DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: August 27, 2020
Time: After 8:30 A.M.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

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

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: September 12, 2020
Multiple Approval: Yes

Case No.: DIR-2020-575-TOC-SPR-HCA-1A
CEQA No.: ENV-2020-576-CE
Related Case: DIR-2020-575-TOC-SPR-HCA
Council No.: 5 - Koretz
Plan Area: Palms – Mar Vista – Del Rey
Plan Overlays: None
Certified NC: Palms
Land Use Designation: General Commercial
Zone: C2-1

Applicant: Frankie Murphy, Washington Motor LP
Representative: Gary Benjamin, Alchemy Planning + Land Use

Appellants: Amy Standring and Lee Wallman, Wallman PR

PROJECT LOCATION: **10375 West Washington Boulevard**

PROPOSED PROJECT: The demolition of a single-story automobile care center and related surface parking lot, and the construction of a new, seven-story, mixed-use structure above one level of subterranean parking. The project will contain 139 multi-family dwelling units and 1,969 square feet of ground floor commercial space. Of the 139 units proposed, 14 will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 135,178 square feet in total building area. The project proposes to provide 140 automobile parking spaces and 111 bicycle parking spaces.

APPEALS: An appeal of the June 12, 2020, Planning Director's Determination which:

1. Determined based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Approved with Conditions, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, a 52.7 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the

following two incentives for a qualifying Tier 3 project totaling 139 dwelling units, reserving 14 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

a. Yards/Setbacks. Utilization of the easterly side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and

b. Open Space. A maximum reduction of 25 percent in the required amount of open space;

3. Approved with Conditions, pursuant to LAMC Section 16.05, a Site Plan Review for the construction, use, and maintenance of a seven-story mixed-use development that will include a total of 139 dwelling units (including 14 affordable units) and 1,969 square feet of commercial space in the C2-1 Zone; and

4. Adopted the Conditions of Approval and Findings.

RECOMMENDED ACTIONS:

1. **Deny** the appeal;

2. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

3. **Sustain** the Planning Director's Determination to conditionally approve the TOC Affordable Housing Incentive Program request to allow a 52.7 percent increase in density along with the following two incentives for a qualifying Tier 3 project totaling 139 dwelling units, reserving 14 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

   a. Yards/Setbacks. Utilization of the easterly side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and

   b. Open Space. A maximum reduction of 25 percent in the required amount of open space;

4. **Sustain** the Planning Director's Determination to conditionally approve a Site Plan Review for the construction, use, and maintenance of a seven-story mixed-use development that will include a total of 139 dwelling units (including 14 affordable units) and 1,969 square feet of commercial space in the C2-1 Zone; and

5. **Adopt** the Planning Director's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Nicholas Hendricks
Senior City Planner

Courtney Shum
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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Amy Standring
Lee Wallman

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project, at 10375 West Washington Boulevard, involves the conditional approval of Base and Additional Incentives under the Transit Oriented Communities (TOC) Affordable Housing Incentive Program and a Site Plan Review, to allow the demolition and removal of existing commercial structures and surface parking, and the new construction of a seven-story, 85-foot tall, mixed-use development above one level of subterranean parking at the intersection of Washington Boulevard and Motor Avenue in the Palms – Mar Vista – Del Rey Community Plan.

The project will contain 139 multi-family dwelling units and 1,969 square feet of ground floor commercial space. Of the 139 units proposed, 14 will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 135,178 square feet in total floor area, resulting in a Floor Area Ratio of no more than 3.72 to 1. The project proposes to provide 140 automobile parking spaces, 111 bicycle parking spaces, and 11,032 square feet of open space, divided between a pool deck, roof deck, gym/clubhouse, and private balconies. The project will maintain a 10-foot front yard along Washington Boulevard, a zero-foot side yard along Motor Avenue, an easterly side yard of 3 feet at the ground level and 5 feet to 6 feet, 8 inches at the upper levels, and a northerly rear yard of 5 feet at the ground and second floor and 10 feet at the third through seventh levels.

Figure 1. Project Rendering at 10375 West Washington Boulevard

APPEAL SCOPE

The appeals challenge the Director of Planning's June 12, 2020 determination to conditionally approve Base and Additional Incentives for increased density and Floor Area Ratio and reduced parking, open space, and setbacks through the TOC Affordable Housing Incentive Program and Site Plan Review for the project, pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A,31

and 16.05, respectively; and of Categorical Exemption ENV-2020-576-CE, as the environmental clearance for the project.

PROJECT BACKGROUND

The project site is a rectangular-shaped property at the northeast corner of Washington Boulevard and Motor Avenue in the Palms – Mar Vista – Del Rey Community Plan. The project site consists of one legal parcel comprised of five lots totaling approximately 36,317 square feet, with frontages of approximately 150 feet along the north side of Washington Boulevard and 246 feet along the east side of Motor Avenue. The subject property is zoned C2-1 with a corresponding General Plan land use designation of General Commercial. The project site is not within the boundaries of any specific plan or interim control ordinance. The subject property is currently developed with a single-story automobile care center and related surface parking lot, which are to be removed as part of the proposed development.

Surrounding Properties

Surrounding properties are characterized by relatively level terrain and improved streets, developed with a combination of residential, commercial, office, and entertainment production uses. Immediately abutting land uses include two- to four-story multi-family medium-high residential uses to the north and northwest within the R4-1 Zone fronting Motor Avenue. A one-story retail thrift store is situated to the west of the project site across Motor Avenue in the C2-1 Zone. Immediately abutting to the east is a one-story office building within the C2-1 Zone along Washington Boulevard and one-story single-family homes in the R4-1 Zone along Goldwyn Terrace. Directly south of the project site, across Washington Boulevard, is the Sony Pictures Studio, located within the City of Culver City.

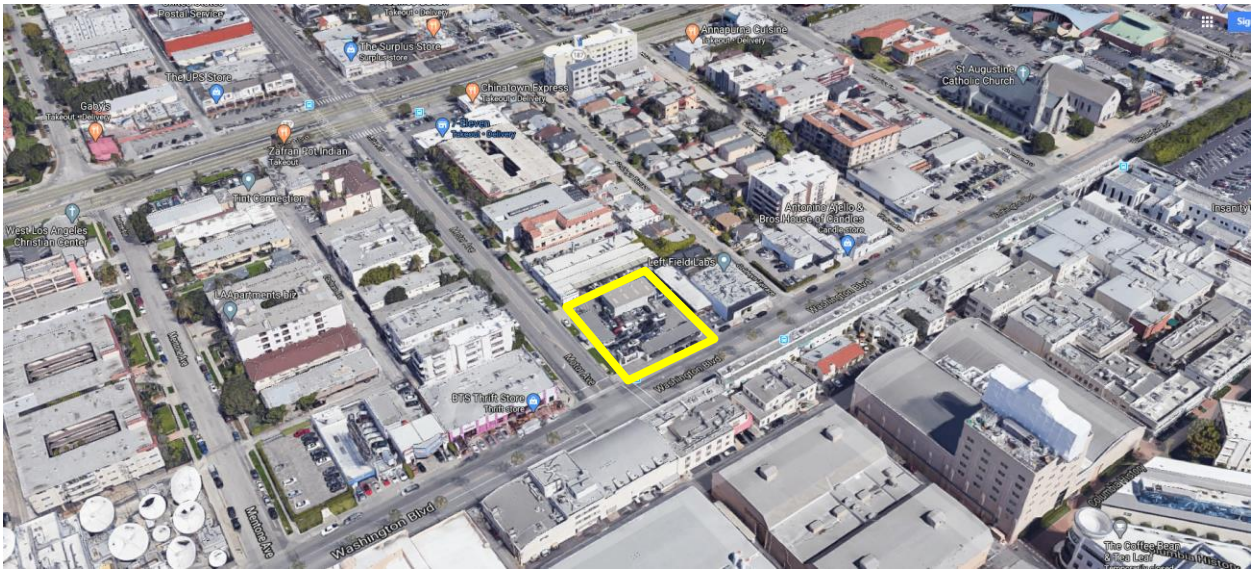


Figure 2. Aerial View of Project Site (outlined in yellow) and Surrounding Properties

Streets, Circulation, and Transit

Motor Avenue, abutting the subject property to the west, is a designated Avenue II under the City of Los Angeles Mobility Plan 2035, dedicated to a variable right-of-way width of 80 to 85 feet along the project's street frontage, and improved with asphalt roadway and concrete curb, gutter, and sidewalk.

Washington Boulevard, abutting the subject property to the south, is right-of-way located within the City of Culver City, dedicated to a variable width of 67 to 70 feet along the project's street frontage, and improved with asphalt roadway.

The following bus and transit stops are located near the project site:

- Metro E Line (Expo) (0.7 mile)
- Big Blue Bus Rapid 12 Line (0.0 mile)
- Culver City Bus Lines – 1 (0.0 mile), 3 (0.0 mile), 7 (0.2 mile)
- Metro Local Line 33 (0.2 mile)
- Metro Rapid Line 733 (0.2 mile)
- LADOT Commuter Express Line 437A (0.2 mile)

The nearest freeway access is to the 10 Freeway via Overland Avenue approximately 0.7 miles north of the project site and the 405 Freeway via Venice Boulevard approximately one mile west of the project site. The subject property is not located within 1,000 feet of any freeway.

Relevant Cases

Subject Property:

Case No. DIR-2018-6322-TOC-SPR – On January 23, 2019, the designee of the Director of Planning conditionally approved an 18 percent increase in density and a Floor Area Ratio (FAR) increase resulting in a 3.75:1 FAR in commercial zones, consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with one Additional Incentive for a qualifying Tier 3 project totaling 108 dwelling units, reserving 11 units as affordable housing units for Extremely Low Income Household occupancy for a reduction in the required rear yard. The designee of the Director of Planning also conditionally approved a Site Plan Review for the construction, use, and maintenance of a seven-story mixed-use development with 3,600 square feet of commercial space. The appeal period ended on February 7, 2019 and no appeals were filed.

The previously approved project is similar in building envelope, footprint, and site plan to the current project in consideration approved under Case No. DIR-2020-575-TOC-SPR-HCA, except that the current project has more overall residential units, more affordable units, and less ground floor commercial space.

Case No. CPC-2017-4268-DB-SPR – On January 23, 2019, an application on the subject property requesting to utilize the Density Bonus Affordable Housing Incentives Program and a Site Plan Review was terminated at the January 11, 2019 request of the applicant. The associated Environmental Case No. ENV-2018-4269-CE, which was accepted and deemed complete on February 9, 2018, and still remains associated with the aforementioned Case No. DIR-2018-6322-TOC-SPR.

Ordinance No. 60771 – In May 1928, Ordinance No. 60771 established a 20-foot building line along Washington Boulevard in front of the subject property.

Surrounding Properties:

The following relevant cases were identified to be within 1,500 feet of the project site:

Case No. DIR-2019-757-TOC-SPR – On June 4, 2019, the designee of the Director of Planning approved Base and Additional Incentives for a qualifying TOC Affordable Housing Incentive

Program project involving the construction, use, and maintenance of a 42-unit addition to an existing 86-unit apartment building to create a 128 unit apartment building reserving a total of 11 units for Extremely Low Income households and maintaining a building height of 85 feet and seven stories, in the R5P-1 Zone, at 3812-3838 South Dunn Drive. As a Tier 1 project, under the TOC Guidelines, the project was approved for a 50 percent increase in density, a maximum FAR of 4.2 to 1, front and northerly side yard reductions, and a reduction in open space. The Planning Director's designee also approved a Site Plan Review. No appeals were filed.

Case No. DIR-2018-6691-TOC – On May 2, 2019, the designee of the Director of Planning approved Base and Additional Incentives for a qualifying Tier 3 TOC Affordable Housing Incentive Program project involving a 70 percent increase in density, an increased FAR of 3.75 to 1, reduced side yards, and reduced open space, in conjunction with the construction, use and maintenance of a new six-story, approximately 70-foot high apartment building with 36 units and a 426 square-foot ground floor retail/restaurant tenant space, reserving four units for Extremely Low Income Households, in the C2-1 Zone, at 3764-3766 South Motor Avenue. No appeals were filed.

Case No. DIR-2018-3536-TOC – On June 18, 2018, an application was filed with the Planning Department requesting Base and Additional Incentives for a TOC Affordable Housing Incentive Program project for the construction, use, and maintenance of 80 residential units setting aside 10 percent toward Extremely Low Income Households within a six-story building with 1,250 square feet of retail space in the MU(EC) Zone, at 10150 West Venice Boulevard. The application is currently on hold.

Case No. DIR-2018-3021-TOC – On December 17, 2018, the designee of the Director of Planning approved Base and Additional Incentives for a qualifying Tier 3 TOC Affordable Housing Incentive Program project involving a 70 percent increase in density, an increased FAR of 3.75 to 1, reduced parking, reduced open space, and a reduced rear yard, in conjunction with the construction, use, and maintenance of an eight-story, 85-foot tall building containing 79 residential dwelling units with eight units set aside for Extremely Low Income Households and 1,145 square feet of commercial space in the C2-1 Zone, at 10424 West Venice Boulevard. No appeals were filed.

