission Road
    Los Angeles, CA 90033
    323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
    323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

  The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include,

but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
  - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
  - (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
  - (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **(Volatile Organic Compound Emissions).** If contaminated soils are found to be present during soils excavations, they will need to be managed in compliance with the South Coast Air Quality Management District's (SCAQMD) Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify

construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
    - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
    - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is

required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** 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 Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
    - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
    - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

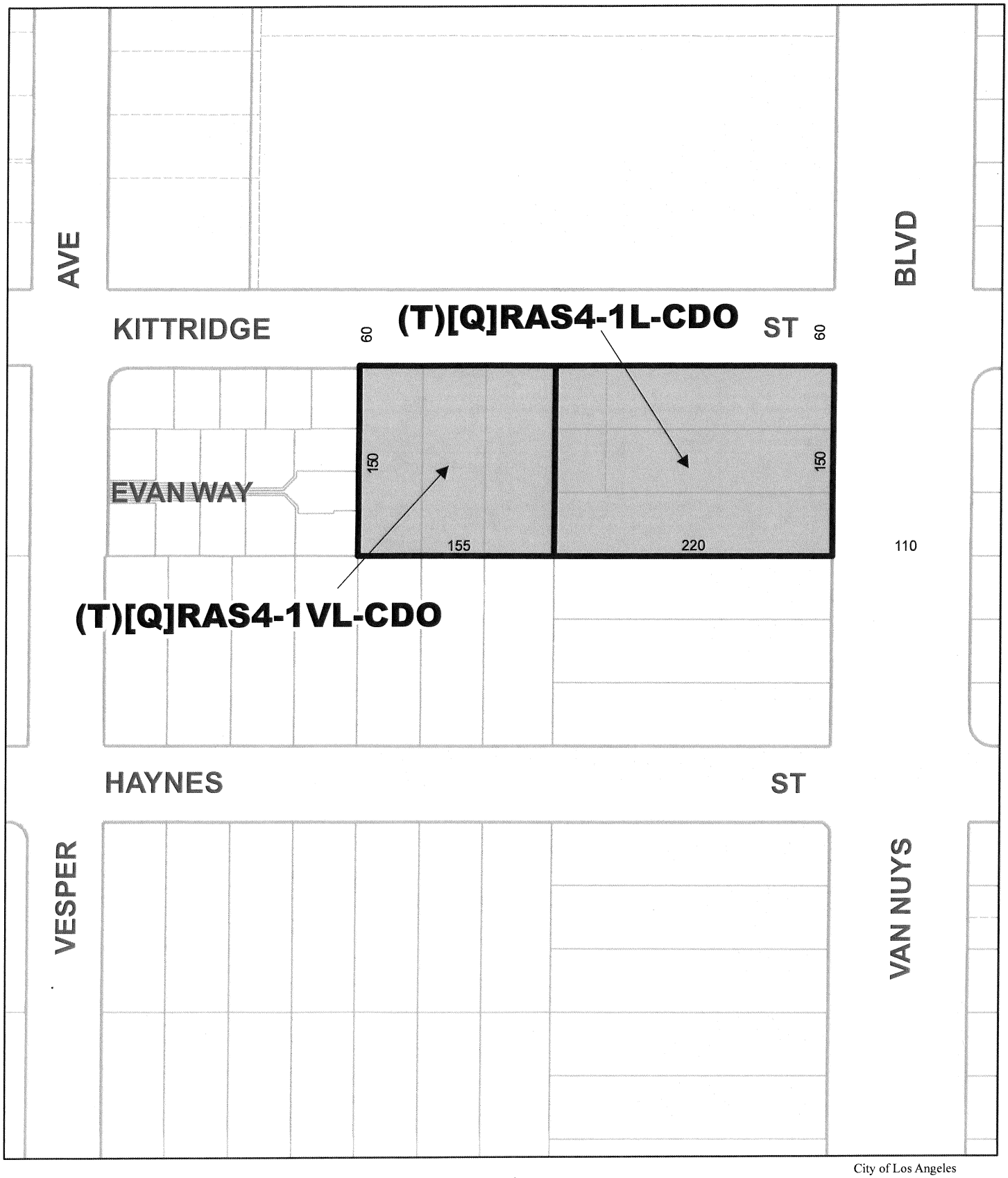
- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2** (**Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

EXHIBIT D

PROPOSED ZONE CHANGE ORDINANCE



NORTH

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Feet

CPC-2016-2944-VZC-SPR-DB-CDO

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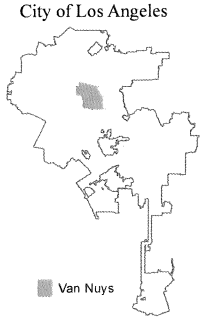
City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

EXHIBIT E1

CITY DEPARTMENT LETTERS

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6569 N. Van Nuys Boulevard
DOT Case No. SFV 17-46533

Date: November 17, 2017

To: Kevin jones, Senior City Planner
Department of City Planning

From: for Vicente Cordero
Sergio Valdez, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED VAN NUYS MIXED-USE PROJECT AT 6569 NORTH VAN NUYS BOULEVARD**

A traffic impact study for a proposed mixed use development project was submitted to the Department of Transportation (DOT) on August 30, 2016 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on September 21, 2016. Since then, the project scope has been reduced in size. The projected 2018 completion year of the Project remains the same.

Additional traffic analysis, dated September 27, 2017, was prepared by Linscott, Law & Greenspan Engineers and submitted to DOT. The latest proposal is described in the table below that provides a comparison between the new project scope and the scope that was last reviewed by DOT.

Land Use	Original Project	Revised Project
Residential Apartments	184 Apartments	174 Apartments, including 10 units Low Income
General Retail	21,800 SF	18,400 SF

The original project was estimated to generate 519 net new daily trips, 103 net new trips in the a.m. peak hour, and 39 net new trips in the p.m. peak hour. The modified project is expected to generate 232 net new daily trips, 50 net new trips in the a.m. peak hour, and 21 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the five analyzed intersections would be significantly impacted by project related traffic. DOT concurs with the findings of the updated analysis that the revised project would also not result in any significant traffic impacts.

All of the project requirements that are identified in DOT's September 21, 2016 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Vicente Cordero of my staff at (818) 374-4697.

Attachment

J:\Project Folders\San Fernando Valley\van06569 SFV 17-46533 _MU_rev_ltr.doc

c: Ackley Padilla, Six Council District
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Francesca Bravo, Linscott, Law & Greenspan, Engineers

Table A
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Apartment [3]	164 DU	1,091	17	67	84	66	36	102
- Less Transit Adjustment (15%) [4]		(164)	(3)	(10)	(13)	(10)	(5)	(15)
Affordable Housing Units [5]	10 DU	41	2	3	5	2	1	3
Retail [6]	18,400 GLSF	786	11	7	18	33	35	68
- Less Transit Adjustment (15%) [4]		(118)	(2)	(1)	(3)	(5)	(5)	(10)
- Less Pass-by Adjustment (50%) [7]		(334)	(5)	(3)	(8)	(14)	(15)	(29)
Subtotal Proposed Project		**1,302**	**20**	**63**	**83**	**72**	**47**	**119**
Less Existing Uses								
Retail [6]	(6,630) GLSF	(283)	(4)	(2)	(6)	(12)	(13)	(25)
- Less Transit Adjustment (15%) [4]		42	1	0	1	2	2	4
- Less Pass-by Adjustment (50%) [6]		121	2	1	3	5	6	11
Supermarket [8]	(18,230) GSF	(1,864)	(38)	(24)	(62)	(88)	(85)	(173)
- Less Transit Adjustment (15%) [4]		280	6	4	10	13	13	26
- Less Pass-by Adjustment (40%) [6]		634	13	8	21	30	29	59
Subtotal Existing Uses		**(1,070)**	**(20)**	**(13)**	**(33)**	**(50)**	**(48)**	**(98)**
NET INCREASE		**232**	**0**	**50**	**50**	**22**	**(1)**	**21**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop, Metro Orange Line Van Nuys station, and other public transit routes in the area.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] LADOT Trip Generation Rates for Family Affordable Housing, "Transportation Impact Study Guidelines," December 2016.
- Daily Trip Rate: 1.72 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.12 trips/DU; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.15 trips/DU; 52% inbound/48% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[8] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6569 N. Van Nuys Boulevard
DOT Case No. SFV 16-104401

Date: September 21, 2016

To: Kevin Jones, Senior City Planner
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED VAN NUYS MIXED-USE PROJECT AT 6569 NORTH VAN NUYS BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated August 30, 2016, prepared by Linscott, Law & Greenspan, Engineers, for the proposed mixed-use project located at 6569 North Van Nuys Boulevard in the Van Nuys-North Sherman Oaks Community Plan Area of the City of Los Angeles. Based on DOT's traffic impact criteria[1], the traffic study included the analysis of five intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 184 apartment units and approximately 21,800 square feet of commercial retail space located at the southwest corner of the intersection of Van Nuys Boulevard and Kittridge Street. The project site is currently occupied by an 18,230 square-foot supermarket and a 6,630 retail store both of which would be removed. The study indicated that 375 vehicle parking spaces and up to 224 bicycle parking spaces would be provided by the mixed-use project. Vehicular access to the project site would be accommodated via two 2-way driveways on Kittridge Street. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of approximately 519 daily trips, 103 trips during the a.m. peak hour and 39 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority

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[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

(MTA). According to the traffic study, there are no CMP freeway monitoring locations in the immediate vicinity of the project site. Therefore, no further analysis of CMP freeway locations is required. However, in order to comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, and as amended in December 2015, the study also included a screening analysis for the I-405 Freeway to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Van Nuys Boulevard** is designated as a Boulevard II (Major Highway Class II) that would require a 40-foot half-width roadway with a 55-foot half-width right-of-way. **Kittridge Street** will continue to be designated as a Collector Street requiring a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's (BOE) Land Development Group to confirm the specific highway dedication, street widening and/or sidewalk requirements for this project. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

C. Parking Requirements

The study indicated that the mixed-use project will provide a total of 375 parking spaces including 344 parking spaces in the subterranean parking garage and 31 spaces on the ground level. Additionally up to 195 long-term bicycle spaces and 29 short-term bicycle spaces will be provided per City of Los Angeles Bicycle Ordinance code requirements. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project as shown on **Attachment 3** is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. Both driveways being proposed along Kittridge Street should have a width of W=30' exclusive of side slopes or to the satisfaction of DOT. A minimum 20-foot reservoir space between the new property line and the first parking stall or gate shall be provided. All truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Vicente Cordero of my staff at (818) 374-4697.

Attachments

J:\Project Folders\San Fernando Valley\Van6569 SFV 16-104401

c: Ackley Padilla, Six Council District
Steve Rostam, DOT East Valley District
Edmond Yew, BOE Land Development Group
Ali Nahass, BOE Valley District
Alfred Ying, Linscott, Law & Greenspan, Engineers

Attachment 1

Volume to Capacity Ratios (V/C) and Levels of Service (LOS)
6569 N. Van Nuys Boulevard

Intersection No.	Peak Hour	Year 2016 w/o Project		Year 2016 + Project		Project Impact	Year 2018 w/o Project		Year 2018 + Project		Project Impact
		V/C	LOS	V/C	LOS	ΔV/C	V/C	LOS	V/C	LOS	ΔV/C
1. Kester Av. & Kittridge St.	AM	0.414	A	0.419	A	0.005	0.438	A	0.443	A	0.005
	PM	0.431	A	0.435	A	0.004	0.455	A	0.459	A	0.004
2. Van Nuys Bl. & Vanowen St.	AM	0.713	C	0.717	C	0.004	0.783	C	0.786	C	0.003
	PM	0.804	D	0.804	D	0.000	0.889	D	0.889	D	0.000
3. Van Nuys Bl. & Kittridge St.	AM	0.489	A	0.523	A	0.034	0.527	A	0.562	A	0.035
	PM	0.521	A	0.512	A	-0.009	0.567	A	0.558	A	-0.009
4. Van Nuys Bl. & Haynes St.	AM	0.418	A	0.427	A	0.009	0.454	A	0.463	A	0.009
	PM	0.381	A	0.385	A	0.004	0.420	A	0.423	A	0.003
5. Van Nuys Bl. & Victory Bl.	AM	0.725	C	0.731	C	0.006	0.799	C	0.805	D	0.006
	PM	0.725	C	0.733	C	0.008	0.828	D	0.836	D	0.008

Attachment 2

Estimated Project Traffic Generation
6569 N. Van Nuys Boulevard

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartment [3]	184 DU	1,224	19	75	94	74	40	114
- Less Transit Adjustment (15%) [4]		(184)	(3)	(11)	(14)	(11)	(6)	(17)
Retail [5]	12,000 GLSF	512	7	5	12	22	23	45
- Less Transit Adjustment (15%) [4]		(77)	(1)	(1)	(2)	(3)	(3)	(6)
- Less Pass-by Adjustment (50%) [6]		(218)	(3)	(2)	(5)	(10)	(10)	(20)
Specialty Retail [7]	9,800 GLSF	434	32	35	67	12	15	27
- Less Transit Adjustment (15%) [4]		(65)	(5)	(5)	(10)	(2)	(2)	(4)
- Less Pass-by Adjustment (10%) [6]		(37)	(3)	(3)	(6)	(1)	(1)	(2)
Subtotal Proposed Project		1,589	43	93	136	81	56	137
Less Existing Uses								
Retail [5]	(6,630) GLSF	(283)	(4)	(2)	(6)	(12)	(13)	(25)
- Less Transit Adjustment (15%) [4]		42	1	0	1	2	2	4
- Less Pass-by Adjustment (50%) [6]		121	2	1	3	5	6	11
Supermarket [8]	(18,230) GSF	(1,864)	(38)	(24)	(62)	(88)	(85)	(173)
- Less Transit Adjustment (15%) [4]		280	6	4	10	13	13	26
- Less Pass-by Adjustment (40%) [6]		634	13	8	21	30	29	59
Subtotal Existing Uses		(1,870)	(20)	(13)	(33)	(50)	(48)	(98)
NET INCREASE		519	23	80	103	31	8	39

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Van Nuys Boulevard/Victory Boulevard Rapid Bus Stop, Metro Orange Line Van Nuys station, and other public transit routes in the area.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

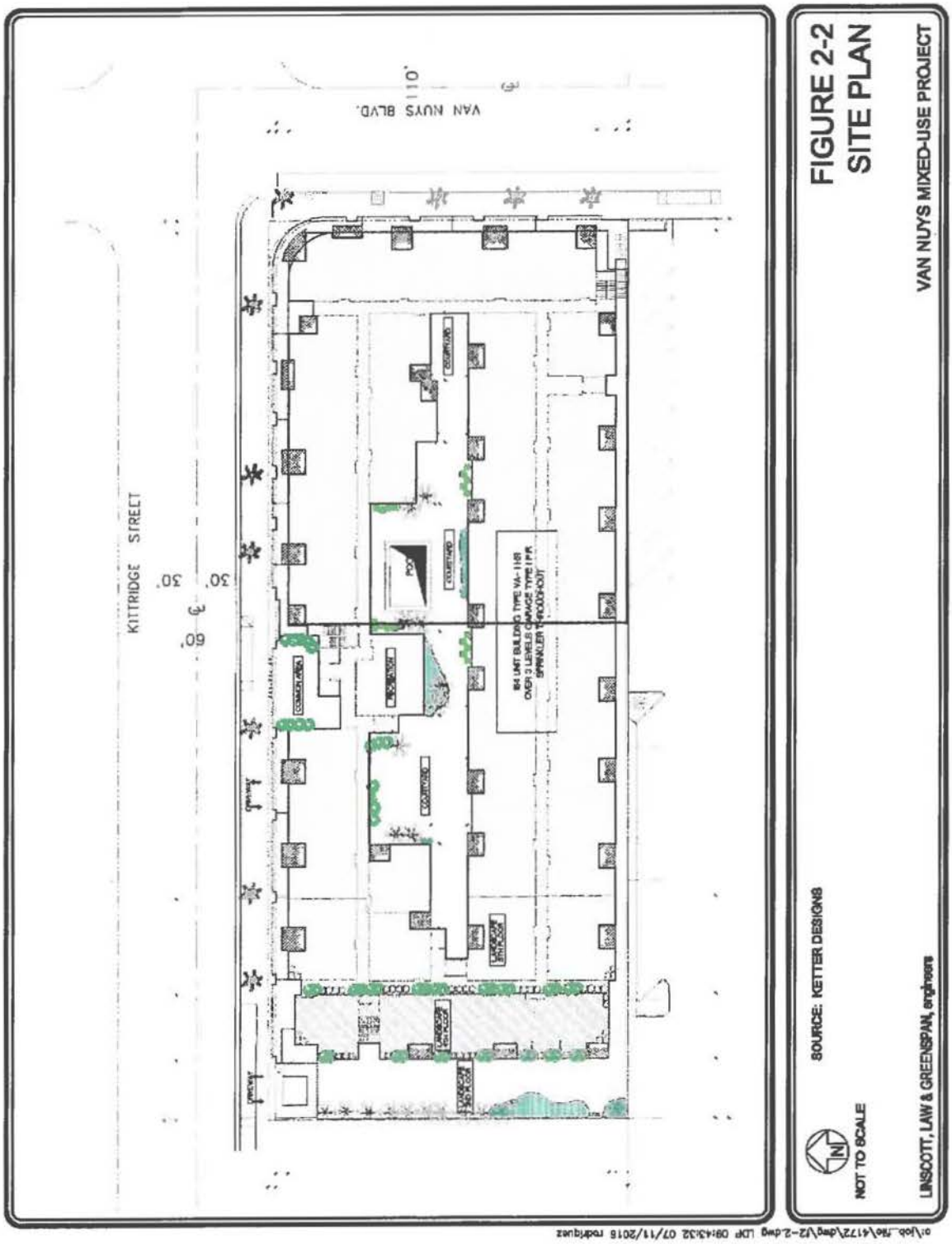
[6] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[7] ITE Land Use Code 826 (Specialty Retail Center) trip generation average rates.
- Daily Trip Rate: 44.32 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour of Generator Trip Rate: 6.84 trips/1,000 SF of floor area; 48% inbound/52% outbound
- PM Peak Hour Trip Rate: 2.71 trips/1,000 SF of floor area; 44% inbound/56% outbound

[8] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

Attachment 3

Conceptual Site Plan
6569 N. Van Nuys Boulevard



FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: November 9, 2016

To: Mr. Vince P. Bertoni, Director
Department of City Planning
Attn: Peggy Malone-Brown (City Planning Associate)

From: Edmond Yew, Manager
Land Development & GIS Division
Bureau of Engineering

Subject: **Case No. CPC 2016-2944 (VZC/SPR/DB/CDO): 6569-6581 North Van Nuys Boulevard and 14506-14534 West Kittridge Street**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Vesting Zone Change, Site Plan Review, Density Bonus and Community Design Overlay District adjoining the area involved:

1. Dedication Required:

   Van Nuys Boulevard (Boulevard II) – Accept the future street radius property line return at the intersection with Kittridge Street.

   Kittridge Street (Collector Street) – A 3-foot wide strip of land along the property frontage to complete a 33-foot half right-of-way in accordance with Collector Street standards of Mobility Plan 2035.

2. Improvements Required:

   Van Nuys Boulevard – Repair all broken, off-grade or bad order concrete curb, and sidewalk. Construct an access ramp at the intersection with Kittridge Street to comply with ADA requirements.

   Kittridge Street – Repair all broken, off-grade or bad order concrete curb, gutter and sidewalk. Construct additional concrete sidewalk in the parkway area. Upgrade all driveways to comply with ADA requirements.

   Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

3. No major drainage problems are involved.

4. Sewers exist in Van Nuys Boulevard and Kittridge Street. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office Sewer Counter of the Bureau of Engineering (818) 374-5090.

6. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (818) 374-5090.

7. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 202-3488.

cc: Boaz Miodovsky
Valley District Office

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 4/11/2018

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2016-2944 VZC SPR DB
6569 - 6581 N. Van Nuys Bl.; 14506 - 14534 W. Kittridge St.

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
IMPROVEMENT CONDITION: Construct new street lights: three (3) on Kittridge St. If street widening per BOE improvement conditions, relocate and upgrade street lights; two (2) on Van Nuys Bl.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901
Engineering District Office: VAL

+FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

April 30, 2018

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Miguel Hernandez

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE NO.: CPC-2016-2944 (6569-6581 N. VAN NUYS BLVD. & 14506-14534 W. KITTRIDGE STREET)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(818) 374-4351** You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RED:yw
Tr74682

EXHIBIT E2

NEIGHBORHOOD COUNCIL LETTER

EXHIBIT E2

NEIGHBORHOOD COUNCIL LETTER

vnnc.org

Van Nuys Neighborhood Council (VNNC)
P.O. Box 3118
Van Nuys, Ca. 91401

November 16, 2016

Los Angeles City Planning Department
201 N. Figueroa Street
Los Angeles, CA 90012
Attn: Peggy Malone Brown

Re: 6569 Van Nuys Blvd. Mixed Use Development

Dear Mrs. Brown:

In recognition in the efforts of the proposed project by Mr. Boaz Miodovsky of Ketter Designs, the Van Nuys Neighborhood Council at its General Meeting on October 19, 2016 voted in support of a new Mixed Use Development at: 6569 Van Nuys Blvd.

While council voted in support of the project, Ketter Designs agreed to regularly update the council on the status of the project as it progresses through planning and design process at the LA Department of City Planning, LA City Planning Commission (CPC) and the Office of Historical Resources (OHR).

The status of the old building has been identified by Survey LA as a significant mid-century modern building and interesting murals designed by Millard Sheets but has not achieved landmark status.

In fact, the building has deteriorated significantly in the past decade and the new plans and proposal will certainly bring a welcomed use and architectural relief to the corner.

This project is crucially important to Van Nuys because it's centrally located, promoting pedestrian activity and due to the number of units, will draw upon the future Metro transit line along Van Nuys Blvd. Based on the presentation, the VNNC board members are highly confident that the project provides much needed new housing, a point of pedestrian interest and should receive favorable architectural reviews by the citizens of Van Nuys.

Our council respectfully reserves the right to speak on the final design while planning and design are processed through the City.

P: 818-533-VNNC (8662)
INFO@VNNC.ORG

Mailing Address:

Van Nuys Neighborhood Council
P.O. Box 3118
Van Nuys, CA 91407

Van Nuys
Neighborhood Council
Board of Directors

President
JEFFREY LYNN
Resident at Large #2

Vice President
JASON ACKERMAN
Renter at Large #1

Secretary
JEREMY PESSOA
Resident Zone #1

Treasurer
STACEY RAINS
School Representative

JACOB LYNN
Resident at Large #1

JOHN CAMERA
Religious #1

Parliamentarian
JOSEF LAZAROVITZ
Commercial #2

JERRY MARTIN
Stakeholder at Large

PENNY MEYER
Resident Zone 4

MARIA SKELTON
Renter at Large #2

STEVE FRIEDMANN
Commercial #4

PAUL ANAND
Commercial #3

QUIRINO DE LA CUESTA
Resident #2

HOWARD BENJAMIN
Industrial #1

GEORGE CHRISTOPHER THOMAS
Industrial #2

KATHLEEN PADDEN
Senior Representative

JOHN HENDRY
Residential Zone #3

MARCELA RODRIGUEZ
Non-Profit #1

VERONICA MARIN
Commercial #1

VACANT
Non-Profit #2

AUSTIN KNOLL
Youth

P: 818-533-VNNC (8662)
INFO@VNNC.ORG

Mailing Address:

Van Nuys Neighborhood Council
P.O. Box 3118
Van Nuys, CA 91407

Jeffrey Lynn
VNNC Board President

Quirino de la Cuesta
VNNC Planning & Land Use Management (PLUM)
Committee Co-Chairs

Cc: A. Padilla, Planning Deputy, Council District 6

EXHIBIT E3

APPLICANT'S SUPPLEMENTAL INFORMATION:
Off Menu Density Bonus

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
865 South Figueroa Street, Suite 2800 | Los Angeles, CA 90017-2543
Telephone: 213.622.5555 | Facsimile: 213.620.8816
www.allenmatkins.com

Fernando Villa
E-mail: fvilla@allenmatkins.com
Direct Dial: 213.955.5647 File Number: 376591-00001/LA1116227.02

Via Email/U.S. Mail

April 9, 2018

Ms. Peggy Malone-Brown
City of Los Angeles
Department of City Planning
6262 Van Nuys Blvd., Room 430
Van Nuys, CA 91401

Re: Proposed Mixed-Use Project ("Project") at 65769 North Van Nuys Blvd. ("Property") (Case No. CPC-2016-2944-VZC-SPR-DB-CDO)

Dear Ms. Malone-Brown:

Thank you again for meeting with Heather Lee, John Friedman and me last week to discuss the Project with you. We appreciated the opportunity of answering your requests for information and providing you updates on the Project's features.