Case No. DIR-2018-3014-TOC – On December 12, 2018, the designee of the Director of Planning approved Base and Additional Incentives for a qualifying Tier 3 TOC Affordable Housing Incentive Program project involving a 70 percent increase in density, an increased FAR of 3.75 to 1, reduced parking, and reduced yards, in conjunction with the construction of a seven-story mixed use building with 34 residential units with four units set aside for Extremely Low Income Households and one ground floor commercial unit in the C2-1 Zone, at 3716 South Motor Avenue. No appeals were filed during the appeal period. On January 30, 2019, a Correction Letter was issued correcting the height of the proposed structure to 85 feet in lieu of the originally described 76 feet and 5 inches.

Case No. DIR-2015-2638-DB-SPR – On August 26, 2015, the designee of the Director of Planning approved two on-menu incentives for increased Floor Area Ratio to 4.05 to 1 and a 20 percent reduction in the required front yard in conjunction with the Density Bonus Affordable Housing Program and a Site Plan Review for the construction of a seven-story, multi-family development consisting of 86 dwelling units with seven units set aside for Very Low Income Households in the R5P-1 Zone, at 3822-3842 South Dunn Drive. The decision was not appealed.

Case No. DIR-2014-3787-DB – On July 22, 2015, the designee of the Director of Planning approved two on-menu incentives allowing for increased Floor Area Ratio and the averaging of Floor Area Ratio with vehicular access across two zones in conjunction with the Density Bonus Affordable Housing Incentives Program for the construction of a four-story apartment

development consisting of 34 dwelling units with three set aside for Very Low Income Households in the C2-1 and R3-1 Zones, at 10300-10308 West Venice Boulevard. The decision was not appealed.

Case No. DIR-2014-2880-DB-SPR – On March 25, 2015, the designee of the Director of Planning approved two on-menu incentives for increased Floor Area Ratio to 4.05 to 1 and a 20 percent reduction in the required rear yard in conjunction with the Density Bonus Affordable Housing Program and a Site Plan Review for the construction of a seven-story, multi-family development consisting of 86 dwelling units with seven units set aside for Very Low Income Households in the R5P-1 Zone, at 3822-3842 South Dunn Drive. The decision was not appealed.

Case No. DIR-2011-2463-DB – On March 14, 2012, the designee of the Director of Planning approved two on-menu incentives for increased Floor Area Ratio to 4.05 to 1 and a nine percent reduction in the required open space in conjunction with the Density Bonus Affordable Housing Program for the construction of a six-story mixed-use development consisting of 131 dwelling units with 11 units set aside for Very Low Income Households and 12,148 square feet of ground-level commercial uses in the (T)(Q)RAS4-1 Zone, at 9901-9925 West Washington Boulevard. The decision was not appealed.

Case No. CPC-2009-456-ZC-DB-ZV-ZAA-SPR – At its meeting on January 12, 2012 and in a Letter of Determination mailed February 21, 2012, the City Planning Commission approved a Zone Change from C2-1 to (T)(Q)RAS4-1, multiple sign variances, a Variance to permit commercial office uses on the second floor of a mixed-use project in the RAS4 Zone, adjustments for a reduced side and front yard, a Density Bonus with two on-menu incentives for increased FAR and reduced open space, and a Site Plan Review with a mixed-use development containing 135 residential dwelling units with 20 units reserved for Low Income Households at 10601 Washington Boulevard.

The City Planning Commission's decision to approve the Density Bonus, Zone Variances, Adjustments, and Site Plan Review was appealed by the Westside of Los Angeles Neighborhood and Community Coalition. At the public hearing held on May 8, 2012, the PLUM Committee considered the appeal and recommended to deny the appeal, thereby approving the original action of the City Planning Commission subject to modified Conditions of Approval. The PLUM Committee also recommended adoption of the Zone Change Ordinance. The City Council adopted these actions at its meeting held on May 30, 2012.

Case No. CPC-2008-2452-ZC-ZV-DB-SPR – At its meeting on February 12, 2009 and in a Letter of Determination mailed March 5, 2009, the City Planning Commission approved a Zone Change to (T)(Q)RAS4-1, parking variances, a Density Bonus with an incentive for a 35 percent increase in Floor Area Ratio, and a Site Plan Review in conjunction with a six-story, 90-foot tall, 131-unit mixed-use development with 11 units set aside for Very Low Income Households and 12,148 square feet of neighborhood serving commercial uses, at 9901 West Washington Boulevard. The City Planning Commission's determination was not appealed.

At its meeting held May 12, 2009, the PLUM Committee recommended that Council approve the Zone Change Ordinance. The City Council adopted the actions of the PLUM Committee at its meeting held May 20, 2009.

Case No. CPC-2003-3204-ZC-GPA-BL-ZAA-SPR – On January 20, 2004, an application requesting a Zone Change, General Plan Amendment, Building Line Removal, Zoning Administrator's Adjustment, and Site Plan Review was terminated at the January 9, 2004 request of the applicant for the property at 10001 Venice Boulevard.

Case No. ZA-2002-2262-CU-SPR-ZAA-ZV – On June 11, 2003, the Zoning Administrator approved a Conditional Use to deviate from Commercial Corner/Mini-Shopping Center requirements, Zone Variances for increased height and averaging of floor area ratio and density, Adjustments for reduced yards and building line encroachments, and a Site Plan Review in conjunction with the construction of a four-story, 115-unit multi-family residential development in the C2-1 and R3-1 Zones, at 10001 West Venice Boulevard.

APPROVED ACTIONS

On June 12, 2020, the designee of the Director of Planning issued a Determination for Case No. DIR-2020-575-TOC-SPR-HCA, which determined that the project is categorically exempt from CEQA, approved Base and Additional Incentives under the TOC Affordable Housing Incentive Program, and approved a Site Plan Review, as follows:

Categorical Exemption per CEQA

The Director of Planning's decision determined, based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exception contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, hazardous waste sites, or historical resources applies.

The proposed project and potential impacts were analyzed in accordance with the State CEQA Guidelines, which establishes guidelines and thresholds of significant impact, and provides the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that the project is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

As detailed in Exhibit E, the proposed project involves the construction of a new seven-story mixed-use building on an existing parcel encompassing approximately 36,317 square feet of lot area. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the Los Angeles Municipal Code. The project will not cause a significant or substantial increase in traffic and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

Transit Oriented Communities Affordable Housing Incentive Program

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016 and created the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, which establishes incentives for residential or mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law.

The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, establish a tier-based system with development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the intersection of two rapid bus routes (Santa Monica Big Blue Bus Rapid 12 Line with the Metro Rapid Line 733). As such, the project is eligible for Tier 3 Base and Additional Incentives.

The TOC Guidelines allow three Base Incentives for increased residential density, increased floor area ratio (FAR), and reduced automobile parking requirements and up to three Additional Incentives, but in this case the project only requires the utilization of two Additional Incentives. The project has been granted the following Base and Additional Incentives by the Director of Planning:

<u>Base Incentives</u>

1. **Density** – The underlying C2 zoning of the site permits a maximum residential base density of 91 dwelling units. As a Tier 3 qualifying project, in exchange for setting aside 10 percent of the total number of units for Extremely Low Income Households, the TOC Guidelines allow up to a 70 percent density increase, up to a maximum permitted density of 155 dwelling units. In this case, the Director granted a density of 139 units, equating to an additional 48 units, or a 52.7 percent increase in the maximum allowable density. In exchange, the project is required to set aside 14 units (equivalent to 10 percent of the total number of units) toward Extremely Low Income Households.

2. **Floor Area Ratio** – The project site is limited to a maximum FAR of 1.5 to 1 per the C2-1 zoning of the site. The TOC Guidelines allow up to a 50% increase, or an FAR increase resulting in at least a 3.75 to 1 FAR in commercial zones, whichever is greater, for a

qualifying Tier 3 project. A 50 percent increase would permit an FAR up to 2.25 to 1, thus the greater FAR increase would be to an FAR of 3.75 to 1. The Director granted a Base Incentive to allow an FAR of 3.75 to 1 in lieu of 1.5 to 1.

3. **Automobile Parking** – The TOC Guidelines state that required automobile parking for all residential units in an Eligible Housing Development (not just the restricted affordable units) in Tiers 1 through 3, inclusive of disabled and required guest parking, where applicable, shall not exceed 0.5 spaces per bedroom. Further, qualifying Tier 3 developments such as the proposed project, are subject to parking requirements such that required parking for all residential units in an Eligible Housing Development shall not exceed 0.5 spaces per unit. The Director granted a Base Incentive to allow residential automobile parking to be provided consistent with the LAMC and TOC Guidelines.

Additional Incentives

1. **Yards/Setbacks** – The C2 Zone requires side and rear yard setbacks permitted in the R4 Zone for residential uses at the lowest residential story, except that LAMC Section 12.22-A,18 eliminates yard requirements for qualifying mixed-use projects where the ground floor is used for commercial purposes and where the upper residential floors abut a street or alley. In this case, the project will adhere to the front and westerly side yard requirements of the underlying zone along Washington Boulevard and Motor Avenue, respectively. Without an incentive, the project would be required to provide a minimum easterly side yard setback of 10 feet and a minimum rear yard setback of 19 feet. The TOC Guidelines allow Eligible Housing Developments in any commercial zone to utilize any or all of the yard requirements for the RAS3 Zone per LAMC Section 12.10.5. The RAS3 Zone requires a minimum easterly side yard setback of zero feet at the ground floor and five feet at all other levels and a minimum rear yard setback of five feet. The Director granted yard requirements allowed in the RAS3 Zone, thereby allowing a minimum zero to five-foot easterly side yard setback and a minimum five-foot rear yard setback.

2. **Open Space** – Pursuant to LAMC Section 12.21-G,2, the project must provide at a minimum the following usable open space per dwelling unit: 100 square feet for each unit having less than three habitable rooms; 125 square feet for each unit having three habitable rooms; and 175 square feet for each unit having more than three habitable rooms. The project proposes 13 studios, 94 one-bedroom units, and 32 two-bedroom units, which requires a minimum of 14,700 square feet of usable open space. The TOC Guidelines allow a maximum 25 percent reduction in the minimum open space requirement. The Director granted a 25 percent reduction in the minimum usable open space requirement to allow 11,025 square feet in lieu of 14,700 square feet.

Site Plan Review

The proposed project will result in an increase of 139 dwelling units on the subject site. As such, the project is subject to Site Plan Review under LAMC Section 16.05 because it results in the creation of 50 or more dwelling units. The Director's determination approved the Site Plan Review for the proposed project, finding that it is in substantial conformance with the applicable policies and provisions of the General Plan and Palms – Mar Vista – Del Rey Community Plan, has been designed to be compatible with surrounding existing and future development, and provides recreational service amenities to improve habitability for the project's residents while minimizing impacts on neighboring properties.

APPEAL ANALYSIS

APPEAL SUMMARY

On June 12, 2020, the Director of Planning issued a Determination to conditionally approve Base and Additional Incentives for increased density and Floor Area Ratio and reduced parking, open space, and setbacks through the TOC Affordable Housing Incentive Program and Site Plan Review for the proposed project.

On June 29, 2020, within the required 15-day appeal period, two appeals were filed by Amy Standring and Lee Wallman, both abutting property owners to the project site. The appeal justifications are identical, and include grievances against the land use decision as well as the Class 32 infill development Categorical Exemption issued for the proposed project, under Environmental Case No. ENV-2020-576-CE.

APPEAL POINTS AND STAFF RESPONSE

The following statements have been compiled and summarized from the submitted appeals and responded to below. The appeals in their entirety have been attached herein for reference, as Exhibit B.

1. APPEAL POINT:

"Incentives from more than one density bonus programs [sic] cannot be combined."

STAFF RESPONSE:

The project has been granted three Base Incentives (for increased density, increased FAR, and reduced parking requirements) and two Additional Incentives (for reduced yards and reduced open space) consistent with the TOC Affordable Housing Incentive Program Guidelines. In exchange, the project has been conditioned to set aside 14 units toward Extremely Low Income Households, which fulfills the TOC Program requirements for a Tier 3 Project to reserve 10 percent of the total number of units for Extremely Low Income Households and to quality for two Additional Incentives by including at least seven percent of the base units for Extremely Low Income Households. The project has been granted Base and Additional Incentives wholly consistent with the TOC Guidelines and is not seeking to utilize any other State or local density bonus incentive programs. Therefore, this appeal point is inapplicable to the approved action.

2. APPEAL POINT:

"CEQA Exemption not appropriate where mitigation is needed. CE 32 is being abused."

STAFF RESPONSE:

As detailed in Exhibit E, the project has been determined to qualify for a Class 32 Categorical Exemption by meeting the five criteria listed below in accordance with State CEQA Guidelines Section 15332 for an infill development project:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
c) The project site has no value as habitat for endangered, rare or threatened species.
d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e) The site can be adequately served by all required utilities and public services.

These findings are substantiated by evidence in the public record, including transportation analyses prepared by Ganddini Group, dated February 17, 2020 and May 8, 2020, and approved by the Los Angeles Department of Transportation on May 26, 2020, an April 2020 Acoustical Analysis prepared by Michael Baker International, and an Air Quality and Greenhouse Gas Emissions Assessment prepared by Michael Baker International dated April 9, 2020. The Class 32 Categorical Exemption is not applicable if a project requires mitigation measures to reduce potential environmental impacts to less than significant levels. The evidence in the record demonstrates that even *without mitigation measures*, the project's impacts will not reach a level of significance to trigger additional CEQA review beyond determining that the project is categorically exempt.

There is also no substantial evidence demonstrating that any exception contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, hazardous waste sites, or historical resources applies. Therefore, the project remains eligible for a categorical exemption.