During our meeting you asked the owner of the Property and developer of the Project, 6569 Van Nuys Blvd., LLC (the "**Owner**," our client), to "explain" what Project elements or features would be "lost" if the City of Los Angeles (the "**City**") did not grant the off-menu incentive of a 25-foot height increase (the "**Height Incentive**"). You also asked that the Owner provide draft findings under Los Angeles Municipal Code ("**LAMC**") Section 12.22 A.25(g)(2)(i)(c) to demonstrate that the Incentive is required "to provide for affordable housing costs" and would not "have a specific adverse impact upon public health and safety or the . . . environment" or a historic resource.

As I stated in our meeting, and as outlined below, because the Owner has agreed to set aside 10 of the Project's 174 residential units to very low income households, the California Density Bonus Law under SB 1818 (the "**DBL**") and the City's own Code require the City to: a) grant the requested density bonus of 33 units over the 141 residential unit limit under the City's zoning and land use regulations; and b) provide the Height Incentive *unless the City* finds, based on substantial evidence, that the Height Incentive does not result in identifiable and actual cost reductions or that the Incentive would have such a specific, adverse impact. The Owner is thus not obligated to present evidence justifying its entitlement to the Height Incentive once it demonstrates its eligibility for it. The DBL also precludes the City from applying to the Project any "development standard", including height or story limits, if doing so would "physically preclude" the construction of the Project at the density to which the Owner is entitled and with the Height Incentive.

In a spirit of cooperation and although not required, I explain below what the Owner would "lose" if the City Planning Commission (the "**CPC**") were unlawfully to deny the Height Incentive, and enclose draft Findings supporting the approval of the Density Bonus and Height Incentive.

1. BACKGROUND – THE PROJECT

As you know, the Project involves demolishing an existing commercial building and parking lot, and construction of a six-story, mixed use building with 174 residential units and 18,400 square feet of ground floor commercial space on a 56,289 square foot site. One-hundred sixty-four units will be market rate and 10 will be for very low income households. The Project will have three levels of subterranean parking, landscaped terraces on the second, fourth, and fifth floors, a central courtyard with interior-facing decks and a pool, a common area, and approximately an 887 square foot recreation center.

The Property is now zoned as [Q]C2-1L-CDO and [Q]P-1VL-CDO with a land use designation of Community and General Commercial and subject to a ZI-2306 Van Nuys CBD CDO and a ZI-2452 Transit Priority Area.

The Owner has applied for: a) a Vesting Zone Change Application, which the City deemed complete November 7, 2016, to change the Property's zoning from [Q] C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO; b) a Site Plan Review; c) a Density Bonus request; and d) a Community Design Overly (CDO) Review. Consistent with the DBL's directives, LAMC 12.22 A25(g)(3) entitles the Owner to request an "off-menu" incentive for any Housing Development Project that qualifies for a Density Bonus. The Owner seeks an "off-menu" incentive request for the Height Incentive – a 25-foot height increase – to achieve the density of 174 units to which the Owner is entitled under the DBL by building to 6 stories in height since part of the Project site is subject to a 50-foot height restriction.

2. THE CITY MUST GRANT THE DENSITY BONUS AND THE HEIGHT INCENTIVE BASED ON THE RECORD IT HAS

The DBL applies to all cities and counties in the state, including charter cities. (Government Code §§ 65915(a); 65918). Promoting the construction of low income housing and removing impediments to it is an important state policy. (*Building Industry Association v. City of Oceanside* (1994) 27 Cal. App. 4th 744, 770). The Legislature's intent in enacting the DBL was to further this policy by contributing significantly to the economic feasibility of lower income housing in proposed housing developments through the density bonus and other incentives. To this end, a city is prohibited from offering a density bonus or any other incentive that would undermine the intent of the DBL *without the agreement of the developer*. (Government Code § 65917). All cities and counties are also required to adopt an ordinance that specifies how compliance with the DBL will be implemented. However, failure to adopt an ordinance does not relieve the city or county from complying with the DBL. (Government Code § 65915(a)).

A city does not have discretion to deny a density bonus to a qualifying project. A request for a density bonus under the DBL *must* be granted "when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. (Government Code § 65915(k); *Wollmer v. City of Berkeley* (2011) 193 Cal. App. 4th 1329, 1339 (a copy of this case is enclosed).) Under the DBL, a project qualifies for a density bonus if it designates at least 10 percent of the total units as lower-income or 5 percent as very low-income. Applicants may also request specific incentives, such as a reduction in site development standards or a modification of zoning code requirements. (Government Code § 65915(k)). If a developer agrees to dedicate the required percentage of a development's overall units to lower-income or very low-income housing, the municipality is required to grant the developer a density bonus of at least 20 percent. The developer can increase this density bonus by providing more affordable-housing units beyond the minimum number necessary to qualify for a bonus. (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App. 4th 807, 825.)

Once a project meets one of the DBL's minimum thresholds, the size of the density bonus is determined by the number of affordable units the project provides. Here, the Owner will dedicate 7 percent of its pre-bonus units as very low-income units and is thus entitled to a 25 percent density bonus, or 36 units in addition to the 141 units currently permitted by the City for a total of 177 units. Even though it is entitled to a larger bonus, the Owner has requested a density bonus equaling 33 additional units for a total of 174 units rather than the 177 units otherwise permitted. (Government Code § 65915(f).) Under the DBL, the City must grant the Owner this density bonus.

Under the DBL, the Owner is also eligible for an incentive and has requested increased height. A developer must receive one incentive for projects that include at least 5 percent of the total pre-density bonus units for very low-income households. (Government Code § 65915 (d)(2).) Here, the Owner has designated 7 percent of the project's total pre-density bonus residential units as very low-income and is thus entitled to the Height Incentive it has requested. Under the DBL, the City "shall grant the concession or incentive requested," unless it makes one of the following written findings, based upon substantial evidence:

- The concession or incentive is not required in order to provide for affordable housing costs;
- The concession or incentive would have a specific adverse impact upon public health and safety or the physical environment or a historic resource that cannot be feasibly mitigated without making the development unaffordable to low- and moderate-income households; or
- The concession or incentive would be contrary to state or federal law.

(Government Code § 65915 (d)(1)].)

None of these findings can be made here. The Height Incentive requested by the Owner is required in order to provide for affordable housing costs; it would not have a specific adverse impact on public health and safety or the physical environment; and it is consistent with state and federal law. Indeed, as the enclosed Site Elevations and tables prepared by John Friedman, the Project's architect, show, the Project would lose a total of 27 units, public common areas and landscape planters if the CPC improperly denies the Height Incentive. That would effectively deny the requested Density Bonus, which the DBL prohibits, and thus the Project itself, which would in turn prevent the development of the affordable housing units. And as the DBL itself recognizes, the Density Bonus afforded under this State law enables the Owner with the increased density to achieve a rate of return, and thus provide for affordable housing costs, to offset the loss of revenue resulting from a reduction in rents for the very low household income units.

As can be seen, once the Owner demonstrates, as it has, that it is entitled to the Height Incentive under the DBL, the City *must* approve the Height Incentive *unless* it has "substantial evidence" to support the limited findings of denial the DBL permits the City to make. Under this State law *the City* bears the burden of proof to support such findings if it wants to *deny* an incentive; the Owner has no burden to prove that such evidence does *not* exist to show it has *the right* to the Height Incentive. And as the record here shows, no the such evidence exists. The CPC must therefore approve the Height Incentive.

Finally, lest any uncertainty remain, *the Owner,* not the City, decides which incentive, off- or on-menu, to secure for the Project that qualifies for a Density Bonus under the DBL. As California Courts have proclaimed, the DBL's:

> "aim is fairly simple: When a developer agrees to construct a certain percentage of the units in a housing development for low- or very-low-income households, ... the city or county *must grant the developer one or more itemized concessions* and a 'density bonus,' which allows the developer to increase the density of the development by a certain percentage above the maximum allowable limit under local zoning law. In other words, the Density Bonus Law 'reward[s] a developer who agrees to build a certain percentage of low-income housing with the opportunity to build more residences than would otherwise be permitted by the applicable local regulations.' (*Shea Homes Limited Partnership v. County of Alameda* (2003) 110 Cal. App. 4th 1246, 1263 [2 Cal. Rptr. 3d 739].)" (*Lagoon Valley, supra*, 154 Cal. App. 4th at pp. 823–824; see Barclay, Curtin's Cal. Land Use and Planning Law (29th ed. 2009) ch. 20, p. 519.)"
>
> (*Wollmer v. City of Berkeley* (2009) 179 Cal. App. 4th 933, 941.)

As a consequence, the CPC would have no power to select the on-menu height incentive of 11 feet, which would deprive the Project of 11 residential units, and thus my client's DBL right to develop all 174 requested units, public common area space and landscape planters, against my client's will to choose the off-menu 25-foot Height Incentive.

As indicated previously, in a spirit of cooperation, and without waiving any of the Owner's rights, I enclose draft findings which affirm the Owner's entitlements to the Height Incentive.

3. THE CITY MUST WAIVE THE HEIGHT LIMIT TO ALLOW THE PROJECT'S DEVELOPMENT

As the DBL equally mandates, "*in no case may a city* . . . apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of [the DBL] at the densities or with the concessions or incentives permitted by this section." (Government Code § 65915(e)(1) (emphasis added)). In such a circumstance the DBL expressly entitles the Owner to "request a waiver or reduction of any development standards that would have the effect of physically precluding the construction of the project at the densities or with the incentives permitted by the DBL." *Id.* Our State Courts have construed this mandate to prohibit a city from applying its development standards, including height limits, that prevent the construction of a project entitled to a Density Bonus under the DBL with all the amenities and features that the project has. *Wollmer, supra,* 193 Cal. App. 4th at 1339. In other words, a city cannot require the developer to shed amenities or other design features as a condition of approving a Density Bonus or incentive under the DBL. *Id.*

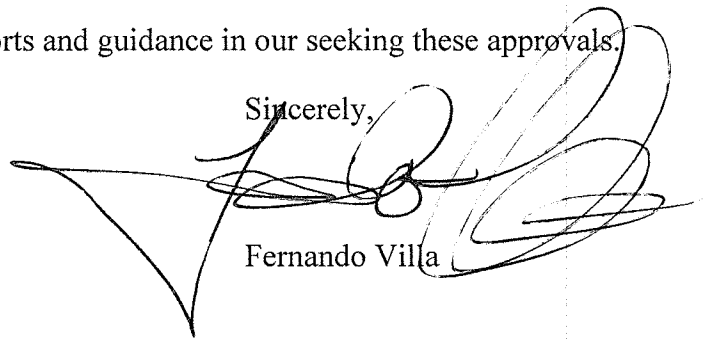
The Owner requests a waiver of the applicable height limit of 50 feet to allow it to develop the Project at the proposed 75-foot height under Government Code Section 65915(e)(1) of the DBL, especially if the CPC decides to deny the Height Incentive in disregard of the DBL's mandates. As John Friedman's attached Elevations and Tables show, improperly imposing the City's existing 50-foot height limit would "preclude construction of [the Project]" that meets DBL's "criteria . . . at the densities" and with the "incentives permitted" by this State law. *Id.* Put another way, under either request – for the Height Incentive or for the waiver of the City's height limit development standard – the City *must* approve the Project with the Density Bonus *at its proposed 75-foot height.*

Please let me know if you have any questions or wish to discuss any of the foregoing matters.