In summary, there is substantial evidence that the project qualifies for a Class 32 Categorical Exemption. The Planning Director's designee did not abuse their discretion in determining that the project is categorically exempt from CEQA review as an infill development project meeting the criteria of State CEQA Guidelines Sections 15332 and 15300.2. The appellants have not provided substantial evidence supporting their argument that the project requires mitigation to reduce potential environmental impacts to less than significant levels, or that it is disqualified from being categorically exempt from CEQA review.

3. APPEAL POINT:

"Given current use, soil study is likely needed as there must be hazardous waste from the auto body paint and repair shop."

STAFF RESPONSE:

The proposed project involves the demolition of an existing single-story automobile care center with a related surface parking lot. In order to assess environmental conditions and the potential for hazardous waste on the subject property based on its previous use, an October 9, 2015 Phase I Environmental Site Assessment (ESA) was completed by EDI Consultants in accordance with industry standards provided through ASTM E 1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. The Phase I ESA is included as part of the administrative case file as evidence to support the project's categorical exemption. The results of the study found no evidence of recognized environmental conditions in connection with the project site, and no further action was identified in terms of testing or site remediation. No aboveground storage tanks (ASTs) have been identified at the proposed project site, nor is there any indication of the presence of an underground storage tank (USTs). One leaking underground storage tank (LUST) is located within 1,000 feet of the proposed project site. The LUST has been remediated, and the case has been closed by the State Water Resources Control Board (SWRCB). Based on the status of the case and its distance from the project site, this property is not considered to pose a significant hazard to the proposed project site.

Furthermore, the project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. Accordingly, the potential for hazardous waste on the project site has been adequately assessed and found to be less than significant. This appeal point has been addressed in the public record prior to a decision being rendered on the application.

4. APPEAL POINT:

"Project will affect single family homes and is dramatically out of scale to the neighboring homes."

STAFF RESPONSE:

The project site is located in a substantially developed area improved with a combination of residential, commercial, office, and entertainment production uses. Immediately abutting land uses include two- to four-story multi-family medium-high residential uses to the north and northwest within the R4-1 Zone fronting Motor Avenue. A one-story retail thrift store is situated to the west of the project site across Motor Avenue in the C2-1 Zone. Immediately abutting to the east is a one-story office building within the C2-1 Zone along Washington Boulevard and one-story single-family homes in the R4-1 Zone along Goldwyn Terrace. Directly south of the project site, across Washington Boulevard, is the Sony Pictures Studio, located within the City of Culver City. The project site is well connected to transit, with multiple bus lines stopping directly in front of the project site and the Palms Metro E Line (Expo) Station just 0.7 miles away.

The zoning of the project site and surrounding properties reflect the goals, policies, and objectives of the General Plan and Palms – Mar Vista – Del Rey Community Plan to concentrate density around existing services and facilities and along major transit and commercial corridors. The project site is zoned C2-1 and is primarily surrounded by C2-1 zoned properties fronting Washington Boulevard and R4-1 properties along Motor Avenue to the north, Goldwyn Terrace to the east, and Mentone Avenue to the west. The C2 and R4 zones within Height District No. 1 both allow for unlimited height and stories and high medium residential densities. Further, through the TOC Program, a qualifying Tier 3 project is eligible for an incentive allowing increased FAR of up to 3.75 to 1 in the C2-1 Zone and 4.5 to 1 in the R4-1 Zone. As demonstrated by the proposed project, along with several other related cases summarized in this staff report, the Palms neighborhood has transitioned over the past decade to higher density developments, first facilitated by the State Density Bonus Program and now through the City's TOC Program. The approved development project is similar in building envelope and footprint to a number of projects that have been approved and constructed nearby. In exchange, the project will contribute to the much-needed supply of mixed-income and affordable housing for the immediate neighborhood and City as a whole in an area where the zoning allows for it.

It should also be noted that the decision-maker is required to approve the TOC Incentives unless the decision-maker makes one of the following findings in the affirmative in order to deny the requested incentives for reduced yards and open space:

a) *The incentives are not required 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.*

b) *The incentives 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 are 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 substantial evidence entered into the record that would allow the decision maker to find that the incentives do not provide for affordable housing costs. To the contrary, the incentives allow the building envelope to be expanded to accommodate the affordable units.

There is also no substantial evidence that the granted incentives will have a specific adverse impact. The project opponents have provided no specific or concrete evidence establishing a significant, quantifiable, direct and unavoidable impact upon public health and safety or the physical environment. The project opponents also do not identify any objective public health and safety standards that have been violated, nor do they explain *how* any objective written public health and safety standards have been exceeded or violated. Consequently, there is no substantial evidence to support a denial of the incentives on these grounds.

As justified in the findings for approving the project's Site Plan Review, the project incorporates design features that are and will be compatible with existing and future development on neighboring properties. The project will provide a variety of building materials and facilitate a more pedestrian-friendly and oriented streetscape through the planting of new landscaping. Additionally, the project has been conditioned to provide buffers around rooftop mechanical equipment and to completely enclose any visible automobile parking to minimize impacts on surrounding properties. The project has also incorporated landscaped planters and opaque balconies to provide additional privacy screening and buffering along the eastern façade facing the appellants' homes.

Thus, the Director's designee did not err in approving the project. The requested incentives help to provide for the affordable housing costs and the project has been designed and conditioned to be compatible with existing and future surrounding development.

5. APPEAL POINT:

"Noise will be well above legal limits."

STAFF RESPONSE:

As detailed in Exhibit E, the project has been determined to not result in any significant construction or operational noise impacts. As referenced in the Acoustical Analysis prepared by Michael Baker International dated April 2020 and attached to the subject environmental case file, project-generated construction noise was analyzed for its potential to cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This was done by modeling project construction noise and comparing the results to the 75 dBA noise level threshold promulgated through Section 112.05 of the LAMC, as well as the threshold of a 5 dBA increase over existing ambient noise levels promulgated through the City's CEQA Threshold Guide. Implementation of the project's noise reduction techniques will reduce construction noise to levels below the 75 dBA standard and will limit the increase of noise levels above the existing ambient noise levels to below 5 dBA. These techniques include, but are not limited to, the use of mufflers, shields, sound barriers and/or other noise reduction devices during construction activities, the implementation of a construction management plan, posting of construction signs, and assigning a noise disturbance coordinator to receive and address noise complaints. In addition, project construction will adhere to LAMC Section 41.40, which prohibits construction activity (including demolition) and repair work between the hours of

9:00 P.M. and 7:00 A.M. Monday through Friday, between 6:00 P.M. and 8:00 A.M. on Saturday, and on Sundays and all federal holidays. Thus, construction-generated noise is considered less than significant and will adhere to legal noise requirements.

Project operational noise was also analyzed for its potential to cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, as well as its potential to expose people to noise levels in excess of City standards. The proposed project, as a sensitive receptor containing residential uses, would be located in a noise-compatible area. Additionally, the project itself would not result in a substantial permanent increase in noise levels off-site with regard to stationary, parking, and traffic noise.

The appellants have not provided evidence to substantiate their claim that the project's construction or operational noise will be above legal limits. To the contrary, the record contains substantial evidence that the project will not exceed City noise thresholds during construction or operation.

6. APPEAL POINT:

"There will be an adverse impact to our significant historical resource. The Sony Tower will be blocked. Our homes were built in 1923 as part of then [sic] MGM Studios."

STAFF RESPONSE:

The appellants have not specified which historical resources will be adversely impacted by the proposed project. Nonetheless, there is evidence in the record to demonstrate that the project will not adversely affect any on- or off-site historical resources.

With regard to potential on-site historic resources, the proposed project site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The existing buildings do not meet the criteria to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, or as a City Historic-Cultural Landmark. Additionally, the project site is not located in a City Historic Preservation Overlay Zone or Historic District.

Surrounding the project site, the nearest historic resources or potentially historic resources are the Citizens State Bank and Palms Cycle Shop, located 0.1 miles northwest of the proposed project site. Due to the distance of 0.1 miles northwest from the project site, construction and operation of the proposed project would not alter any of the physical characteristics of the nearby nonadjacent historic resources, including through construction activities, vibration from off-road equipment, and operation of the proposed project.

The appellants are property owners to two single-family homes abutting the project site to the east on Goldwyn Terrace. While these homes were constructed in the 1920s, neither has been identified as an individual historic resource, or within a historic district, in the SurveyLA findings for the Palms – Mar Vista – Del Rey Community Plan. These properties are also not located within any City of Los Angeles Historic Preservation Overlay Zone. Detriment to the appellants' views of Sony Tower also does not constitute a valid appeal point, as private views are not considered an impact under CEQA.

Based on the foregoing, the project has not been determined to result in any significant impacts with regard to recognized historical resources; this appeal point is without merit.

7. APPEAL POINT:

"Inadequate police and fire. Fire Station 43 is an engine company, not a truck company."

STAFF RESPONSE:

The project has been determined to be adequately served by all required utilities and public services, including police and fire protection. With regard to police services, the project site is located within Reporting District 1407 of the Pacific Division of the Los Angeles Police Department's (LAPD) West Bureau. The Pacific Community Police Station is located at 12312 Culver Boulevard, 2.3 miles driving distance to the south side of the proposed project site. The LAPD would provide police protection services for the site. The proposed building would result in an incremental increase in activity at the site and thus could increase the frequency of service calls. However, given the proximity of the existing facilities and the small incremental changes, the proposed project would not put a strain on existing local police protection services or result in the need to construct any new or physically altered governmental facilities.

With regard to fire protection services, the proposed project site is served by Los Angeles Fire Department (LAFD) Station No. 43, which houses an engine company and is located at 3690 Motor Avenue, approximately 0.3 miles northwest of the project site. The project will therefore comply with the required response distances from an engine company set forth in LAMC Section 57.507.3. In further compliance with LAMC Section 57.507.3, due to the existing response distance between the project site and the closest truck company, the project will include an automatic fire sprinkler system.

LAFD has not established or adopted response times standards for emergency response. According to the LAFD, although response time is considered in assessment of the adequacy of fire protection services, it is one factor among several that LAFD utilizes in evaluating its ability to respond to fires and life and health safety emergencies, along with required fire flow, response distance from existing fire stations, and the LAFD's judgment for needs in an area. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. Furthermore, in City of Hayward v. Board of Trustees of California State University (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided. The Hayward ruling also concluded that "assuming the city continues to perform its obligations, there is no basis to conclude that the project will cause a substantial adverse effect on human beings" and the "need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate."

For the reasons stated above, the project has been determined to be adequately served by existing police and fire protection services. There is no evidence to demonstrate that the proposed use will put a strain on existing public resources.

8. APPEAL POINT:

"There are also a number of conditions that were agreed with the Council office that are not included in this determination. Including, but not limited to the following:

1. No construction traffic on Goldwyn Terrace

2. The developer to pay for parking permits for residents (2 permits and a guest) once the permit district is implemented
3. Goldwyn Terrace was to become permit parking only.
4. A solid wall will be built in place of existing wall and "greened" up - temp high wall during construction to mitigate noise and dust and keep secure
5. Security measures taken such as Ring installation for residents
6. Security guard onsite during off-hours to deter growing homeless community & residential crime.
7. Off-street parking will be arranged for workers to park during construction before garage is built - no on-street parking for construction workers
8. Transit passes for residents of the building with some amount pre-paid to encourage transit use by tenants
9. Extermination of site and neighboring areas
10. Installation of street trees.
11. No billboards on property
12. Sign at the site with a number to call with complaints
13. Hours of construction - modify start time on Saturday
14. Lane closures on Motor and Washington should not begin before 9 a.m. and notify residents, MAIA [Motor Avenue Improvement Association] and PNC [Palms Neighborhood Council] as to when those will happen and duration
15. Temp relocation of bus stops during construction
16. Provide privacy shades or sunsails to those homes where tenants can look into yards from the floors above
17. Bike share and/or scooter hub at property
18. Car-sharing spaces in garage
19. Shading study must be done
20. Traffic study must be done
21. Native plant landscaping

As there are a number of issues with the determination and conditions agreed to previously are not included, I am filing this appeal."

STAFF RESPONSE:

The appellants have provided a list of 20 conditions from a private agreement separate from the project's land use decision and environmental clearance. These conditions relate to construction noise, traffic, and site clearing, transit and parking, security, privacy, environmental analyses, landscaping, and the presence of billboards on the project site. It should be noted, however, that a number of these conditions involve off-site improvements or concessions that are outside the authority of the decision maker to condition based on the granted entitlements. Further, as shown on the approved plans (Exhibit D), there are no existing or proposed billboards on the project site.

The decision maker has imposed requirements where a nexus can be made between the required conditions and findings for the TOC Incentives and Site Plan Review. Furthermore, many of the appellants' conditions will be addressed through regulatory compliance during the plan check and building permit process. For example, as depicted in the approved project plans (Exhibit D), the project incorporates native and drought tolerant landscaping and will be installing new street trees to the satisfaction of the Department of Urban Forestry. As conditioned, the project will be required to meet and exceed the requirements of LAMC Section 12.40 and the Landscape Ordinance, which requires the planting of native species.