On behalf of the Owner, we look forward to working with you in seeking the City's approval of the Project's entitlements, and hope to have your recommendation of approval thereof.

Thank you for all of your efforts and guidance in our seeking these approvals.

Sincerely,



Fernando Villa

FV
Enclosures

cc: Mr. Boaz Miodovsky
Ms. Heather Lee
Mr. John Friedman

All with enclosures

FINDINGS IN SUPPORT OF REQUESTED DENSITY BONUS AND HEIGHT INCENTIVE FOR MIXED-USE PROJECT AT 6569 NORTH VAN NUYS BOULEVARD (Case No. CPC-2016-2944-VZC-SPR-DB-CDO)

The Director hereby approves a density bonus of 23.4% and an incentive consisting of a height increase of 25 feet (the "**Height Incentive**") for a proposed mixed-use residential and commercial retail development, as described below, pursuant to Los Angeles Municipal Code Section ("**LAMC**") 12.22.A.25(g)(2)(i)(c) and makes each of the following findings in support of this approval based on substantial evidence in the record of this matter:

1. The Height Incentive is required to provide for affordable housing costs as defined in the California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units.

The proposed project (the "**Project**") involves demolishing an existing commercial building and parking lot, and construction of a six-story, mixed use building with 174 residential units and 18,400square feet of ground floor commercial space on a 56,289 square foot site located at 6569 Van Nuys Boulevard (the "**Property**"). One hundred sixty-four units will be market rate and 10 units will be for very low income households. The Project will have three levels of subterranean parking, landscaped terraces on the second, fourth, and fifth floors, a central courtyard with interior-facing decks and a pool, a common area, and approximately an 887 square foot recreation center.

The Property is now zoned as [Q]C2-1L-CDO and [Q]P-1VL-CDO with a land use designation of Community and General Commercial and subject to a ZI-2306 Van Nuys CBD CDO and a ZI-2452 Transit Priority Area.

Applicant has applied for: a) a Vesting Zone Change Application, which the City deemed complete November 7, 2016, to change the Property's zoning from [Q] C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO; b) a Site Plan Review; c) a Density Bonus request; and d) a Community Design Overly (CDO) Review.

Section 12.22 A.25(g)(3) of the LAMC entitles applicant to request an "off-menu" incentive for any Housing Development Project that qualifies for a Density Bonus. The Owner seeks an "off-menu" incentive request for the Height Incentive – a 25-foot height increase – to achieve the density of 174 units which applicant seeks under this Section and the California density bonus law ("**DBL**," Government Code Government Code §§ 65915 *et seq.*) by building to 6 stories in height since part of the Property site is subject to a 50-foot height restriction.

Because applicant has agreed to set aside 10 residential units for very low income households, applicant is entitled to a density bonus of 25% of the 141 units currently allowed on the Property, or 36 additional units for a total density of 177 units. Applicant has only requested a 23.4% density bonus, for a total requested density of 174 units. Applicant is also entitled to one on-menu or off-menu incentive. Applicant has requested the Height Incentive which, as noted, is an off-menu height increase of 25 feet.

Evidence in the record shows that the Height Incentive is required to provide for affordable housing costs. Without the Height Incentive the Project would be subject to a 50-foot height limit and lose a total of 27 units, public common areas and landscape planters. Not having the Height Incentive would thus prevent the construction of the Project as designed with the requested 23.4% density and the Height Incentive to which applicant has demonstrated it is entitled, and would prevent the construction and occupancy of the 10 affordable housing units that applicant has agreed to set aside. Applicant has also agreed to remove all three bedroom units in response to concerns expressed by residents about the size of the units, further reducing rent revenue that the Project would otherwise yield. The requested Density Bonus and Height Incentive will provide applicant a higher rate of return on its investment than would be possible without either of these benefits, which in turn will provide for affordable housing costs by offsetting the loss of revenue resulting from a reduction in rents for the very low household income units, making the Project financially feasible.

2. The Incentive will not have a specific adverse impact upon public health and safety or the physical environment or on 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.

(a) The Project will not have a specific adverse impact upon health and safety or the physical environment.

The Project, including the review of grading, design, utilities, drainage, infrastructure, architecture, landscape, and environmental impacts, has been designed to conform with the City's codes, policies, and regulations whose primary focus is the protection of the public's health, safety and welfare The conditions of approval for the Project require compliance with several operational constraints and development controls intended to assure the continued public health, safety, and welfare for those who reside at the site and within the community. The Project complies with the LAMC for required parking, and exceeds the required parking. The Project addresses the potential concern of neighbors that residents, guests or invitees will park on neighboring streets by providing on-site parking spaces that exceed City requirements. All proposed plans associated with the Project will be reviewed prior to issuance of permits and inspected during construction to assure the Project will meet or exceed all relevant and applicable building, fire, plumbing, electrical, mechanical codes and specific city regulations governing the development's construction and operation to prevent adverse effects to those persons or property in the vicinity of the Project. Therefore, the Project will not have a specific adverse impact upon public health and safety or the physical environment.

(b) The Project will not have a specific adverse impact upon any real property that is listed in the California Register of Historical Resources.

An Initial Study/Mitigated Negative Declaration ("IS/MND") and Historical Resource Assessment ("HRA") were prepared for the Project which found that the Project will not result in significant impacts on historic resources after incorporation of a mitigation measure if a mural is found under the paint of the existing building on the Property. The mitigation measure includes physical examination and testing of the existing building wall to identify any canvas mural still intact within the existing building. If murals are present, a plan shall be developed to remove, restore and preserve the murals. Removal shall be completed by a qualified construction firm with experience in historic preservation. Restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall then be relocated either within the new project or to a nearby suitable location. The HRA study found no cultural or historic resources within or adjacent to the Project site. Therefore, the Project will not have a specific adverse impact upon 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.

EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)

PROPOSED: (RAS4-1VL-CDO)

TION (KITTRIDGE STREET)

VAN NUYS PLAZA:

11 ft. BONUS DENSITY UNIT INCLUSION

	UNIT NUMBERS			
	STUDIO	1 BEDRM	2 BEDRM +LOFT	
	529	525	513	
		526	514	
		528	515	
		530	516	
		531	517	
		532	522	
			523	
			524	
			527	
TOTAL	1	6	9	16

9 UNITS	2 BEDROOM+LOFT
6 UNITS	1 BEDROOM
1 UNIT	STUDIO
16 UNITS TOTAL	

ALSO: * PUBLIC COMMON AREA
* LANDSCAPING PLANTERS

VAN NUYS PLAZA:

14 ft. ADDITIONAL HEIGHT

	UNIT NUMBERS			
	STUDIO	1 BEDRM	2 BEDRM +LOFT	
	629	628	613	
		630	614	
		631	615	
			616	
			623	
			624	
TOTAL	1	4	6	11

6 UNITS	2 BEDROOM+LOFT
4 UNITS	1 BEDROOM
1 UNIT	STUDIO
11 UNITS TOTAL	

ALSO: * PUBLIC COMMON AREA
* LANDSCAPING PLANTERS

Wollmer v. City of Berkeley

Court of Appeal of California, First Appellate District, Division Four

March 11, 2011, Filed

A128121

Reporter
193 Cal. App. 4th 1329 *; 122 Cal. Rptr. 3d 781 **; 2011 Cal. App. LEXIS 375 ***; 41 ELR 20135

STEPHEN WOLLMER, Plaintiff and Appellant, v. CITY OF BERKELEY et al., Defendants and Respondents; R.B. TECH CENTER LP et al., Real Parties in Interest and Respondents.

Subsequent History: [***1] The Publication Status of this Document has been Changed by the Court from Unpublished to Published March 30, 2011.

Review denied by, Request denied by *Wollmer v. City of Berkeley, 2011 Cal. LEXIS 6513 (Cal., June 15, 2011)*

Prior History: Superior Court of Alameda County, No. RG09457010, Frank Roesch, Judge.

Case Summary

Procedural Posture
Appellant, an objector to a mixed-use affordable housing or senior affordable housing project, sought review of a judgment from the Superior Court of Alameda County (California), which denied his petition for administrative mandamus challenging decisions by respondents, a city and its city council, to approve the project.

Overview

The developers sought and obtained a density bonus and a waiver of development standards. After dedicating a right-of-way to improve the existing traffic flow at an intersection, the developers received a determination that the project qualified for the *Cal. Code Regs., tit. 14, § 15332, subd. (a)*, categorical exemption for in-fill development projects. The court held that the developers could receive the fair market rents available under the federal Section 8 housing program, *42 U.S.C. § 1437f*, although those rents exceeded the maximum rents under *Health & Saf. Code, §§ 50053, subd. (b)(2)*, *50098*, because affordable rent under *Gov. Code, § 65915, subd. (c)(1)*, pertained to the amount paid by the tenant and did not limit rent subsidies. The project was in compliance with the general plan density standard and was consistent with *§ 65915, subd. (o)(2)*. A waiver of development standards to accommodate project amenities was permissible under *§ 65915, subd. (e)(1)*, and the standards thus waived were inapplicable for purposes of the in-fill development exemption. No unusual circumstances precluded the exemption, and the dedication of the right-of-way was not a mitigation measure.

Outcome
The court affirmed the judgment.

Counsel: Stephen Wollmer, in pro. per., for Plaintiff and Appellant.

Zach Cowan and Laura McKinney for Defendants and Respondents.

Cox, Castle & Nicholson, Andrew B. Sabey and Melanie Sengupta for Real Parties in Interest and Respondents.

Judges: Opinion by Reardon, J., with Ruvolo, P. J., and Sepulveda, J., concurring.

Opinion by: Reardon

Opinion

[**784] **REARDON, J.**—Appellant Stephen Wollmer asks this court to reverse the denial of his petition for administrative mandamus challenging two approvals by respondents City of Berkeley and the Berkeley City Council (collectively, the City) for a mixed-use affordable housing or senior affordable housing project located at 1200 Ashby Avenue. [1] Specifically, he denounces the

[1] As we explain, use permits have been approved for two

approvals as violative of the state's density bonus law as well as the California Environmental Quality Act (CEQA). [2] We conclude the trial court properly denied the petition and entered judgment in favor of the City; accordingly, we affirm the judgment.

I. FACTUAL BACKGROUND

The site of the proposed projects at 1200 Ashby Avenue consists of 0.79 acres, located at the southeast corner of San Pablo Avenue and Ashby Avenue in Berkeley. Currently vacant, the northern portion of the site previously was a gas station, and the soil has been remediated. The area generally has been developed with one- and two-story commercial and mixed-use buildings. It abuts a lower density residential neighborhood to the east and a light industrial/commercial district to the west.
[*1336]

A. *The Affordable Housing Project*

In November 2007, real parties in interest [3] submitted an application to the City for a new mixed-use building with condominiums (some affordable), retail space and parking (the Affordable Housing Project). With the submission of a revised application in April 2008, the application was deemed complete for processing. In January 2009, the Berkeley Zoning Adjustments Board approved the use permit application for a five-story building with 98 residential units (including 15 affordable units); 7,770 square feet of ground floor commercial space; 114 parking spaces; and [***3] a five-foot right-of-way to the City to accommodate a new left turn lane to alleviate traffic concerns. From the beginning the Developers sought approval of a density bonus as provided under state and local law. The use permit qualified the Developers for a minimum 32.5 percent density bonus under *Government Code* [4] *section 65915* because, at the Developers' option, 20.3 percent of the base units would be affordable to low-income households if built as condominiums, and 10.8 percent of the affordable units would be affordable to [**785] very-low-income households if built as rentals.

Wollmer appealed the zoning adjustments board's decision and the City affirmed.

Prior to determining the project's status under CEQA, the City undertook a traffic analysis, particularly focused on traffic impacts to the San Pablo/Ashby intersection. The traffic study projected that on a typical weekday, the proposed project would generate [***4] approximately 34 trips during the morning peak hour and 41 trips during the afternoon peak hour; on Saturdays, the project was expected to generate 71 trips during the peak hour. The study concluded that "all study intersections operate at LOS [(level of service)] [5] D or better during a.m., p.m. and Saturday peak hours, which meet City of Berkeley LOS standards." Further, under existing and approved project conditions, "all study intersections are expected to continue operating at acceptable levels of service with minor increases in delay during the weekday. During Saturday peak hour, the intersection of San Pablo Avenue and Ashby Avenue continues to operate at LOS F, with an insignificant increase in V/C [(volume-to-capacity ratio)] due to the added project traffic." Finally, the study also noted that the project sponsor offered to dedicate a right-of-way [*1337] along the Ashby Avenue frontage which would enable the City to install a left turn lane and upgrade the signal, *resulting in improved traffic flow* at the intersection of San Pablo and Ashby Avenues despite additional trips generated from the project.

City planning staff considered the appropriate level of CEQA review for the project, including whether it would qualify for a "Class 32 [6] Categorical Exemption for 'In-Fill Development Projects.' " The City determined that

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projects on the site; prior to issuance of a building permit, the applicant will have [***2] to elect which alternative it will pursue.

[2] *Public Resources Code section 21000 et seq.*

[3] Real parties in interest are R.B. Tech Center LP; Memar Properties, Inc.; CityCentric Investments, LLC; and Ashby Arts Associates LP. We will refer to real parties in interest collectively as the Developers.

[4] Unless noted otherwise, all statutory references are to the Government Code.

[5] LOS (level of service) is a qualitative description of intersection operations reported on an A through [***5] F letter rating system to describe congestion and travel delay. LOS A signifies free flow conditions with little or no delay, while LOS F signifies jammed conditions with excessive delays and lengthy backups.

[6] Referring to *California Code of Regulations, title 14, section 15332, subdivision (a)*. Hereafter, we will refer to the CEQA regulations (*id*., *§ 15000 et seq.*) as the "Guidelines." (*San Lorenzo Valley Community Advocates for Responsible Education v. San Lorenzo Valley Unified School Dist. (2006) 139 Cal.App.4th 1356, 1372 [44 Cal. Rptr. 3d 128]*.)

the Affordable Housing Project did qualify for this categorical exemption, and in May 2009 filed a notice of exemption.

B. *The Senior Affordable Housing Project*

Between 1990 and 2007, the population of 55 to 64 year olds in Berkeley increased 107.9 percent. To address changes in the housing market and to position the proposed development for certain funding opportunities, in May 2009, the Developers requested a modification to its use that [***6] would permit them to proceed with either the approved Affordable Housing Project, or a 98-unit mixed-use building for an affordable senior housing in-fill development (the Senior Affordable Housing Project). The proposed Senior Affordable Housing Project included 9,300 square feet of retail space, 25 parking spaces for the senior housing and 18 for retail. The residential units ranged in affordability from a 40 percent to 60 percent average median income.

The Developers also requested a revised trip generation estimate for the proposed Senior Affordable Housing Project. The transportation consultants concluded that the revised development would generate *fewer* trips than the already approved development, [**786] and of course like the Affordable Housing Project, it was not expected to have any significant traffic impacts.

The zoning adjustments board approved the modifications in June 2009. Wollmer appealed and the City again affirmed. Thereafter the city also determined that the proposed Senior Affordable Housing Project was exempt from CEQA on the same basis as the Affordable Housing Project. Thus, as of today, the Developers are authorized to proceed with either the Affordable Housing Project [***7] or the Senior Affordable Housing Project.

C. *Litigation*

Through a petition for administrative mandamus, Wollmer challenged the City approvals on several fronts, claiming violations of the City's zoning [*1338] ordinance, the state density bonus statutes and CEQA. Initially the trial court granted the petition in part, concluding that use permit condition 68, which allowed "*Section 8*" [7] rent subsidies for density-bonus-qualifying units, ran afoul of *section 65915*. The City and the Developers objected to the statement of decision on that point. Reconsidering its earlier ruling, the trial court denied the petition in its entirety. It found that the condition was consistent with the definitions of "rents" and "affordable rent" as set forth in governing law, and was consistent with the purpose of the density bonus law. This appeal followed.

II. DISCUSSION

A. *Density Bonus Law Issues*

Appellant asserts that the City's approvals violated state density bonus law in three ways: (1) condition 68 of the use permit allowed the Developers to receive Section 8 subsidies for density-bonus-qualifying [***8] units, thereby exceeding the maximum "affordable rent" established in *Health and Safety Code section 50053*; (2) the City's approval of amenities should not have been considered when deciding what standards should be waived to accommodate the project; and (3) the City improperly calculated the project's density bonus.

1. *Standard of Review*

A public agency's grant of a land use permit or variance is an adjudicatory act, subject to judicial review by administrative mandamus. (*Wollmer v. City of Berkeley (2009) 179 Cal.App.4th 933, 938 [102 Cal. Rptr. 3d 19]* (*Wollmer I*); *Saad v. City of Berkeley (1994) 24 Cal.App.4th 1206, 1211 [30 Cal. Rptr. 2d 95]*.) In such proceedings, the inquiry extends to "whether the respondent has proceeded without, or in excess of jurisdiction; whether there was a fair trial; and whether there was any prejudicial abuse of discretion. Abuse of discretion is established if the respondent has not proceeded in the manner required by law, the order or decision is not supported by the findings, or the findings are not supported by the evidence." (*Code Civ. Proc., § 1094.5, subd. (b)*; see *Wollmer I, supra, 179 Cal.App.4th at p. 938*.)

The trial court presumes that an agency's decision is supported by substantial evidence; [***9] it is the petitioner's burden to demonstrate the contrary. As well, the lower court examines the entire record and considers all relevant evidence, including evidence that detracts from the agency's decision. Although this task involves limited weighing, it does not amount to independent [*1339] review because the trial court may only overturn the agency's decision if, [**787] based on the evidence before it, a reasonable person could not have reached the same conclusion. However, as to pure questions of law, the trial court exercises independent judgment. Finally, on appeal from the denial of a petition

[7] "Section 8" refers to section 8 of the United States Housing Act of 1937, as amended. (*42 U.S.C. § 1437f*.)

for administrative mandamus, we assume the same role as that of the trial court. (*McAllister v. California Coastal Com. (2008) 169 Cal.App.4th 912, 921–922 [87 Cal. Rptr. 3d 365]*; see *Hines v. California Coastal Com. (2010) 186 Cal.App.4th 830, 839–840 [112 Cal. Rptr. 3d 354]*.)

2. *Condition 68 of the Use Permit*

a. *Density Bonus Law and City's Inclusionary Ordinance*

(1) The Legislature has declared that "[t]he availability of housing is of vital statewide importance … ," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." (*§ 65580, subds. (a)*, [***10] *(d)*.) Achieving the goal of providing housing affordable to low- and moderate-income households thus requires the cooperation of all levels of government. (*Id., subd. (c)*.) The Legislature has also declared that "there exists within the urban and rural areas of the state a serious shortage of decent, safe, and sanitary housing which persons and families of low or moderate income, including the elderly and handicapped, can afford." (*Health & Saf. Code, § 50003, subd. (a)*.)

The state density bonus law is a powerful tool for enabling developers to include very-low-, low- and moderate-income housing units in their new developments. A " 'density bonus' " is "a density increase over the otherwise maximum allowable residential density as of the date of application by the applicant to the [municipality]." (*§ 65915, subd. (f)*.) The purpose of this law is to encourage municipalities to offer incentives to housing developers that will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (*§ 65917*.)

(2) *Section 65915* mandates that local governments provide a density bonus when a developer agrees to construct any of the following: (1) 10 percent [***11] of total units for lower income households; (2) 5 percent of total units for very-low-income households; (3) a senior citizen housing development or mobilehome park restricted to older persons, each as defined by separate statute; or (4) 10 percent of units in a common interest development for moderate-income families or persons. (*Id., subd. (b)(1)(A)–(D)*.) Although the details of the statute are complex, as explained in *Friends of Lagoon Valley v. City of Vacaville (2007) 154 Cal.App.4th 807, 824 [65 Cal. Rptr. 3d 251]*: "In other words, the Density Bonus Law 'reward[s] a developer who agrees to [*1340] build a certain percentage of low-income housing with the opportunity to build more residences than would otherwise be permitted by the applicable local regulations.' [Citation.]" To ensure compliance with *section 65915*, municipalities are required to adopt an ordinance establishing procedures for implementing the directives of the statute. (*Id., subds. (a)*, *(d)(3)*.)

(3) In its specifics, *section 65915* establishes a progressive scale in which the density bonus percentage available to an applicant increases based on the nature of the applicant's offer of below market rate housing. Hence, proposed projects reserving a minimum [***12] of 10 percent of total units for moderate-income households receive a 5 percent density bonus, with every additional percentage point increase in applicable units above the minimum—up to 40 percent—receiving a 1 percent increase in the density bonus, up to a maximum 35 percent bonus. (*§ 65915, subd. (f)(4)*.) Developers [**788] agreeing to construct a minimum of 10 percent of units for low-income households are eligible for a 20 percent density bonus, and the multiplier for each additional increase in units above the minimum amount—up to 20 percent—is 1.5 percent. (*Id., subd. (f)(1)*.) A similar scale applies to construction of very-low-income units, except that the minimum 20 percent density bonus kicks in when only 5 percent of units are reserved for this classification, and the multiplier for each additional percent increase in units above the minimum amount—up to 11 percent—is 2.5 percent. (*Id., subd. (f)(2)*.) Finally, for a senior housing development or age-restricted mobilehome park, the density bonus is 20 percent of the number of senior housing units. (*Id., subd. (f)(3)*.)

(4) *Section 65915* further provides that an applicant must agree to, and the municipality must ensure, the "continued [***13] affordability of all low- and very low income units that qualified the applicant" for the density bonus, for 30 years or longer if required by certain programs, including a rental subsidy program. (*Id., subd. (c)(1)*.) The statute goes on to state: "Rents for the lower income density bonus units *shall be set at an affordable rent* as defined in *Section 50053 of the Health and Safety Code*." [8] (*§ 65915, subd. (c)(1)*, italics

[8] Wollmer constructs some of his arguments around the legislative history of certain amendments to *section 65915, subdivision (c)(1)*. However, we resort to extrinsic sources of legislative intent only when a statute is ambiguous or fraught with latent ambiguity; this statute is not. (*Friends of Lagoon Valley v. City of Vacaville, supra, 154 Cal.App.4th at p. 826*.)

added.) In turn that provision establishes maximum ceilings for an "affordable rent." As pertinent to this appeal, Health and Safety Code section 50053 states: "For any rental housing development that receives assistance on or after January 1, 1991, and a condition of that assistance is compliance with this section, 'affordable rent,' including a reasonable utility allowance, shall not exceed: [¶] … [¶] (2) For very low income households, the product of 30 percent times 50 percent of the area median income adjusted for family size appropriate for the unit." (Id., subd. (b)(2).) However, the statute also [*1341] contemplates that the Department of Housing and Community Development (Department) may, by regulation, "adopt criteria defining and providing for determination of … rent for [***14] purposes of this section." (*Id*., § 50053, subd. (c); see *id*., § 50064.)

The Affordable Housing Project approved by the City includes eight units reserved for very-low-income households (10.8 percent of the base project of 74 units), entitling the Developers to a minimum density bonus of 32.5 percent. The Developers requested a 32.4 percent density bonus, which would allow 24 market rate units in addition to the 74-unit base project. For the modified Senior Affordable Housing Project, the Developers requested, and received, a 30.7 percent density bonus.