As previously discussed, an environmental review of the project has been conducted, including the analyses of traffic, noise, and air quality studies. Based on this review, the

project's impacts will not reach a level of significance that would require any mitigation measures to reduce construction or operational impacts to less than significant levels. The project's traffic study did not recommend any transit or parking incentives to reduce potential traffic impacts. Street or lane closures and construction staging involving the public right-of-way will be enforced by the Bureau of Street Services, and street closures are prohibited during peak hours. The relocation of any nearby bus stops would require future oversight and coordination from the municipalities operating each bus line. During construction, the project will incorporate sound attenuation techniques including, but not limited to, the use of mufflers, shields, sound barriers and/or other noise reduction devices during construction activities, the implementation of a construction management plan, posting of construction signs, and assigning a noise disturbance coordinator to receive and address noise complaints, in order to comply with the City's Noise Ordinance and to keep noise disturbances to a minimum. Construction hours will comply with LAMC Section 41.40, which prohibits construction activity (including demolition) and repair work between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, between 6:00 P.M. and 8:00 A.M. on Saturday, and on Sundays and all federal holidays. Existing police services will adequately serve the proposed project; the project does not warrant any additional security measures, but the applicant may opt to provide security devices and a security guard as part of their day-to-day operations.

The appellants have requested a shade and shadow study. However, in September 2013, Governor Brown signed into law Senate Bill 743 (SB 743), which instituted changes to CEQA when evaluating environmental impacts to projects located in areas served by transit, including limiting the extent to which aesthetics are defined as impacts under CEQA – that is, for projects located within a transit priority area, aesthetic impacts shall not be considered a significant impact on the environment. As such, since the project site is located within a City of Los Angeles Transit Priority Area, defined by its proximity to a major transit stop, aesthetic impacts as defined by the City's CEQA Threshold Guide, including impacts related to shade and shadow, shall not be considered an impact pursuant to CEQA. A shade and shadow and study is not warranted.

For the reasons stated above, the Director's designee did not err in conditioning the project. The proper nexus has been made between the conditions and findings of approval. Nonetheless, many of the appellants' concerns will be addressed through regulatory compliance measures meant to minimize disturbances on surrounding uses during construction and operations.

CONCLUSION AND STAFF RECOMMENDATION

The appeals of the case herein do not demonstrate that the Director of Planning erred or abused their discretion. The findings made to approve the TOC Affordable Housing Incentive Program Base and Additional Incentives and Site Plan Review, and to determine that the project is categorically exempt have been done in full conformance with the applicable provisions of the Los Angeles Municipal Code and California Environmental Quality Act. The development is consistent with the underlying zone and TOC Guidelines, and the building has been designed and conditioned to be sensitive to and compatible with surrounding uses. The project site is located in an area transitioning to higher density development. Concentrating much-needed mixed-income housing along a commercial corridor, while improving an underutilized site, is in line with the City's overarching goals, policies, and objectives for new development.

Therefore, it is recommended that the City Planning Commission affirm that the project is categorically exempt from environmental review, deny the appeal, sustain the Director's Determination approving the TOC Base and Additional Incentives and Site Plan Review, and adopt the Director's Conditions of Approval and Findings.

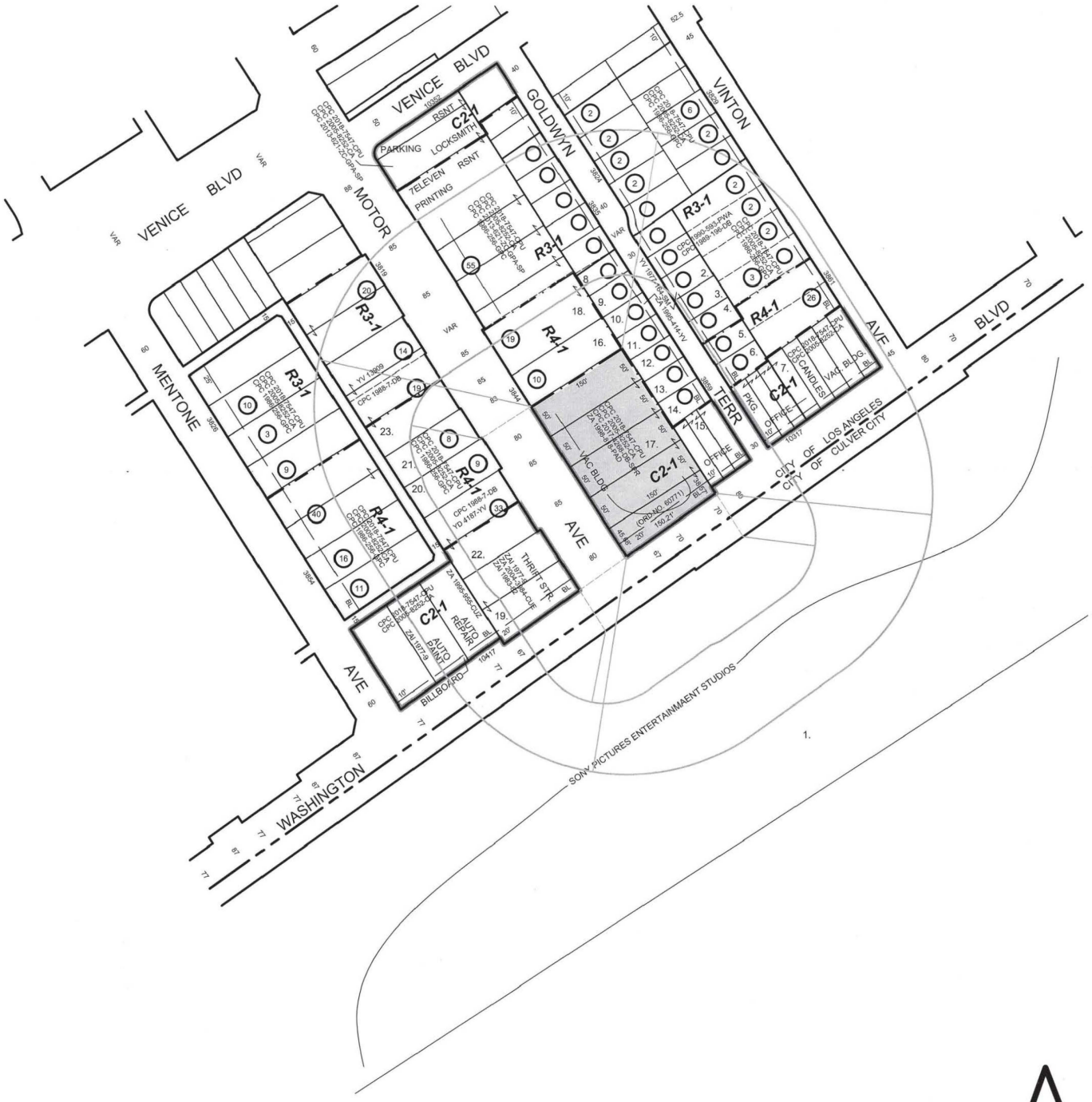
EXHIBIT A

MAPS AND SITE PHOTOS

Vicinity Map
Radius Map
Site Photos

Vicinity Map

Address: 10375 WASHINGTON BLVD



SITE PLAN REVIEW
TRANSIT ORIENTED COMMUNITIES

C.D. 5
C.T. 2699.05
P.A. PALMS-MARVISTA
N.C. PALMS

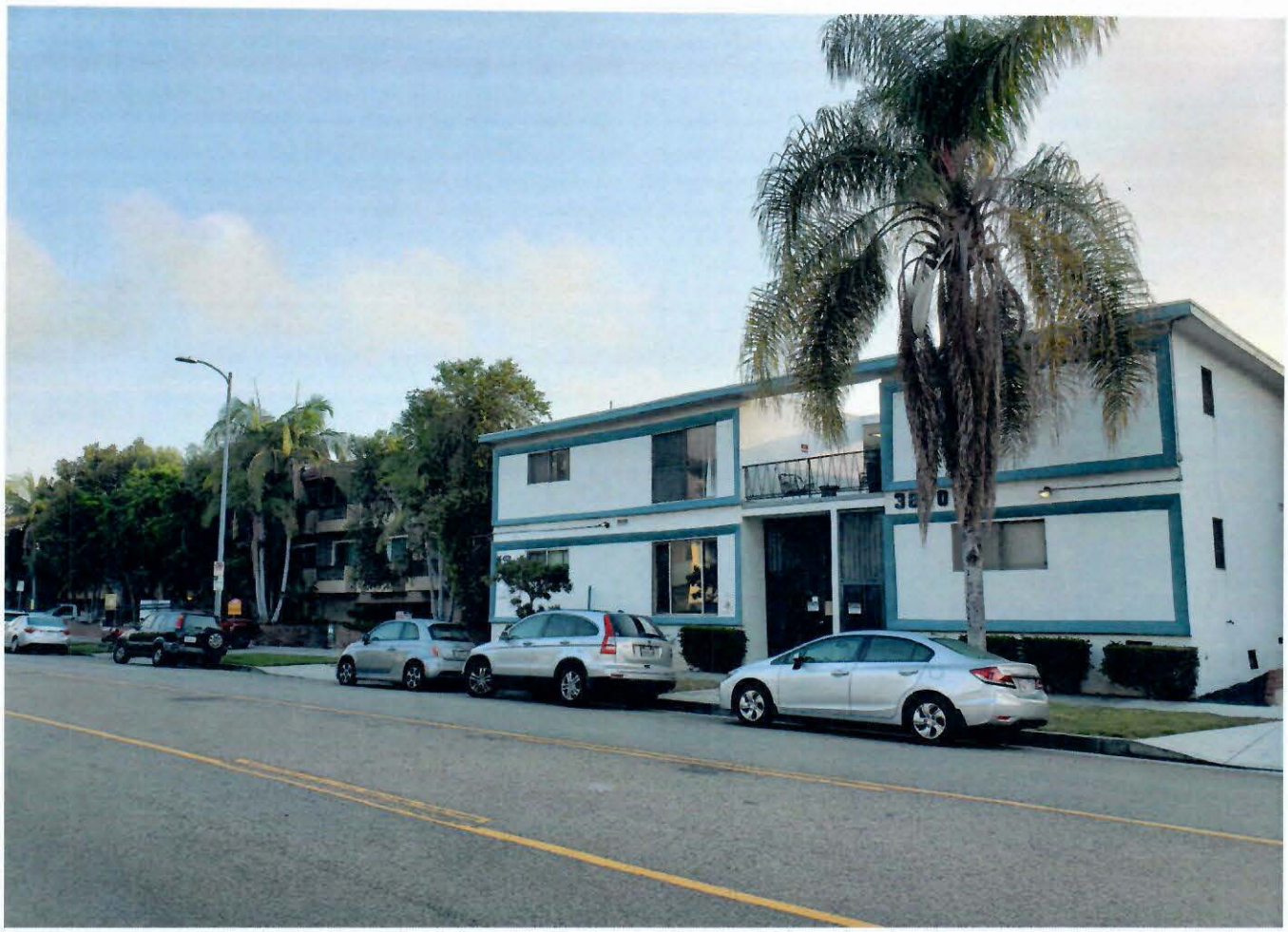
N

0.83 NET AC.

RADIUS MAPS ETC 3544 PORTOLA AVENUE LOS ANGELES CA 90032 OFF/FAX (323) 221-4555 RADIUSMAPSETC@SBCGLOBAL.NET	**SITE LOCATION:** 10375 W. WASHINGTON BOULEVARD LOS ANGELES CA 90232 **LEGAL DESCRIPTION:** LOTS 11 TO 15, FELLOWS TRACT, M.B. 10-92.	CASE NO.: DATE: 08 - 08- 2019 SCALE: 1" = 100' USES: FIELD D.M.: 117 B 165 T.B. PAGE: 672 GRID: F-1 APN: 4208-006-026

DIR-2020-575

1.



2.

3.

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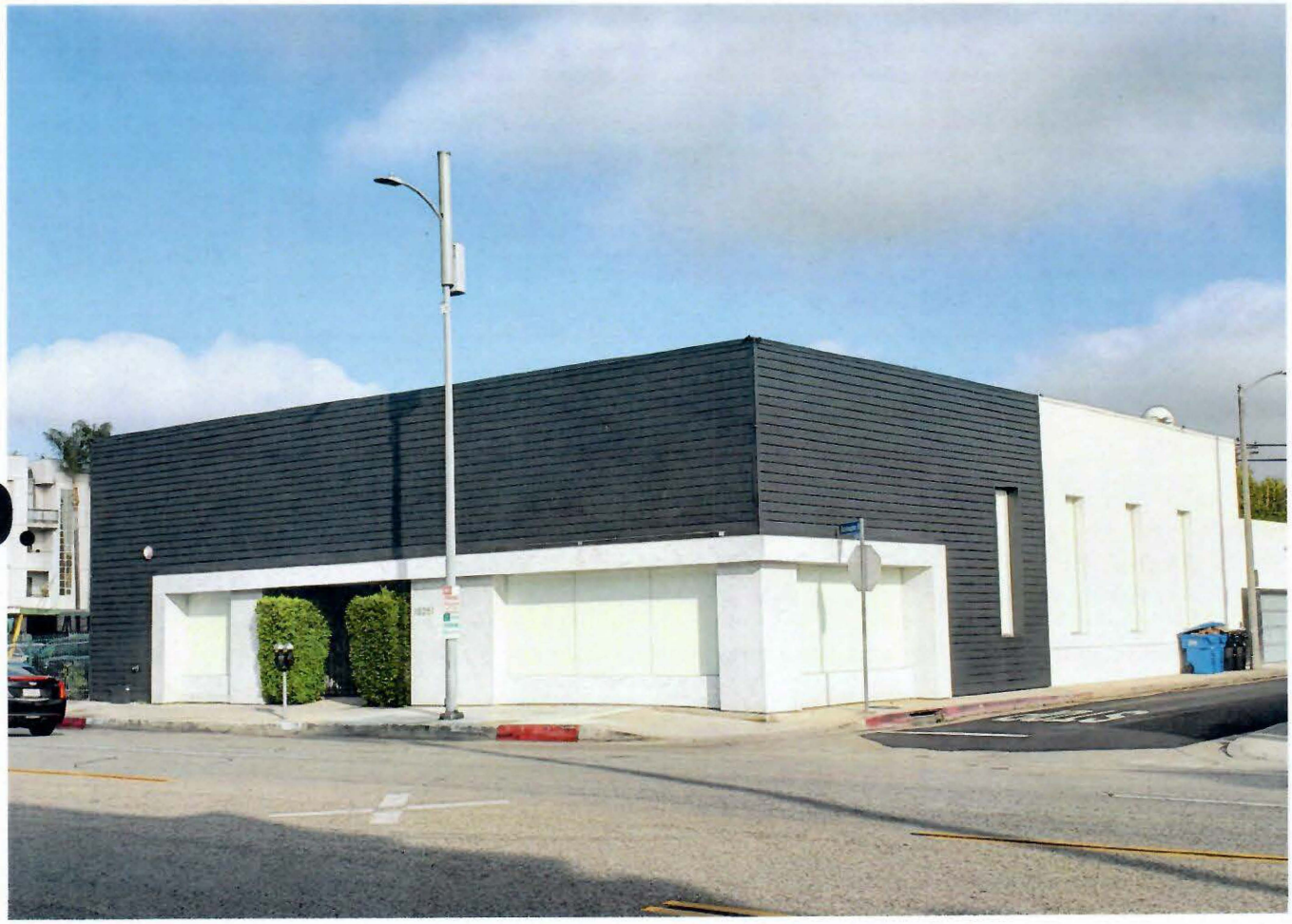

11.

12.

13.

Motor
THRIFT STORE
donate.

14.

SONY PICTURES ENTERTAINMENT
FRENEMIES

EXHIBIT B

APPEAL DOCUMENTS

Amy Standring
Lee Wallman

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: DIR-2020-575-TOC-SPR-HCA

Project Address: 10375 West Washington Blvd.

Final Date to Appeal: 06/29/2020

2. APPELLANT

Appellant Identity:
(check all that apply)

❒ Representative ❒ Property Owner
❒ Applicant ❒ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Abutting Property Owner

☐ Person affected by the determination made by the **Department of Building and Safety**

❒ Representative ❒ Owner ❒ Aggrieved Party
❒ Applicant ❒ Operator

3. APPELLANT INFORMATION

Appellant's Name: Amy Standring

Company/Organization:

Mailing Address: 3847 Goldwyn Terrace

City: Culver City State: CA Zip: 90232

Telephone: (310)941-0730 E-mail: goldwyn.ter@gmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☑ Self ☐ Other:

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____. Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

b. Are specific conditions of approval being appealed? ☐ Yes ☑ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ❒ The reason for the appeal
- ❒ How you are aggrieved by the decision
- ❒ Specifically the points at issue
- ❒ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Amy Standring Date: Jun 27, 2020

Amy Standring (Jun 27, 2020 17:14 PDT)

GENERAL APPEAL FILING REQUIREMENTS

B. ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
- ☐ Justification/Reason for Appeal
- ☐ Copies of Original Determination Letter

b. Electronic Copy

☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. **Nuisance Abatement -** Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. **Appeal Fee**
   ☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**
   Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. **Appeal Fee**
   ☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
   ☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

6/27/2020

Appeal Justification

Case: DIR-2020-575-TOC-SPR-HCA

Address: 10375 West Washington Blvd.

Final Date to Appeal: 6/29/2020

To Whom it May Concern,

I am filing this appeal after reading the director's determination and finding the following issues:

1. Incentives from more than one density bonus programs cannot be combined.
2. CEQA Exemption not appropriate where mitigation is needed. CE 32 is being abused.
3. Given current use, soil study is likely needed as there must be hazardous waste from the auto body paint and repair shop.
4. Project will affect single family homes and is out of scale to the neighboring homes.
5. Noise will be well above legal limits.
6. There will be an adverse impact to our significant historical resource. The Sony Tower will be blocked.
7. Inadequate police and fire. Fire Station 43 is an engine company, not a truck company.

There are also a number of conditions that were agreed with the Council office that are not included in this determination. Including, but not limited to the following:

1. No construction traffic on Goldwyn
2. The developer to pay for parking permits for residents (2 permits and a guest) once the permit district is implemented
3. A solid wall will be built in place of existing wall and "greened" up - temp high wall during construction to mitigate noise and dust and keep secure
4. Security measures taken such as ring installation
5. Security guard onsite during off-hours
6. Off-street parking will be arranged for workers to park during construction before garage is built - no on-street parking for construction workers
7. Transit passes for residents of the building with some amount pre-paid to encourage transit use by tenants
8. Extermination of site and neighboring areas
9. Installation of street trees
10. No billboards on property
11. Sign at the site with a number to call with complaints

12. Hours of construction - modify start time on Saturday
13. Lane closures on Motor and Washington should not begin before 9 a.m. and notify residents, MAIA and PNC as to when those will happen and duration
14. Temp relocation of bus stops during construction
15. Provide privacy shades or sunsails to those homes where tenants can look into yards from the floors above
16. Bike share and/or scooter hub at property
17. Car-sharing spaces in garage
18. Shading study must be done
19. Traffic study must be done
20. Native plant landscaping

As there are a number of issues with the determination and conditions agreed to previously are not included, I am filing this appeal.

Regards,

Amy Lau (nee Standring)

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: DIR-2020-575-TOC-SPR-HCA

Project Address: 10375 West Washington Blvd.

Final Date to Appeal: 06/29/2020

2. APPELLANT

Appellant Identity:
(check all that apply)

❒ Representative ❒ Property Owner
❒ Applicant ❒ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
abutting property owner

☐ Person affected by the determination made by the **Department of Building and Safety**

❒ Representative ❒ Owner ❒ Aggrieved Party
❒ Applicant ❒ Operator

3. APPELLANT INFORMATION

Appellant's Name: Lee Wallman

Company/Organization: Wallman PR

Mailing Address: 3859 Goldwyn Terrace

City: Culver City State: CA Zip: 90232

Telephone: 3108378884 E-mail: lee@wallmanpr.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☑ Self ☐ Other: _____

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____. Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

b. Are specific conditions of approval being appealed? ☐ Yes ☑ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ❒ The reason for the appeal
- ❒ How you are aggrieved by the decision
- ❒ Specifically the points at issue
- ❒ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Lee Wallman Date: Jun 29, 2020

Lee Wallman (Jun 29, 2020 10:42 PDT)

GENERAL APPEAL FILING REQUIREMENTS

B. ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
- ☐ Justification/Reason for Appeal
- ☐ Copies of Original Determination Letter

b. Electronic Copy

☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. **Nuisance Abatement -** Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. **Appeal Fee**
   ☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**
   Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. **Appeal Fee**
   ☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
   ☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

6/27/2020

Appeal Justification

Case: DIR-2020-575-TOC-SPR-HCA

Address: 10375 West Washington Blvd.

Final Date to Appeal: 6/29/2020

To Whom it May Concern,

I am filing this appeal after reading the director's determination and finding the following issues:

1. Incentives from more than one density bonus programs cannot be combined.
2. CEQA Exemption not appropriate where mitigation is needed. CE 32 is being abused.
3. Given current use, soil study is likely needed as there must be hazardous waste from the auto body paint and repair shop.
4. Project will affect single family homes and is dramatically out of scale to the neighboring homes.
5. Noise will be well above legal limits.
6. There will be an adverse impact to our significant historical resource. The Sony Tower will be blocked. Our homes were built in 1923 as part of then MGM Studios.
7. Inadequate police and fire. Fire Station 43 is an engine company, not a truck company.

There are also a number of conditions that were agreed with the Council office that are not included in this determination. Including, but not limited to the following:

1. No construction traffic on Goldwyn Terrace
2. The developer to pay for parking permits for residents (2 permits and a guest) once the permit district is implemented
3. Goldwyn Terrace was to become permit parking only.
4. A solid wall will be built in place of existing wall and "greened" up - temp high wall during construction to mitigate noise and dust and keep secure
5. Security measures taken such as Ring installation for residents
6. Security guard onsite during off-hours to deter growing homeless community & residential crime.
7. Off-street parking will be arranged for workers to park during construction before garage is built - no on-street parking for construction workers
8. Transit passes for residents of the building with some amount pre-paid to encourage transit use by tenants
9. Extermination of site and neighboring areas
10. Installation of street trees

11. No billboards on property
12. Sign at the site with a number to call with complaints
13. Hours of construction - modify start time on Saturday
14. Lane closures on Motor and Washington should not begin before 9 a.m. and notify residents, MAIA and PNC as to when those will happen and duration
15. Temp relocation of bus stops during construction
16. Provide privacy shades or sunsails to those homes where tenants can look into yards from the floors above
17. Bike share and/or scooter hub at property
18. Car-sharing spaces in garage
19. Shading study must be done
20. Traffic study must be done
21. Native plant landscaping

As there are a number of issues with the determination and conditions agreed to previously are not included, I am filing this appeal.

Regards,

Lee Wallman
3859 Goldwyn Terrace
Culver City, CA 90232

EXHIBIT C

DIRECTOR'S DETERMINATION
DIR-2020-575-TOC-SPR-HCA

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM AND SITE PLAN REVIEW

June 12, 2020

Applicant / Owner
Frankie Murphy
Washington Motor LP
12100 Wilshire Boulevard, Suite 1180
Los Angeles, CA 90025

Representative
Gary Benjamin
Alchemy Planning + Land Use
4470 West Sunset Boulevard, Suite 547
Los Angeles, CA 90027

Case No.	DIR-2020-575-TOC-SPR-HCA
CEQA:	ENV-2020-576-CE
Location:	10375 West Washington Boulevard
Council District:	5 – Koretz
Neighborhood Council:	Palms
Community Plan Area:	Palms – Mar Vista – Del Rey
Land Use Designation:	General Commercial
Zone:	C2-1
Legal Description:	Lots 11-15, Fellows Tract
Last Day to File an Appeal:	**June 29, 2020**

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program and Site Plan Review

Pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A,31 and 16.05, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

1. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve with Conditions** a 52.7 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing

Incentive Program along with the following two incentives for a qualifying Tier 3 project totaling 139 dwelling units, reserving 14 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

a. **Yards/Setbacks.** Utilization of the easterly side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone; and

b. **Open Space.** A maximum reduction of 25 percent in the required amount of open space;

3. **Approve with Conditions** a Site Plan Review for the construction, use, and maintenance of a seven-story mixed-use development that will include a total of 139 dwelling units (including 14 affordable units) and 1,969 square feet of commercial space in the C2-1 Zone; and

4. **Adopt** the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,31 and 16.05 of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.

2. **On-site Restricted Affordable Units.** Fourteen units, or equal to ten percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).

3. **Changes in On-site 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,31.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of HCIDLA to make ten percent of the total number of dwelling units available to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of HCIDLA, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination. 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 the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

5. **Base Incentives.**

   a. **Residential Density**. The project shall be limited to a maximum density of 139 residential dwelling units (equal to a maximum density increase of 52.7 percent), including On-site Restricted Affordable Units.

   b. **Floor Area Ratio (FAR).** The project shall be permitted a FAR of 3.75:1 for a Tier 3 project in a commercial zone.

   c. **Parking**.

      i. **Automotive Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A,31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit. A greater number may be provided at the applicant's discretion. The project may utilize up to a 30 percent reduction in the nonresidential automobile parking requirement for any ground-floor nonresidential use.

      ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.

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

6. **Additional Incentives.**

   a. **Yards/Setbacks.** The project shall be permitted to utilize the easterly side yard and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone.

   b. **Open Space.** The project shall be permitted a maximum reduction of 25 percent in the required amount of open space.

Site Plan Review Conditions

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

8. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

9. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping or a green wall.

10. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.

12. **Materials.** A variety of high quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City planning.

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

14. **Parking.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.

15. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

Administrative Conditions

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

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

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

19. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

20. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the LAMC, Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and

which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

22. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

23. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

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

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

    Applicant shall do all of the following:

    (i) 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.

    (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out, in whole or in part, of 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.

    (iii) 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 (ii).

    (iv) 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 (ii).

(v) 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 <u>any</u> 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.