(5) Condition 68 of the use permit approved by the City for either project details the affordability and income qualification requirements under both section 65915 and the City's inclusionary ordinance, Berkeley Municipal Code chapter 23C.12. Under the inclusionary ordinance, 20 percent of dwelling [***15] units in a subject project must qualify as inclusionary units. [9] (Berkeley Mun. Code, § 23C.12.030.A.) Further, where there is more than one such unit, at [**789] least half shall be rented at a price affordable to low-income or lower income households, provided the City can make available rental subsidies through Section 8 or an equivalent program. (*Id*., § 23C.12.060.C.) In the case of an uneven number of inclusionary units, the majority must "be priced to be affordable to a Household at 50% of median income [10] if subsidies are available. If no rental subsidies are available, all Inclusionary Unit prices shall be affordable to Households at 81% income of the Oakland PMSA median." (Berkeley Mun. Code, § 23C.12.060.C.) In keeping with the inclusionary ordinance, condition 68 of the use permit allows Section 8 rents as the maximum housing payments for the eight very-low-income rental units qualifying for the section 65915 density bonus. We note that the Berkeley Housing Authority awarded the proposed project 87 project-based Section 8 certificates. This award allows the Developers to enter into an agreement with the Berkeley Housing Authority to construct the units, and, upon completion, for the parties to enter [***16] into a housing assistance payment contract for rental subsidies to those units. The proposed density bonus units come within the 87 project-based certificates.
[*1342]

b. *Analysis*

(6) The crux of appellant's complaint is this: Condition 68 of the use permit violates the state density bonus law because it allows the Developers to receive substantially higher fair market rents available under the federal Section 8 housing program, rather than the maximum rents established under state law. Specifically, the concept of "affordable rent" means the rent that housing providers that receive density bonuses must *accept* as an affordable rent, not the rent at which a qualifying unit is *made available* to a prospective tenant. In short, appellant asserts that very-low-income units qualifying [***17] for state density bonus benefits cannot be rented for more than what Health and Safety Code section 50053, subdivision (b)(2) allows, namely 30 percent of 50 percent of area median income. Under this reasoning, the density bonus law *caps* the total rent a housing provider can receive *from any source* to the above amount, whether that rent comes from direct tenant payment or a combination of tenant contributions and a Section 8 subsidy. This is not the law.

Health and Safety Code section 50098 defines " '[r]ents' " as "the charges *paid by* the persons and families of low or moderate income for occupancy in a housing development assisted under this division whether the units are rented or operated as a cooperative." (Italics added.) As mentioned above, Health and Safety Code section 50053 also empowers the Department to promulgate regulations "defining and providing for determination of … rent for purposes of this section." (Id., subd. (c).) Pursuant to this and other authority, the Department has defined the term " '[a]ffordable rent,' "

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[9] In general inclusionary units must be sold to the City "or to Low Income, Lower Income or Very Low Income Households or shall be rented to Households of similar incomes." (Berkeley Mun. Code, § 23C.12.040.A.)

[10] Median income levels for households are determined by reference to the Oakland Primary Metropolitan Statistical Area (PMSA) statistical figures available from the most recent United States census. (Berkeley Mun. Code, § 23C.12.030.C.)

as follows: " 'Affordable rent' also means rent charged as a tenant contribution under the provisions of Section 8 of the United States Housing Act of [***18] 1937, as amended, when the unit or household is receiving assistance pursuant to the Section 8 program." [11] (Cal. Code Regs., tit. 25, § 6922, subd. (d).)

[**790] **(7)** It is apparent from all these provisions that, contrary to appellant's assertions, "affordable rent" within the meaning of our density bonus law is concerned with the rent that a tenant pays, not with the compensation received by the [***19] housing provider. A density bonus is granted to an applicant for a housing development in exchange for the applicant's agreement to [*1343] construct a percentage of affordable housing units. (§ 65915, subd. (b)(1).) The developer's responsibility thus is to build the agreed-upon affordable units and ensure the continued affordability of the units that qualified it for the density bonus, and that is all. (Id., subd. (c)(1).) There is no further requirement that the developer accept only up to the rent cap set out in Health and Safety Code section 50053, subdivision (b). The definition of "rent" as it applies in this context refers to the "charges paid" by the low-income tenant, not to the compensation received by the developer. (*Id.*, § 50098.) Where there is assistance under the Section 8 program, "affordable rent" refers to the tenant's contribution, not to any subsidy in the hands of the developer. (Cal. Code Regs., tit. 25, § 6922, subd. (d).) **(8)** And it goes without saying that the concept of affordability pertains to the tenant, not the developer. The rents for density bonus units must "be set at an affordable rent" *so that the prospective lower income tenants can obtain and pay for housing*. [***20] (§ 65915, subd. (c)(1).) It would be nonsensical to equate the notion of setting of "an affordable rent" with that of setting and capping the developer's compensation.

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[11] Wollmer complains that the City ignores another regulatory provision that also cites Health and Safety Code section 50053 as authority, namely California Code of Regulations, title 25, section 6918, which states: " 'Rent' shall mean the total of monthly payments for a rental or cooperative unit for" the various components of rent, including use and occupancy, fees and service charges and a reasonable allowance for utilities not included in other fees or charges. This provision does not change anything. While Health and Safety Code section 50053 and California Code of Regulations, title 25, section 6922 spell out the contours of what constitutes an "affordable rent" to the low-income tenant, the purpose of this provision is to detail the constituent components that are included within the term "rent."

Why does any of this matter to Wollmer? He posits that "at its core" the density bonus law is "a scheme of steeply progressive levels of benefits intended to offset some or all of the 'cost' of supplying deeper affordability." According to Wollmer, the statutory scheme is "undermined" if an applicant is allowed to capture the difference between Section 8 rents and the maximum rent for very-low-income-qualifying units under Health and Safety Code section 50053. Further, condition 68 of the use permit "fail[s] to impose the corresponding ?cost' of supplying very low income units to the Project."

We start with the purpose of the density bonus law, namely that the density bonus and other incentives offered by a municipality will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (§ 65917.) The progressive level of benefits for deeper affordability is the mechanism by which municipalities entice developers to build low-income housing. The Section 8 housing program [***21] in turn is designed to deliver safe, sanitary and decent housing to low-income families. (Bakos v. Flint Housing Com. (6th Cir. 1984) 746 F.2d 1179, 1180.) That the City, through its inclusionary ordinance, requires the use of Section 8 rents if available for certain inclusionary units, enhances, rather than detracts from, the goal of "contribut[ing] significantly to the economic feasibility of lower income housing … ." (§ 65917.)

(9) The inclusionary ordinance encourages use of the Section 8 program as a way of accomplishing deeper affordability (i.e., to households at 50 percent of median income) in development of inclusionary units in new housing projects. By allowing a [**791] developer the additional incentive of a Section [*1344] 8 subsidy above the low-income tenant's contributions thus "contribute[s] significantly to the economic feasibility of lower income housing in proposed housing developments." (§ 65917.) On the other hand, imposing "costs" on a developer attempting to build affordable units is hostile to the letter and spirit of the density bonus law. (See Friends of Lagoon Valley v. City of Vacaville, supra, 154 Cal.App.4th at p. 826.) To conclude, section 65917 does not display any [***22] legislative intent to make developers choose between regulatory incentives and rental subsidies.

We note finally that federal law requires that 40 percent of all project-based Section 8 subsidies be provided to families with incomes at or below 30 percent of the area

median income, [12] which equates to extremely low-income households under *Health and Safety Code section 50053, subdivision (b)(1)*. Thus, the intersecting of the *Section 8* program with the density bonus law results in development of more units provided to the most vulnerable population.

3. *Calculation of the Project's Density Bonus*

Wollmer also attacks the City's method of calculating a project's density bonus. He maintains that in deriving the number of density bonus units permitted under *section 65915*, the City wrongly applied the allowable density under its zoning ordinance rather than that set forth in the land use element of the general plan. The end result, he claims, is an inflated and illegal density bonus. According to Wollmer, the density allowed under the zoning ordinance is three times that allowed under the land use element. There is nothing wrong with the City's [***23] approach to calculating a project's density bonus.

(10) Some background is in order. The density increase allowed under the density bonus law is an increase "over the otherwise maximum allowable residential density … ." (*§ 65915, subd. (f)*.) " 'Maximum allowable residential density' " in turn means "the density allowed under the zoning ordinance and land use element of the general plan, or if a range of density is permitted, means the maximum allowable density for the specific zoning range and land use element of the general plan applicable to the project. Where the density allowed under the zoning ordinance *is inconsistent with* the density allowed under the land use element of the general plan, the general plan density shall prevail." (*Id., subd. (o)(2)*, italics added.) **(11)** This statute recognizes that there may be inconsistencies between the density permitted under a zoning ordinance as opposed to what is permitted under the land use element of a general plan, in which case the latter prevails.
[*1345]

The proposed projects are located within the C-W, West Berkeley Commercial District (C-W District), as indicated on the official zoning map. (Berkeley Mun. Code, § 23A.16.020.A.) The City's zoning [***24] ordinance does not specify a maximum density for the C-W District. (*Id*., ch. 23E.64.) However, the land use element of the general plan specifies a maximum density of 44 to 88 persons (20 to 40 dwelling units) per acre for the area within the land use classification that includes the C-W District. (City of Berkeley General Plan, Land Use Element, pp. 16–18.) The land use element additionally explains that each land use classification "also includes a range of appropriate building intensities and in some cases, population densities. [**792] *The densities allowed by existing zoning are consistent with the policies of the General Plan*. … [¶] General Plan land use classifications are for general planning purposes. … They describe a range of land uses and intensities that reflect different General Plan policies related to the type, location, and intensity of development. Because the General Plan land use classifications describe a range of land uses and development intensities in a relatively large area*, they are not intended to be used as standards to determine the maximum allowable density on a specific parcel*. Allowable densities and uses in each zoning district are established in the more [***25] detailed and specific Zoning Ordinance." (*Id*. at p. 16, italics added.)

As explained by the City's director of planning and development, in keeping with this language in the land use element of the general plan, the City does not apply the general plan density standards to specific parcels. Instead, it applies the standards to larger areas of a land use classification surrounding a proposed project. Thus, a project is deemed consistent with the density standard if the number of units that would exist in the larger area upon completion of a project, as well as any other approved projects, is consistent with the general plan density standard for that area. Using this approach, the City can determine if overall growth in a particular area is consistent with general plan goals and objectives for that area, taking into account that new development will occur only on certain parcels and not uniformly throughout the area.

As staff noted, the project, along with other approved projects, would increase the density of the relevant district on San Pablo Avenue between Dwight Way and the Oakland border to approximately 19 units per acre, which is well below the general plan standard of 40 units [***26] per acre. Thus, the project, and its density bonus, are in compliance with the general plan density standard and are consistent with *section 65915, subdivision (o)(2)*.
[*1346]

4. *Accommodating Project Amenities*

Wollmer further attacks the trial court's determination that the City did not violate the density bonus law by accommodating project amenities in the grant of a density bonus. This ruling was sound.

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[12] *Title 42 United States Code section 1437n(c)(3)*.

Again, some background is in order. *Section 65915, subdivision (e)(1)*, as recently amended, provides in part: "In no case may a city … apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. An applicant may submit to a city … a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city … ." (Stats. 2008, ch. 454, § 1, eff. Jan. 1, 2009.) The 2008 amendments [***27] to *section 65915* added the word "physically" to the first sentence; added the phrase beginning with "that will have the effect of physically precluding" to the second sentence; and deleted *subdivision (f)*, which read: "The applicant shall show that the waiver or modification is necessary to make the housing units economically feasible." (Stats. 2008, ch. 454, § 1; see Deering's Ann. Gov. Code (2011 supp.) foll. § 65915, p. 490.)

Here, the City waived the standards for height, number of stories and setbacks, granting variances to allow an additional story and a higher building height, and to [**793] forego setbacks on two corners. What bothers Wollmer is the fact that the waiver of standards for height and setbacks was granted to accommodate certain project "amenities," namely an interior courtyard, a community plaza and 15-foot ceilings in the commercial space and nine-foot ceilings in the residential units. He contends that the City cannot waive development standards in order to approve a density bonus project unless it specifically finds that the waived standards physically preclude construction of the density-bonus-qualifying project, and waivers to accommodate project amenities do not meet this [***28] test.

(12) First, it is clear that one of the effects of the 2008 amendments is to delete the requirement that an applicant for a waiver of development standards must show that the waiver was necessary to render the project economically feasible. Second, nothing in the statute requires the applicant to strip the project of amenities, such as an interior courtyard, that would require a waiver of development standards. Standards may be waived that physically preclude construction of a housing development meeting the requirements for a density bonus, period. (*§ 65915, subd. (e)(1)*.) The statute does not say that [*1347] what must be precluded is a project with no amenities, or that amenities may not be the reason a waiver is needed. Wollmer's argument goes nowhere. Had the City failed to grant the waiver and variances, such action would have had "the effect of physically precluding the construction of a development" meeting the criteria of the density bonus law. (*Ibid.*; see *Wollmer I, supra, 179 Cal.App.4th at p. 947*.) If the project were not built, it goes without saying that housing units for lower income households would not be built and the purpose of the density bonus law to encourage such development [***29] would not be achieved. The trial court properly interpreted the statute, and the City proceeded in the manner required by law in granting the waivers.

B. *CEQA Issues*

1. *Application of the Categorical Exemption for In-fill Projects*

The City found that the proposed projects were exempt from CEQA pursuant to *Guidelines section 15332*, and that the projects did not trigger any exceptions to that exemption under *Guidelines section 15300.2*. The trial court ruled that the City properly concluded the projects were exempt from CEQA review. Wollmer contests this ruling, arguing that the project did not qualify for this CEQA exemption.

(13) CEQA authorizes the resources agency to adopt guidelines that list classes of exempt projects, namely projects "which have been determined not to have a significant effect on the environment and which shall be exempt from this division." (*Pub. Resources Code, § 21084, subd. (a)*.) These classes of projects are called "categorical exemptions" and are detailed in *Guidelines section 15300 et seq.* *Guidelines section 15300.2* in turn specifies *exceptions and qualifications* to the categorical exemptions.

Guidelines section 15332, at issue here, sets forth a categorical exemption [***30] for in-fill development projects meeting certain conditions. [13] At issue on

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[13] *Guidelines section 15332* reads in its entirety: "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 [***31] 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.

appeal is the *subdivision (a)* [**794] condition. This condition requires that projects qualifying for a class 32 exemption must comply with all *applicable* general plan designations and policies and all *applicable* zoning designations and regulations, in addition to the other protective criteria set forth in the [*1348] regulation. As pertinent here, the density bonus law provides that "[t]he granting of a density bonus shall not be interpreted, in and of itself, to require a general plan amendment … , zoning change, or other discretionary approval." (*§ 65915, subd. (f)(5)*.) And, as explained in part II.A.4., *ante*, *subdivision (e)(1)* *prohibits* a local municipality from applying "any development standard that will have the effect of physically precluding the construction" of a density-bonus-qualifying development.

Here, to accommodate the project's density bonus, the City waived or reduced zoning standards for height, floor area ratio and setbacks. Absent these waivers, variances would have been required. It is Wollmer's position that the City's waiver of zoning standards as mandated by the density bonus law *precludes* the project from qualifying for the exemption. While the substantial evidence test governs our review of a municipality's factual determination that a project comes within a categorical exemption, Wollmer's arguments, and the City's reasoning, are interpretive exercises delving into the meaning and applicability of *Guidelines section 15332*, the density bonus law, and the City's own zoning [***32] ordinance.

The City reasoned that the development standards which it waived pursuant to *section 65915, subdivision (e)* were not "applicable" to the project within the meaning of *Guidelines section 15332, subdivision (a)* because the above statute renders these standards inapplicable in order to allow the density bonus. Further, the inclusionary ordinance, *which is part of the City's zoning ordinance*, generally *requires* the City to grant density bonuses upon a proper application (Berkeley Mun. Code, § 23C.12.050.A), and states that the "use of a Density Bonus is preferred over other types of concessions or incentives. Incentives may include, but are not limited to, fee deferments and waivers, granting of Variances, relaxation of otherwise applicable Permit conditions and provision of government benefits" (*id.*, § 23C.12.050.C).

[¶] (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."

(14) Wollmer asserts that by applying the exemption in a way that harmonizes with relevant law, the City in effect amended the exemption, improperly expanded its definition, and exceeded its jurisdiction. There is no support for this misguided assertion. [14] The City properly applied the plain meaning of *Guidelines section 15332, subdivision (a)* [**795] to its own codes in a manner [***33] that was in harmony with the state's density bonus law, and so [*1349] applied, properly found that the project was exempt from CEQA. On its face the exemption only requires consistency with applicable general plan designations and policies and applicable zoning designations and regulations. (*Guidelines, § 15332, subd. (a)*.) The density bonus statute in turn requires a waiver of development standards that physically preclude construction of a density-bonus-qualifying project. (*§ 65915, subd. (e)(1)*.) And the City's own zoning ordinance generally requires the grant of a density bonus upon a complete application. (Berkeley Mun. Code, § 23C.12.050.A.) Taking these laws together as they operate in the context of a density bonus project, it is clear that the waived zoning standards are not "applicable" and that the requirements of *Guidelines section 15332, subdivision (a)* were met.

(15) With this conclusion we are mindful that we must construe the language of statutes and regulation in context, and must harmonize our laws " 'both internally and with each other, to the extent possible.' [Citations.]" (*Scottsdale Ins. Co. v. State Farm Mutual Automobile Ins. Co. (2005) 130 Cal.App.4th 890, 898 [30 Cal. Rptr. 3d 606]*.) For example, in *Harroman Co. v. Town of Tiburon (1991) 235 Cal.App.3d 388 [1 Cal. Rptr. 2d 72]*, the court similarly grappled with determining what was the "applicable general plan" within the meaning of

[14] Similarly misguided is Wollmer's contention that the City did not consider the "whole" of the project or action. In the language of CEQA, the term "project" means "the whole of an action" that has the potential to impact the environment. (*Guidelines, § 15378, subd. (a)*.) Accordingly, CEQA expresses the policy that [***34] the lead agency "must consider the whole of an action, not simply its constituent parts, when determining whether it will have a significant environmental effect." (*Id.*, *§ 15003, subd. (h)*.) However, there is no allegation that the City has engaged in chopping or "piecemealing" the project into several little projects in order to minimize the environmental impact of the larger project. (See *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo (1985) 172 Cal.App.3d 151, 165 [217 Cal. Rptr. 893]*.) Rather, the project is a single building, and the whole of the action has been considered and analyzed.

former section 65589.5, against which a property owner's application for approval of a master plan for development [***35] must be evaluated: Did it refer to the adopted general plan that existed at the time of the application, or instead the proposed or draft general plan under consideration? The reviewing court went with the latter construction, noting that the plaintiff's proposed interpretation would nullify any remedial changes to the existing general plan made during the review process, and would be inconsistent with a related statute that required the town to ensure that any application for development be consistent with the general plan being studied or considered. (Harroman Co. v. Town of Tiburon, supra, 235 Cal.App.3d at pp. 395–396.) The court thus construed the term to give effect to both statutes at issue. So, too, reading the term "applicable" as used in Guidelines section 15332, subdivision (a) in a manner consistent with the state density bonus law gives effect to both laws and does not violate the policy of either.

(16) Indeed, this construction honors the policies of both laws. In this regard we note that the density bonus law does not require cities to waive development standards if the waiver or reduction would have a significant adverse impact on the health, safety or physical environment [***36] that cannot be mitigated or avoided. (§§ 65915, subd. (e)(1), 65589.5.) Moreover, mere "[i]nconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or [*1350] safety." (§ 65589.5, subd. (d)(2).) **(17)** At the same time, the policy underlying CEQA includes the intent to ensure "the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian … ." (Pub. Resources Code, § 21001, subd. (d).)

2. *No Unusual Circumstances Preventing Categorical Exemption*

Guidelines section 15300.2, subdivision (c) identifies certain exceptions to the use of categorical exemptions, including the following: "(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 [**796] significant effect on the environment due to unusual circumstances." Unusual circumstances exist "where the circumstances of a particular project (i) differ from the general circumstances of the projects covered by a particular categorical exemption, and (ii) those circumstances create an environmental [***37] risk that does not exist for the general class of exempt projects." (Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster (1997) 52 Cal.App.4th 1165, 1207 [61 Cal. Rptr. 2d 447].)

(18) The trial court found that Wollmer did not present any substantial evidence of unusual circumstances that would prevent resort to the categorical exemption. Where, as here, the agency establishes that the project comes within an exemption, the burden shifts to the party challenging the exemption to show that one of the Guidelines section 15300.2 exceptions applies. (Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego (2006) 139 Cal.App.4th 249, 261 [42 Cal.Rptr. 537].) The challenger must bring forth substantial evidence that the project has the potential for a substantial adverse environmental impact. (*Ibid*.) Our job is to ask if the record reveals substantial evidence of a fair argument that there could be a significant effect on the environment. (Id. at p. 268.)

As he did below, on appeal Wollmer argues that the location of the project at the intersection of two major thoroughfares, and his view of the City's traffic modeling, qualify as substantial evidence of an unusual circumstance within the meaning [***38] of Guidelines section 15300.2.

a. *Location*

(19) Wollmer has expressed his opinion that the project's location at the intersection of Ashby and San Pablo Avenues is an unusual circumstance. However, a lay opinion is not substantial evidence. "Unsubstantiated opinions, concerns, and suspicions about a project, though sincere and deeply felt, do not rise to the level of substantial evidence supporting a fair argument of [*1351] significant environmental effect." (Leonoff v. Monterey County Bd. of Supervisors (1990) 222 Cal.App.3d 1337, 1352 [272 Cal. Rptr. 372].) Wollmer seems to think that unusual circumstances exist because in addition to being an intersection of two major city streets, the intersection is the sole intersection in Berkeley of two state highways, and thus Caltrans (California Department of Transportation) has "jurisdiction" over certain decisions. We fail to see how the actual or potential involvement of Caltrans in the general area of the project is an "unusual circumstance[]" that creates an environmental risk.

(20) More to the point, his opinion is off base. The class of projects here is "In-Fill Development Projects."

(*Guidelines, § 15332*.) To fit the class 32 exemption, the project must be situated within city limits on a site not exceeding five [***39] acres that is *substantially surrounded* by urban uses, and must be adequately served by required utilities and public services. (*Id., subds. (b)*, *(e)*.)

With these criteria in mind, locating an in-fill project at the intersection of two major city streets that also happen to serve as state highway routes is well within the range of characteristics one would except for class 32 projects and precisely what the law encourages. The location is not an "unusual circumstance," let alone a circumstance creating an environmental risk that does not generally exist for other in-fill projects.

b. *Traffic Study Model*

i. *Background*

The City retained a traffic consulting firm to conduct a traffic impact [**797] study for the proposed project. The study employed a traffic model that was developed as part of the West Berkeley Circulation Master Plan. As explained in the study, this traffic model "estimates the percentage reduction in vehicle trips to account for walk, bicycle and transit trips. The transit/walk/bicycle trip reduction rates were provided by City staff for both residential and commercial trips based on the traffic model." The study additionally noted that "[a] mixed-use development typically generates [***40] fewer peak hour vehicle trips than those generated by comparable single-use developments, in this case due to internal trip matching between residential and retail uses. Furthermore, the project site is located on a transit-rich corridor that includes the AC Transit Rapid and local bus lines on San Pablo Avenue." Specifically, the study applied trip reduction factors of 48 percent on weekdays and 22 percent on weekends for residential trips, and 14 percent for both weekday and weekend commercial trips.
[*1352]

Below, Wollmer attacked the City's traffic modeling, to no avail. The trial court concluded he offered only his lay opinion, which did not qualify as substantial evidence of an unusual circumstance such as to defeat the class 32 exemption.

ii. *Analysis*

Wollmer continues to critique the model, contending that the study's reliance on staff-provided trip reduction factors of 48 percent (weekdays) and 22 percent (weekends) for transit/walk/bicycle use "constitutes substantial evidence to support a fair argument of the 'possibility' of significant environmental effects from the Project." While his argument is less than clear, it appears that Wollmer seems to think that the traffic study in effect [***41] combined two separate traffic models to derive a trip reduction factor. Wollmer has offered his personal, lay opinion that the City and traffic consultant overlaid trip reduction factors to result in an excessive rate reduction factor. This technical assertion and accusation, made by a layperson with no countervailing support from a qualified expert, does not rise to the level of substantial evidence supporting a fair argument of a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. (See *Leonoff v. Monterey County Bd. of Supervisors, supra, 222 Cal.App.3d at p. 1352*.) Wollmer's hostility to the decision of the City and its experts to use a reduction factor is nothing more than argument and unsubstantiated opinion. What is lacking are the facts, reasonable assumptions predicated on the facts, and expert opinion supported by the facts. (*Pub. Resources Code, § 21082.2, subd. (c)*.)