PROJECT BACKGROUND

The project site consists of one corner parcel comprised of five lots totaling approximately 36,317 square feet, with frontages of approximately 150 feet along the north side of Washington Boulevard and 246 feet along the east side of Motor Avenue in the Palms – Mar Vista – Del Rey Community Plan area. The Community Plan designates the subject property for General Commercial uses, which accommodates the C2-1 zone designated for the subject property. The project site is not within the boundaries of any specific plan or interim control ordinance.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the intersection of two or more bus routes (Santa Monica Big Blue Bus Rapid 12 Line with the Metro Local Line 33 and Metro Rapid Line 733) with a service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The subject property is currently developed with a single-story automobile care center and related surface parking lot. The proposed project includes the redevelopment of a parcel at 10375 West

Washington Boulevard involving the demolition of existing structures, and the construction of a new, seven-story, mixed-use structure above one level of subterranean parking. The project will contain 139 multi-family dwelling units and 1,969 square feet of ground floor commercial space. Of the 139 units proposed, 14 will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 135,178 square feet in total building area, resulting in a Floor Area Ratio of no more than 3.72 to 1. The project proposes to provide 140 automobile parking spaces, 111 bicycle parking spaces, and 11,032 square feet of open space, divided between a pool deck, roof deck, gym/clubhouse, and private balconies. The project will maintain a 10-foot front yard along Washington Boulevard, a zero-foot side yard along Motor Avenue, an easterly side yard of 3 feet at the ground level and 5 feet to 6 feet, 8 inches at the upper levels, and a northerly rear yard of 5 feet at the ground and second floor and 10 feet at the third through seventh levels.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. As an eligible Housing Development and pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three Additional Incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent; (2) increase the maximum allowable FAR by 50 percent or to 3.75:1 if the maximum percentage increase results in a FAR of less than 3.75:1 for a project in a commercial zone; and (3) provide automobile parking at a ratio of 0.5 spaces per unit. The project is seeking a 52.7 percent density increase and an increase in FAR to 3.75:1 and will provide at least the minimum number of parking spaces required. The project is also requesting two Additional Incentives: 1) the utilization of the easterly side yard and rear yard/setback requirements of the RAS3 Zone for a project in a commercial zone; and 3) a maximum reduction of 25 percent in the required amount of open space.

The project meets the TOC Guideline requirements of providing at least seven percent of the base units for Extremely Low Income Households in exchange for being granted the two requested Additional Incentives. The project's 14 units set aside for Extremely Low Income Households equates to 15.6 percent of the 90 base units permitted through the underlying zoning of the site.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

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

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

whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Department of Housing and Community Investment (HCIDLA) has determined,per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated February 20, 2020, that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

    a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*

    b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*

    c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*

    d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

    The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve ten percent of the total number of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of 14 on-site dwelling units for Extremely Low Income Households, which equates to 10 percent of the 139 total dwelling units proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

   As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 1,200 feet southeast of the intersection of Venice Boulevard and Overland Avenue, where the Santa Monica Big Blue Bus Rapid 12 Line intersects with the Metro Local Line 33 and Metro Rapid Line 733 with a service interval of 15 minutes or less during the morning and afternoon peak commute periods.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by HCIDLA prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

   Pursuant to the Determination made by HCIDLA dated February 20, 2020 and attached to the subject case file, there are no units subject to replacement pursuant to the requirements. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

   The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*

   a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for*

Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.

b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*

c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking two Additional Incentives: 1) the utilization of the easterly side and rear yard/setback requirements of the RAS3 Zone for a project in a commercial zone; and 2) a maximum reduction of 25 percent in the required amount of open space. The project may be granted two Additional Incentives for reserving at least seven percent of the base units for Extremely Low Income Households. The project is setting aside 14 units for Extremely Low Income Households, which equates to approximately 15.6 percent of the 90 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

   The project is not seeking any Additional Incentives beyond the three permitted in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside 14 units for Extremely Low Income Households, which equates to approximately 15.6 percent of the 90 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

   The subject property consists of five existing contiguous lots, all of which are located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

   The project does not consist of 100% On-Site Restricted Affordable units, and thus it is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. ***Design Conformance.*** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines, and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI of the TOC Guidelines.*

    The project seeks two Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been conditioned to incorporate a variety of building materials and to provide a more pedestrian-friendly and oriented streetscape through the planting of new landscaping. Additionally, the project has been conditioned to provide buffers around rooftop mechanical equipment and to completely enclose any visible automobile parking to minimize impacts on surrounding properties.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22-A,31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22-A,25(g).

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

   a. *The incentives are <u>not required</u> 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 Director 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 list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Yards/Setbacks. The requested incentive to utilize the easterly side and rear yard/setback requirements of the RAS3 Zone for a project in a commercial zone is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 14 units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Open Space. The requested incentive for a reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to utilize more of the total building square footage for residential units, which facilitates the creation of more affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 14 units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Therefore, the two Additional Incentives are necessary to provide for affordable housing costs.

b. *The Incentive <u>will have</u> 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 are no feasible methods 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 that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record, which identifies a written objective health and safety standard that has been exceeded or

violated. Based on the above there is no basis to deny the requested incentive. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

SITE PLAN REVIEW FINDINGS

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. There are twelve elements of the General Plan. The majority of the policies derived from these elements are in the form of code requirements of the Los Angeles Municipal Code. Except for those entitlements requested herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code. The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Palms – Mar Vista – Del Rey Community Plan, which designates the site for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The site is zoned C2-1, which is consistent with the existing land use designation. The site is not located within any specific plan or interim control ordinance.

The proposed project is consistent with the following goals, objectives, and policies of the Palms – Mar Vista – Del Rey Community Plan:

<u>Residential</u>

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

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Provide for adequate multi-family residential development.

Policy 1-1.2: Protect the quality of residential environment and the appearance of communities with attention to site and building design.

Objective 1-2: To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Objective 1-4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Commercial

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.2: Require that mixed-use projects and development in pedestrian-oriented areas are developed according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

Policy 2-2.4: Promote mixed use projects along designated transit corridors and in appropriate commercial centers.

The proposed project is a seven-story mixed-use development, which includes 139 residential units (including 14 units set aside for Extremely Low Income Households), and 1,969 square feet of ground-floor commercial space. The project includes a variety of unit types, including studio, one-bedroom, and two-bedroom units. By providing a range of housing opportunities, the project accommodates an adequate supply of housing units by type and cost. When combined with the established single-family and multi-family neighborhoods near the site, the project contributes significantly to a range of housing opportunities in terms of type and cost.

The proposed project is concentrated along the Washington Boulevard commercial corridor; the proposed commercial use on the project site will strengthen and provide new viable commercial development in an existing established commercial area, while activating additional pedestrian activity along the thoroughfare. The proposed project will result in the removal of the current auto use development with the development of a mixed-use project that will provide 1,969 square-feet of commercial retail space on the ground level. Additionally, this mixed-use project will prevent encroachment by single-family, residential-only development by providing a mix of commercial retail space on the ground level and multi-family units above.

In addition, Chapter V, the Urban Design Chapter of the Palms – Mar Vista – Del Rey Community Plan describes that all new buildings shall be articulated to provide variation and visual interest, enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Buildings should additionally use articulations, recesses, surface perforations, and other architectural features to break up long, flat building facades. As such, the project includes architectural and landscaping features that minimize the mass and scale of the

building while maintaining a pedestrian-friendly right-of-way. The pedestrian retail entrances are located at ground level along Washington Boulevard and Motor Avenue. The building includes variations in building materials and the exterior walls of the building are also articulated, incorporating street-facing, balconies and windows, and breaks in the entire massing to allow visibility to internal residential units. The ground floor consists of a variation in wall treatments, including glass, metal, and wood paneling integrated into the overall architectural style of the building. In addition, landscaping is utilized to create an attractive buffer between the exterior wall and the public right-of-way. Therefore, the proposed project is consistent with the goals and purposes of Chapter V Urban Design of the Palms – Mar Vista – Del Rey Community Plan.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the Palms – Mar Vista – Del Rey Community Plan and does not conflict with any applicable regulations or standards.

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

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Palms – Mar Vista – Del Rey Community Plan at the intersection of Washington Boulevard and Motor Avenue. The project site is bound by Washington Boulevard to the south; Motor Avenue to the west; two- and three-story multi-family medium-high residential uses to the north; general commercial uses, single-family homes, and two- and five-story multi-family residential apartment buildings to the east; and general commercial uses and two- and four-story multi-family residential apartment buildings to the west of Motor Avenue. Directly south of the project site, across Motor Avenue, is the Sony Pictures Studio, located within the City of Culver City.

The proposed project includes the construction of a mixed-use building with 139 residential units, inclusive of 14 units set aside for Extremely Low Income Households, and approximately 1,969 square feet of ground floor commercial space. The project provides a total of 140 automobile parking spaces and 111 bicycle parking spaces. The subject property is a relatively flat parcel, comprised of five lots with a combined area of approximately 36,317 square feet (0.83 acre).

<u>Height, Bulk and Setbacks</u>

The proposed building reaches a maximum height of 85 feet with seven stories, as permitted by the underlying Height District No. 1 of the site which allows for unlimited height and stories for developments within commercially-zoned properties. The C2-1 zoning of the site normally allows for a maximum Floor Area Ratio (FAR) of 1.5 to 1; however, as permitted through the TOC Incentive Program and LAMC Section 12.22-A,31. Housing Developments in Tier 3-designated commercial zones may qualify for a FAR increase of up to 3.75 to 1 in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project's total floor area ratio is 3.72:1, equating to approximately 135,178 square feet of floor area. The proposed building provides the minimum required front and westerly side yard setbacks of the C2 zone for mixed-use developments. The project qualifies for an Additional Incentive through the TOC Incentive Program to allow for a

reduced easterly side and rear yard in lieu of the LAMC requirements for a seven-story building.

To minimize the bulk and massing of the proposed building, the project has been designed with a podium-level courtyard along Motor Avenue that will be open to the sky. The project includes variations in building materials and the exterior walls of the building are also articulated, incorporating street-facing, balconies and windows, and breaks in the entire massing to allow visibility to internal residential units. The ground floor consists of a variation in wall treatments, including glass, metal, and wood panels integrated into the overall architectural style of the building. In addition, landscaping is utilized to create an attractive buffer between the exterior wall and the public right-of-way. The project design employs various architecture methods to establish a distinguishable and attractive building design. A variety of building materials and finishes, as well as landscape and hardscape materials, will result in a design that is complementary to the neighborhood.

Off-Street Parking Facilities

The project includes a total of 140 automobile parking spaces and 111 bicycle parking spaces for residential and commercial uses, consistent with the requirements of the LAMC and TOC Guidelines. The project includes an ingress and egress driveway along Motor Avenue, similar to existing site conditions. This driveway provides access to the subterranean parking level and ground floor parking. Its placement along Motor Avenue, the secondary right-of-way, allows for the maximization of commercial space along Washington Boulevard while minimizing disruptions to traffic flow. All parking will be screened and not be visible from the public right-of-way. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Lighting

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

On-Site Landscaping

Various types of vegetation and trees are integrated into the design of the building facades to minimize the visual impact of the maximum 85-foot tall building and buffering from neighboring properties. The proposed project's landscaping creates a pedestrian-friendly ground floor that helps unify and bolster continuity between the neighborhood and the project site as a whole along Washington Boulevard and Motor Avenue. Furthermore, the project has been conditioned to require that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks be attractively landscaped. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and

recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within three separate trash rooms designated for commercial and residential on the ground floor. The trash rooms are not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

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

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

The project provides several recreational amenities for the residents of the project. Pursuant to Section 12.21-G,2 of the LAMC, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit consisting of three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. The project is for a mixed-use development consisting of 139 apartments units. Whereas approximately 14,700 square feet of open space is required by the LAMC, the project will provide approximately 11,032 square feet of open space that is inclusive of common open areas as well as private (balcony) open space areas by utilizing a TOC Additional Incentive. For transit-dependent residents, the subject property is located approximately 1,200 feet from a Major Transit Stop. Therefore, the project contains adequate recreational amenities and is within close proximity to transit services which will contribute to the habitability of the residents of the 139 dwelling units and minimize the impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

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

6. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated June 10, 2020 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within 1/2 mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit; a project in closer proximity to significant rail stops or the intersection of major bus rapid transit lines is rated a higher tier. The largest bonuses are reserved for those projects in the highest tiers. Required percentages of affordable housing are also increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the LAMC, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, (310) 231-2901, or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after JUNE 29, 2020 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

Figueroa Plaza *201 North Figueroa Street, 4th Floor* *Los Angeles, CA 90012* *(213) 482-7077*	*Marvin Braude San Fernando Valley Constituent Service Center* *6262 Van Nuys Boulevard, Suite 251* *Van Nuys, CA 91401* *(818) 374-5050*	*West Los Angeles Development Services Center* *1828 Sawtelle Boulevard, 2nd Floor* *Los Angeles, CA 90025* *(310) 231-2901*

Pursuant to LAMC Section 12.22-A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal this Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22-A,25 and 12.22-A,31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

The applicant or any person aggrieved by the Site Plan Review may appeal the decision to the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk,

CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: https://www.lavote.net/home/county-clerk/environmental-notices-fees. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Nicholas Hendricks
Senior City Planner

Prepared by:

Courtney Shum
City Planner

Attachments:
Exhibit A: Architectural Plans

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

KEVIN TSAI ARCHITECTURE

834 S. Broadway, Los Angeles, CA 90014
T. 310.486.9520 www.kevintsaiarchitecture.com

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4/22/2020 9:17:58 PM

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LEGAL DESCRIPTION

ADDRESS/LEGAL INFORMATION
10375 W WASHINGTON BLVD 90232
PIN NUMBER 117B165 217
LOT/PARCEL AREA (CALCULATED) 36,317 (SQ FT)
THOMAS BROTHERS GRID PAGE 672 - GRID F2
ASSESSOR PARCEL NO. (APN) 4208008026
TRACT FELLOWS TRACT
MAP REFERENCE M B 10-92
BLOCK NONE
LOT 15
ARB (LOT CUT REFERENCE) NONE
MAP SHEET 117B165