3. *No CEQA Mitigation*

Finally, Wollmer charges the City with evading CEQA's extensive protections by in essence cutting a deal with the Developers whereby the Developers would dedicate land for a left turn lane on Ashby Avenue, thereby reducing [***42] traffic impacts to less than significant, a necessary condition for the class 32 exemption. We agree with the trial court that the City did not mitigate the project into qualifying for a categorical exemption. Rather, it properly exercised discretion to find it would not cause a significant traffic impact. As the lower court found, the dedication of a five-foot right-of-way, enabling the City to improve the San Pablo and Ashby Avenues intersection, was not a CEQA mitigation measure for project impacts, but a component of the project that assisted the City with an existing traffic issue.
[*1353]

Comments by the City's traffic engineer staff on the draft traffic study indicated a [**798] need to explore alternatives to the Carrison Street/San Pablo intersection, and also the possibility of a westbound left turn lane which was "considered the City's highest priority for intersection improvements." Assuming this latter comment refers to the San Pablo and Ashby Avenues intersection, as Wollmer suggests, it is true that by the time of the final traffic study, the Developers had made the dedication offer and that reality was included in the traffic analysis. Our response is, so what? The point is, the offer [***43] of dedication did

become part of the project design, improving an existing traffic concern. This is no secret. The revised applicant statement for July 2008 specifically noted that during the first half of 2008, the project underwent "several programmatic and architectural revisions to improve its contribution to the community," including the Ashby Avenue left turn lane dedication. And further: "The applicant and city staff have been working diligently for the past several months to understand and address both the existing traffic issues, and also the long term effects of the proposed project ad [*sic*] San Pablo corridor development *in general*. The future installation of the left turn lane will create a much improved situation for the intersection *in general*, and especially on Ashby Avenue during peak hours." (Italics added.)

Wollmer offers no authority for the proposition that a positive effort between developers and a municipality to improve the project for the benefit of the community and address existing traffic concerns somehow becomes an evasion of CEQA. *Salmon Protection & Watershed Network v. County of Marin (2004) 125 Cal.App.4th 1098, 1108 [23 Cal. Rptr. 3d 321]* (*Salmon Protection*) is of no help. There, the county found [***44] that the proposed construction of a home within a riparian area deemed of critical concern was categorically exempt from CEQA. In the process, it found there was no reasonable possibility of significant adverse impacts. However, in arriving at this ultimate conclusion, the county relied on proposed mitigation measures to grant the categorical exemption. (*Salmon Protection, supra, at pp. 1106–1108*.) The appellant there argued that it was okay to rely on proposed mitigation measures in deciding whether the project was eligible for a categorical exemption, if those measures were included in the initial project application. The reviewing court said no, that reliance on mitigation measures, whether in the application or later adopted, involves an evaluative process that must be conducted under established CEQA procedures. (*Salmon Protection, supra, at p. 1108*.)

Here, the Developers dedicated land for a left turn lane. Unlike the situation in *Salmon Protection*, the traffic situation improved by the Developers' dedication preexisted the proposed project. The dedication became *part of* the project design—it was never a *proposed* mitigation measure.
[*1354]

III. DISPOSITION

The judgment is affirmed in its entirety.

Ruvolo, P. J., and Sepulveda, J., [***45] concurred.

Appellant's petition for review by the Supreme Court was denied June 15, 2011, S192951.

End of Document

EXHIBIT E4

LETTERS FROM SCAQMD AND LAUSD

Los Angeles Unified School District

Office of Environmental Health and Safety

3/28/2018

Peggy Malone-Brown
City of Los Angeles, Department of City Planning
6262 Van Nuys Blvd., Room #430
Van Nuys, CA, 91401

SUBJECT: PROJECT NAME: 6569-6581 N. Van Nuys Blvd; 14506-14534 W. Kittridge St.
PROJECT LOCATION: 6569-6581 N. Van Nuys Blvd; 14506-14534 W. Kittridge St., Van Nuys, CA 91401
CEQA CASE NUMBER: ENV-2016-2945-EAF

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the Notice of Public Hearing for the subject project. Due to the fact that Ararat Charter School is located approximately 500 feet east of the proposed project site, LAUSD is concerned about the potential negative impacts of the project to our students, staff and parents traveling to and from the referenced campuses.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community (traffic, pedestrian safety, etc.) will occur. Since the project will have a significant impact on LAUSD schools, mitigation measures designed to help reduce or eliminate such impacts are included in this response.

Traffic/Transportation
LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety
Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective mitigations are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the mitigation measures for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.

- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.

- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.

- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.

- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Ararat Charter School, their teachers and the staff, as well as to assuage the concerns of the parents of these students. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to offset unmitigated impacts on the affected school students and staff. Thank you for your attention to this matter. If you need additional information please contact me at (213) 241-4674.

Regards,
Cinah Daqiq
Environmental Specialist/Research Associate

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

SENT VIA E-MAIL AND USPS: April 17, 2018

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Peggy Malone-Brown, City Planning Associate
City of Los Angeles – Department of City Planning, Mail Stop 366
Valley Project Planning
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Mitigated Negative Declaration (MND) for the Proposed Van Nuys Plaza (ENV-2016-2945: 6569-6581 N. Van Nuys Blvd. & 14506-14534 W. Kittridge St.)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to demolish three buildings and construct a 157,100-square-foot building with 174 residential units and subterranean parking on 1.29 acres (Proposed Project). Construction is expected to take 15 months. Based on a review of Figure 2, *Project Location*, and aerial photographs, SCAQMD staff found that residential uses are located immediately west of the Proposed Project.

SCAQMD Staff's Summary of Air Quality Analysis

In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction and operation emissions and compared them to SCAQMD's regional and localized air quality CEQA significance thresholds. The Lead Agency found that the Proposed Project's air quality impacts from construction would be less than significant. The Lead Agency also found that the Proposed Project's operational air quality impacts would be less than significant.

SCAQMD Staff's Comments

Tier 4 Construction Equipment or Level 3 Diesel Particulate Filters

CEQA requires that all feasible mitigation measures go beyond what is required by law to minimize any significant impacts. To further reduce particulate matter emissions during construction and minimize their impacts on nearby residents, SCAQMD staff recommends that the Lead Agency use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least 85 percent reduction in in particulate matter emissions[1]. A list of CARB verified DPFs are available on the CARB website[2]. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall

[1] California Air Resources Board. November 16-17, 2004. *Diesel Off-Road Equipment Measure – Workshop*. Page 17. Accessed at: https://www.arb.ca.gov/msprog/ordiesel/presentations/nov16-04_workshop.pdf.
[2] *Ibid*. Page 18.

be available upon request at the time of mobilization of each applicable unit of equipment. In the event that construction equipment cannot meet the Tier 4 engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Project, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously.

Diesel-Fueled Trucks with 2010 Model Year Engines

To further reduce the impacts of NOx emissions on nearby residents during construction, the Lead Agency should require the use of diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction. If the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible supported by substantial evidence in the record, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum. Include this requirement as a bid or contract specification with contractors. Require periodic reporting and provision of written documents by contractors to prove and ensure compliance.

SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil

According to the MND, lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment[3]. SCAQMD staff is concerned about the potential air quality impacts from VOC contaminated soils during remediating or extracting contaminated soil. Disturbing soils that may contain petroleum hydrocarbons are subject to the requirements of SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil[4]. SCAQMD Rule 1166 should be incorporated during the development of the Final MND. If remediation or any on-site activity involves equipment or operations which either emits or controls air pollution, SCAQMD staff should be consulted in advance of the project start to determine whether or not any permits or plans are required to be filed and approved by SCAQMD prior to start of the operation. Additionally, the Final MND should discuss how the Proposed Project will comply with SCAQMD Rule 402 – Public Nuisance[5] if volatile organic compounds and/or odors are emitted during soil disturbance activities.

SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

Since the Proposed Project would include demolition of three buildings, asbestos may be encountered during demolition. As such, SCAQMD staff recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities[6] in the Final MND.

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review

[3] MND. Page 9 of 139.
[4] South Coast Air Quality Management District. Rule 1166. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf.
[5] South Coast Air Quality Management District. Rule 402. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf.
[6] South Coast Air Quality Management District. Rule 1403. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf.

process. Please provide SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and the public who are interested in the Proposed Project.

SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact me at lsun@aqmd.gov if you have any questions regarding the enclosed comments.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC180329-11
Control Number

EXHIBIT E5

APPLICANT'S SUPPLEMENTAL INFORMATION: Response to PVP Comments

EXHIBIT E5

APPLICANT'S SUPPLEMENTAL INFORMATION:
Response to PVP Comments

Responses to PVP Comments
Van Nuys Plaza
CPC 2016-2944-ZC-SPR-DB-CDO

1.) **Show use of different textures, colors, materials and distinctive architectural treatments to add visual interest and avoiding dull and repetitive facades**
The colors are grey and white paint with "night horizon blue" aluminum panels. The materials include smooth stucco, glass, metal and aluminum panels. A materials board will be submitted to the planner.

2.) **Suggested use of metal cladding (vertical/horizontal)**
Metal cladding is included in the project façade as aluminum panels and corrugated deck.

3.) **Quality materials should be used.**
Quality materials are being used. The materials include smooth stucco, insulated glass, metal and aluminum panels. A materials board will be submitted to the planner.

4.) **Apply changes in material purposefully and in a manner corresponding to variations in building mass.**
The residential lobby entrance and main Kittridge and Van Nuys corner have purposefully been highlighted with aluminum panels. This, and arrhythmically painting of wall surfaces and balconies along articulation in façade corresponds to the building mass.

5.) **Eliminate blank walls. Add architectural details to enhance scale and interest on the building façade by breaking it up into distinct planes that are offset from the main building façade.**
There are no blank walls. The wall on the south side of the building has green landscaping coverage.

6.) **Treat all facades of the building with an equal level of detail, articulation, and architectural rigor.**
All facades have equal level of detail and articulation as delineated with landscaping and building façade treatment.

7.) **Differentiate the horizontal bands across the building by introducing material changes, change in plane and other methods to break up the massing and enhance design.**
The building changes in plane in a "wedding cake" fashion, stepping back from the front property line at the 4th floor, the 5th floor and the lofts at the 6th floor. At the back of the building, the project steps back from the rear yard at the podium deck level 25 feet.

It steps back in elevation again after the 4th floor for 20 feet and again on the 5th floor, 20 feet back. As such, the massing of the building changes in plane.
There are several materials used on the building, including stucco, aluminum panels and glass.

8.) **Provide breaks in the building massing that connect to the building's interior courtyard, providing light and air to residential units.**
The design of the building provides privacy to the units. The interior courtyard receives light and air due to the fact that it is open to the sky. The tenants also have access to roof decks on the 4th and 5th floors that are open to the sky.

9.) **Provide larger interior courtyard area**
The open space area is provided per code.

10.) **Residential entry should be visually communicated in the building's architecture – through use of architectural design/elements and materials – to indicate arrival at the residence entry**
The residential entry is communicated through signage, pavers, landscaping and metal aluminum panels, denoting the lobby entrance.