JURISDICTIONAL INFORMATION
COMMUNITY PLAN AREA PALMS - MAR VISTA - DEL REY
AREA PLANNING COMMISSION WEST LOS ANGELES
NEIGHBORHOOD COUNCIL PALMS
COUNCIL DISTRICT CD 5 - PAUL KORETZ
CENSUS TRACT # 2699.05
LADBS DISTRICT OFFICE WEST LOS ANGELES

PLANNING AND ZONING INFORMATION
SPECIAL NOTES NONE
ZONING C2-1
ZONING INFORMATION (ZI) NONE
GENERAL PLAN LAND USE GENERAL COMMERCIAL
GENERAL PLAN NOTE(S) YES
HILLSIDE AREA (ZONING CODE) NO
SPECIFIC PLAN AREA NONE
SPECIAL LAND USE / ZONING NONE
DESIGN REVIEW BOARD NO
HISTORIC PRESERVATION REVIEW NO
HISTORIC PRESERVATION OVERLAY ZONE NONE
OTHER HISTORIC DESIGNATIONS NONE
OTHER HISTORIC SURVEY INFORMATION NONE
MILLS ACT CONTRACT NONE
CDO: COMMUNITY DESIGN OVERLAY NONE
CPIO: COMMUNITY PLAN IMP. OVERLAY NONE
CUGU: CLEAN UP-GREEN UP NONE
HCR: HILLSIDE CONSTRUCTION REGULATION NO
NSO: NEIGHBORHOOD STABILIZATION OVERLAY NO
POD: PEDESTRIAN ORIENTED DISTRICTS NONE
RFA: RESIDENTIAL FLOOR AREA DISTRICT NONE
RIO: RIVER IMPLEMENTATION OVERLAY NO
SN: SIGN DISTRICT NO
STREETSCAPE NO
ADAPTIVE REUSE INCENTIVE AREA NONE
AFFORDABLE HOUSING LINKAGE FEE
RECENT ACTIVITY
DIR-2020-575-TOC-SPR
ENV-2020-576-EAF
CASE NUMBERS
CPC-2018-7547-CPU
CPC-2017-4288-DB-SPR
CPC-2005-8252-CA
ORD-60771
ORD-185467
DIR-2018-6322-TOC-SPR
ZA-1986-618-PAD
ENV-2017-4289-CE
ENV-2005-8253-ND
AFF-12898
AFF-12194
AF-93-230910-LT
RESIDENTIAL MARKET AREA HIGH
NON-RESIDENTIAL MARKET AREA HIGH
TRANSIT ORIENTED COMMUNITIES (TOC) TIER 3
RPA: REDEVELOPMENT PROJECT AREA NONE
CENTRAL CITY PARKING NO
DOWNTOWN PARKING NO
BUILDING LINE 10
20
500 FT SCHOOL ZONE NO
500 FT PARK ZONE NO

ASSESSOR INFORMATION
ASSESSOR PARCEL NO. (APN) 4208008026
APN AREA (CO. PUBLIC WORKS)* 0.835 (AC)
USE CODE 2600 - COMMERCIAL - AUTO, RECREATION EQUIPMENT, CONSTRUCTION EQUIPMENT SALES AND SERVICE - AUTO BODY REPAIR SHOP - ONE STORY
ASSESSED LAND VAL. $13,364,823
ASSESSED IMPROVEMENT VAL. $216,485
LAST OWNER CHANGE 01/15/2016
LAST SALE AMOUNT $12,750,127
TAX RATE AREA 67
DEED REF NO. (CITY CLERK) 53718
154136
1263609,11
BUILDING 1
YEAR BUILT 1949
NUMBER OF UNITS 0
NUMBER OF BEDROOMS 0
NUMBER OF BATHROOMS 0
BUILDING SQUARE FOOTAGE 7,373.0 (SQ FT)
BUILDING 2 NO DATA FOR BUILDING 2
BUILDING 3 NO DATA FOR BUILDING 3
BUILDING 4 NO DATA FOR BUILDING 4
BUILDING 5 NO DATA FOR BUILDING 5
RENT STABILIZATION ORDINANCE (RSO) NO [APN: 4208008026]

ADDITIONAL INFORMATION
AIRPORT HAZARD NONE
COASTAL ZONE NONE
FARMLAND AREA NOT MAPPED
URBAN AGRICULTURE INCENTIVE ZONE YES
VERY HIGH FIRE HAZARD SEVERITY ZONE NO
FIRE DISTRICT NO. 1 NO
FLOOD ZONE NONE
WATERCOURSE NO
HAZARDOUS WASTE / BORDER ZONE PROPERTIES NO
METHANE HAZARD SITE METHANE ZONE
HIGH WIND VELOCITY AREAS NO
SPECIAL GRADING AREA (BOE BASIC GRID MAP A13372) NO
WELLS NONE

SEISMIC HAZARDS
ACTIVE FAULT NEAR-SOURCE ZONE
NEAREST FAULT (DISTANCE IN KM) 1.82364816
NEAREST FAULT (NAME) NEWPORT - INGLEWOOD FAULT ZONE (ONSHORE)
REGION TRANSVERSE RANGES AND LOS ANGELES BASIN
FAULT TYPE B
SLIP RATE (MM/YEAR) 1.00000000
SLIP GEOMETRY RIGHT LATERAL - STRIKE SLIP
SLIP TYPE POORLY CONSTRAINED
DOWN DIP WIDTH (KM) 13.00000000
RUPTURE TOP 0.00000000
RUPTURE BOTTOM 13.00000000
DIP ANGLE (DEGREES) 90.00000000
MAXIMUM MAGNITUDE 7.10000000
ALQUIST-PRIOLO FAULT ZONE NO
LANDSLIDE NO
LIQUEFACTION NO
PRELIMINARY FAULT RUPTURE STUDY AREA NO
TSUNAMI INUNDATION ZONE NO

ECONOMIC DEVELOPMENT AREAS
BUSINESS IMPROVEMENT DISTRICT NONE
HUBZONE NOT QUALIFIED
OPPORTUNITY ZONE NO
PROMISE ZONE NONE
STATE ENTERPRISE ZONE NONE

HOUSING
DIRECT ALL INQUIRIES TO HOUSING+COMMUNITY INVESTMENT DEPARTMENT
TELEPHONE (866) 557-7368
WEBSITE HTTP://HCIDLA.LACITY.ORG
RENT STABILIZATION ORDINANCE (RSO) NO [APN: 4208008026]
ELLIS ACT PROPERTY NO

PUBLIC SAFETY
POLICE INFORMATION
BUREAU WEST
DIVISION / STATION PACIFIC
REPORTING DISTRICT 1407
FIRE INFORMATION
BUREAU SOUTH
BATALLION 18
DISTRICT / FIRE STATION 43
RED FLAG RESTRICTED PARKING NO

PROJECT TEAM

OWNER
GR PROPERTIES USA INC
12100 WILSHIRE BLVD, SUITE 1180
LOS ANGELES, CA 90025
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www.grproperties.com.hk

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kt@kevintsaiarchitecture.com
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EL SEGUNDO, CA 90245
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1401 N. BATAVIA STREET, SUITE 103
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GLENDALE, CA 91201
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(818) 497-0330

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DRY UTILITIES
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IRVINE, CA 92614
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POOL CONSULTANT
AQUATIC TECHNOLOGIES
30232 PASEO ADELANTO Ste A
SAN JUAN CAPISTRANO CA, 92675
CONTACT: DANNY HART
Danny@aquatictechnologies.com
(949) 276-7605

SURVEYOR
CAL VADA SURVEYING, INC.
411 JENKS CIRCLE, SUITE 205
CORONA, CA 92880
(951) 280-9960

FUNDING NOTE

THIS PROJECT IS 100% PRIVATELY FUNDED. NO TAX CREDIT INCENTIVES GIVEN. NO PUBLIC HOUSING.

SCOPE OF WORK

5 STORIES TYPE IIIA OVER 2 STORIES TYPE IA BUILDING, 139 UNITS MIXED-USE WITH GROUND FLOOR RETAIL SPACE AND 1 LEVEL OF SUBTERRANEAN PARKING GARAGE.

PROJECT ADDRESS AND LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 11, 12, 13, 14 AND 15 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SITE ADDRESS	10375 W. WASHINGTON BOULEVARD LOS ANGELES, CA 90232
JURISDICTION	CITY OF LOS ANGELES
ZONING DISTRICT	C2-1 GENERAL COMMERCIAL
	TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
LOT/PARCEL AREA	36,317 S.F.
ASSESSOR PARCEL #	4208-008-026
TRACT	FELLOWS TRACT
MAP SHEET	117B165
BLOCK	NONE
LOT	11, 12, 13, 14, AND 15
ARB (LOT CUT REFERENCE)	NONE
BUILDING OCCUPANCY	PARKING GARAGE: GROUP S-2 OCCUPANCY
	RESIDENTIAL: GROUP R-2 OCCUPANCY

APPLICABLE CODES

LOS ANGELES MUNICIPAL CODE (LAMC)
2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
2016 CALIFORNIA BUILDING CODE VOLUMES 1 & 2, PART 2, TITLE 24 C.C.R.
2016 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
2016 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
2016 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
2016 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
2016 CALIFORNIA ENERGY CODE, PART 6, TITLE 24 C.C.R.
2016 CALIFORNIA HISTORICAL BUILDING CODE, PART 8, TITLE 24 C.C.R.
2016 CALIFORNIA HISTORICAL BUILDING CODE, PART 8, TITLE 24 C.C.R.
2016 CALIFORNIA EXISTING BUILDING CODE, PART 10, TITLE 24 C.C.R.
2017 CALIFORNIA GREEN BUILDING CODE, PART 11, TITLE 24 C.C.R.
2016 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R.
2016 AMERICAN WITH DISABILITIES ACT (ADA) STANDARDS
2016 NFPA 13 - INSTALLATION OF FIRE SPRINKLERS
LAFC - ERRC SYSTEM TO BE PROVIDED PER LAFC 510 AND FPB REQUIREMENT # 105

DEFERRED SUBMITTALS

1	ELEVATORS
2	LANDSCAPE
3	FIRE PROTECTION (PUMPS, WATER TANK, AND FIRE SUPPRESSION)
4	CIVIL (WASTE WATER MANAGEMENT)
5	CIVIL (STORM WATER MANAGEMENT PLAN)
6	FIRE ALARM (SMOKE DETECTORS)
7	METAL STAIRS

ALL DEFERRED SUBMITTAL ITEMS SHALL HAVE PRIOR APPROVAL OF THE BUILDING OFFICIAL. THE ARCHITECT AND/OR ENGINEER OF RECORD SHALL LIST THE DEFERRED ITEMS ON THE PLANS. SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTALS SHALL BE SUBMITTED TO THE ARCHITECT AND ENGINEER OF RECORD WHO SHALL REVIEW THEM AND PROVIDE A NOTATION ON THE PLANS AND ANY SUPPORTING CALCULATIONS INDICATING THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND HAVE BEEN FOUND TO BE IN GENERAL CONFORMANCE WITH THE DESIGN OF THE BUILDING. PLANS SHALL THEN BE FORWARDED TO THE LOS ANGELES BUILDING AND SAFETY DIVISION FOR REVIEW AND ADDITIONAL PLAN CHECK AND PERMIT FEES SHALL APPLY.

CONSTRUCTION SUBMITTAL LIST

SUBMITTAL	MFR SPECS	SAMPLE MOCK-UP	SHOP DWGS
STRUCTURAL STEEL			•
MISCELLANEOUS DECORATIVE IRON WORK		•	•
STAIR RAILINGS AND SPECIAL MILLWORK		•	•
ELEVATORS	•		
WATERPROOFING MEMBRANE	•		
MARBLE AND DECORATIVE STONEWORK	•	•	•
PROTECTION SYSTEMS	•		
CAULK AND SEALANTS	•		
TILE AND GROUT	•	•	
ROOFING	•		
SHEET METAL GUTTERS AND DOWNSPOUTS	N/A		
DOOR AND WINDOWS	•		•
TUB AND SHOWER ENCLOSURE	•		
FINISH HARDWARE	•	•	
FLOORING	•	•	
MECHANICAL EQUIPMENT	•		
THERMOSTAT, MECH. REGISTERS AND DIFFUSERS	•	•	
PLUMBING FIXTURES AND FITTINGS	•	•	
ELECTRICAL EQUIPMENT AND DEVICES	•	•	
PAINTS AND STAINS	•	•	
MISC. SPECIALTY ITEMS REQUIRING ARCH. APPROVAL	•	•	•

SITE CONSTRUCTION NOTES

THE CONTRACTOR SHALL SUBMIT WITH SUCH PROMPTNESS AS TO CAUSE NO DELAY IN HIS OWN WORK OR THAT OF ANY OTHER CONTRACTOR, ONE REPRODUCIBLE DIGITAL OR AT LEAST THREE PRINTS COPIES OF ALL SHOP DRAWINGS AND SCHEDULES REQUIRED FOR THE WORK OF THE VARIOUS TRADES AND SAMPLES TEMPLATES AND MODELS AS REQUIRED, THE ARCHITECT SHALL REVIEW IT WITH REASONABLE PROMPTNESS. THE CONTRACTOR SHALL MAKE ANY CORRECTIONS REQUIRED BY THE ARCHITECT, FILE WITH HIM TWO CORRECTED COPIES AND FURNISH SUCH OTHER COPIES AS MAY BE NEEDED.

a. "IMMEDIATELY UPON BEING AWARDED THE CONTRACT THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ARCHITECT A CONSTRUCTION PROGRESS SCHEDULE. THE CONSTRUCTION SCHEDULE SHALL BE UPDATED ON A MONTHLY BASIS AND POSTED ON THE JOBSITE AT ALL TIMES. THE CONTRACTOR SHALL IDENTIFY CRITICAL DATES FOR OWNER SELECTIONS TO BE PURCHASED AND INSTALLED BY THE CONTRACTOR.
b. CONTRACTOR RECEIPT OF OWNER PURCHASED ITEMS TO BE INSTALLED BY THE CONTRACTOR.
c. LIST OF MILESTONES DATES FOR APPROVAL OF MAJOR CONSTRUCTION COMPONENTS ITEMS (IE. DOORS, WINDOWS, FINISH HARDWARE, ETC)"

EMERGENCY EVACUATION PLAN

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE APPLICANT SHALL DEVELOP AN EMERGENCY RESPONSE PLAN IN CONSULTATION WITH THE FIRE DEPARTMENT. THE EMERGENCY RESPONSE PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: MAPPING OF EMERGENCY EXITS, EVACUATION ROUTES FOR VEHICLES AND PEDESTRIANS, LOCATION OF NEAREST HOSPITALS, AND FIRE DEPARTMENTS.

INCREASED NOISE LEVELS

a. THE PROJECT SHALL COMPLY WITH THE CITY OF LOS ANGELES NOISE ORDINANCE NO. 161,574 AND ANY SUBSEQUENT ORDINANCES, WHICH PROHIBIT THE EMISSION OR CREATION OF NOISE BEYOND CERTAIN LEVELS AT ADJACENT USES UNLESS TECHNICALLY INFEASIBLE.
b. 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.
c. DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED SO AS TO AVOID OPERATING SEVERAL PIECES OF EQUIPMENT SIMULTANEOUSLY, WHICH CAUSES HIGH NOISE LEVELS.
d. THE PROJECT GENERAL CONTRACTOR SHALL USE POWER CONSTRUCTION EQUIPMENT AND STATE-OF-THE-ART NOISE SHIELDING AND MUFFLING DEVICES. PUBLIC SERVICES (SCHOOLS AFFECTED BY HAUL ROUTE)
e. LADBS SHALL ASSIGN SPECIFIC HAUL ROUTE HOURS OF OPERATION BASED UPON LOS ANGELES SCHOOL HOURS OF OPERATION.
f. HAUL ROUTE SCHEDULING SHALL BE SEQUENCED TO MINIMIZE CONFLICTS WITH PEDESTRIANS, SCHOOL BUSES AND CARS AT THE ARRIVAL AND DISMISSAL OF THE SCHOOL DAY. HAUL ROUTE TRUCKS SHALL NOT BE ROUTED PAST THE SCHOOL DURING PERIODS WHEN SCHOOL IS IN SESSION ESPECIALLY WHEN STUDENTS ARE ARRIVING OR DEPARTING FROM THE CAMPUS.

TRANSPORTATION (HAUL ROUTE)

a. THE DEVELOPER SHALL INSTALL TRAFFIC SIGNS IN ACCORDANCE WITH THE LAMC AROUND THE SITE TO ENSURE PEDESTRIAN AND VEHICLE SAFETY.
b. (NON-HILLSIDE), PROJECTS INVOLVING THE IMPORT/EXPORT OF 20,000 CUBIC YARDS OR MORE OF DIRT SHALL OBTAIN HAUL ROUTE APPROVAL BY THE DEPARTMENT OF BUILDING AND SAFETY.

K T A

Kevin Tsai Architecture
834 S. Broadway, Los Angeles, CA 90014
T.310.486.9328 www.kevin-tsai.com

LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:
DRAWN BY:
JOB NO.:

DRAWING TITLE:
SHEET INDEX & PROJECT INFORMATION

SHEET NO.:
G001

EXHIBIT "A"
Page No. 2 of 55
Case No. DIR-2020-575-TOC-SPR-HCA

6/4/2020 7:13:34 PM

FUNDING NOTE

THIS PROJECT IS 100% PRIVATELY FUNDED. NO TAX CREDIT INCENTIVES GIVEN. NO PUBLIC HOUSING.

BUILDING CODE ANALYSIS

TABLE 508.4 REQUIRED SEPARATION OF OCCUPANCIES (SPRINKLERED BUILDING)

CONSTRUCTION TYPE	TYPE 'III-A' - FIVE STORIES RESIDENTIAL OVER / TYPE 'I-A' - SUBTERRANEAN PARKING & 2 STORIES PODIUM PER CBC 510.2	
OCCUPANCY SEPARATION	TYPE I-A (S-2, B, M) BELOW PODIUM	1 HR
	TYPE III-A (R-2, B, A-4) ABOVE PODIUM	1 HR

TABLES 504.3, 504.4 & 506.2 BUILDING HEIGHT AND AREAS

GROUP	TYPE I-A		TYPE 'III-A'	
	HEIGHT: UL		HEIGHT: 85'	
S-2, B, M	STORIES: UL	AREA: UL	STORIES: NA	AREA: NA
R-2, B, A-4	STORIES: UL	AREA: UL	STORIES: 5	AREA: 24,000'

FIRE RESISTIVE REQUIREMENTS (TYPE I-A) - SEE G100 - G102

STRUCTURAL FRAMING	3 HOUR
BEARING WALLS - EXTERIOR	3 HOUR
BEARING WALLS - INTERIOR	3 HOUR
NON-BEARING WALLS - EXTERIOR	1 HOUR UNDER 20' / 0 HOUR OVER 30'
NON-BEARING WALLS - INTERIOR	0 HOUR
FLOOR CONSTRUCTION	2 HR
ROOF CONSTRUCTION	N/A

FIRE RESISTIVE REQUIREMENTS (TYPE "III-A") - SEE G103 - G107

STRUCTURAL FRAMING	1 HOUR
BEARING WALLS - EXTERIOR	2 HOUR
BEARING WALLS - INTERIOR	1 HOUR
NON-BEARING WALLS - EXTERIOR	1 HOUR UNDER 20' / 0 HOUR OVER 20'
NON-BEARING WALLS - INTERIOR	0 HOUR
FLOOR CONSTRUCTION	1 HR
ROOF CONSTRUCTION	1 HR

AUTOMATIC FIRE SPRINKLERS

FULLY SPRINKLERED: NFPA 13 (903.3.1.1)

ADDITIONAL FIRE PROTECTION

FIRE STANDPIPES AT EACH STAIR EXIT STAIR CORE - SEE A600, A601, A602

F.A.R. CALCULATION - PER T.O.C. TIER III.

ZONING	LOT DEPTH*	LOT WIDTH*	F.A.R.	F.A.R. CALCULATION
C2-1	(258.57' + 245.66') / 2 = 242.11' (-20 BLDG. LINE) = 222.11'	= 150.2' + 150 / 2 = 150.1' (-3 DEDICATION) = 147.1'	3.75	36,317 x 3.75 = 136,189

DENSITY CALCULATION - PER T.O.C. TIER III.

ZONING	LOT AREA*		RATIO	DENSITY CALCULATION
C2-1	36,317 SF		400	36,317/400 = 90 x 1.70 155 D.U. ALLOWED 139 D.U. PROPOSED

* SEE ALTA SURVEY ON 'G010' FOR LOT AREA INFORMATION

ZONING BUILDING HEIGHT - SEE 2/G002

TOP OF FINISHED 1 FLOOR LEVEL	84.58' [84'-7"]
LOWEST POINT OF SITE - (SEE G011)	83.91' [83'-11"]
TOP OF ROOF PARAPET	168.91' [168'-11"]
TOTAL BUILDING HEIGHT	85' - 0"

GRADE PLANE BULDG HEIGHT CALC- SEE G011 & 3/G002

LOCATION		TOTAL	SURVEY POINTS
NORTH SIDE	7	622.72	87.24 + 88.26 + 88.53 + 84.05 + 88.54 + 88.42 + 87.70
SOUTH SIDE	13	1093.41	84.14 + 84.31 + 84.02 + 84.14 + 84.05 + 84.21 + 83.96 + 83.91 + 85.96 + 83.90 + 84.04 + 84.15 + 84.51
EAST SIDE	5	429.57	87.70 + 87.45 + 85.24 + 84.67 + 84.51
WEST SIDE	6	518.19	87.24 + 88.68 + 86.68 + 86.35 + 84.14 + 86.90
TOTAL	31	2663.89	
AVERAGE GRADE		85.93	85.93 + 87 = 170.93 > 168.91' BLDG HEIGHT
MAXIMUM BUILDING HEIGHT 85' (III-A') *			PROPOSED BUILDING HEIGHT 85'-1" < 85'-0" *

* SEE 2/G002 FOR ELEVATION AND TOPOGRAPHIC SURVEY ON G011

VEHICULAR PARKING - PER T.O.C. TIER III.

REQUIRED VEHICULAR PARKING

UNIT CATEGORY	UNIT COUNT	PARKING RATIO	REQUIRED PARKING
STUDIO	13 UNITS	1/2 SPACE / UNIT	7 SPACES
1 BEDROOM	94 UNITS	1/2 SPACE / UNIT	47 SPACES
2 BEDROOMS	32 UNITS	1/2 SPACE / UNIT	16 SPACES
TOTAL RESIDENTIAL			70 REQUIRED
ADDITIONAL			65 COMPACT
TOTAL COMMERCIAL	1969 SF	1/250 SF	8 X 30% (T.O.C. REDUCTION)...

SUMMARY OF VEHICULAR PARKING

PARKING CATEGORY	STANDARD	COMPACT
RESIDENTIAL (135)	70 SPACES	64 SPACES
SUB-TOTAL RESIDENTIAL	70 SPACES	64 SPACES
RETAIL (6)	6 SPACES	
SUB-TOTAL RETAIL	6 SPACES	
TOTAL	76 SPACES	64 SPACES

TOTAL PROVIDED: 134 SPACES FOR RESIDENTIAL + 6 SPACES FOR RETAIL = 140 SPACES

REQUIRED ACCESSIBLE PARKING PER CBC SEC. 11B-208

PARKING CATEGORY	PROVIDED...	PARKING...	REQ...	REQ...
ASSIGNED	139 D.U.	2% OF D.U.	3 SPACES*	
VISITOR	4 SPACES	5%		1 VAN SPACE
RETAIL	6 SPACE		1 SPACE	1 VAN SPACE
TOTAL ACCESSIBLE				6 SPACES

* ONE ACCESSIBLE SPACE TO BE VAN ACCESSIBLE PER CBC SEC. 11B-208.2.4

REQUIRED ELECTRIC VEHICLE CHARGING STATION (EVCS)

PARKING CATEGORY	PROVIDED PARKING	PARKING RATIO	REQUIRED EVCS	PROVIDED EVCS
RESIDENTIAL	134 SPACES	5%	6 SPACES*	7 SPACES
RETAIL	6 SPACES	5%	1 SPACE	1 SPACE**
TOTAL EVCS				8 SPACES

* ONE EVCS SPACE SHALL BE PROVIDED AN 8 FOOT WIDE ACCESS AISLE.
** FOR EV SPACE REQUIREMENTS, SEE 'REQUIRED ELECTRIC VEHICLE PARKING

ALLOWABLE BUILDING AREA CALCULATION - REFER TO AREA DIAGRAMS ON G114 & G115

BUILDING 'A'
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L1 + L10 = 137.08' + 78.16' = 215.24'
P BUILDING PERIMETER L1 + L2 + L6 + L9 + L10 + L11 = 137.15 + 105.46 + 33.08' + 67.51' + 78.14' + 66.14' = 486.40'
506.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W = (L1 × w1 + L10 × w4)/F
W = (137.08' x30 + 78.16x30) / 215.24'
W = (4112.4 + 2344.8) / 215.24'
W = 6457.2 / 215.24' = 30.00
506.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
If = [F/P - 0.25]W/30
If = [215.24' / 486.40 - 0.25] 30/30
If = [0.19] *1 = 0.19
506.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA
EQUATION 5-3: Aa = [At + (NS × If)]
Aa = [24,000 + (24,000 x 0.19)] = (24,000 + 4,560) = 28,560

BUILDING 'B'
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L5 = 66.83'
P BUILDING PERIMETER L3 + L4 + L5 + L6 + L7 + L11 = 104.60' + 135.29' + 66.83' + 69.65' + 38.67' + 66.14' = 482.40'
506.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W = (L5 × w5)/F
W = (66.83' x30) / 66.83'
W = 2004.9 / 66.83' = 30
506.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
If = [F/P - 0.25] W/30
If = [66.83' / 482.40 - 0.25] 30/30
If = [0.11] *1 = 0.11
506.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA.

AGGREAGATE AREA CALCULATION

LEVEL	GROSS AREA BUILDING A		GROSS AREA BUILDING B	
LEVEL P1 - BASEMENT	UNLIMITED		UNLIMITED	
LEVEL 01 - LOBBY / COM.	UNLIMITED		UNLIMITED	
LEVEL 02 - RESIDENTIAL	UNLIMITED		UNLIMITED	
LEVEL 03 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 04 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 05 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 06 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 07 - RESIDENTIAL	10,205 SF / 28,560	0.35	10,061 SF / 26,640	0.37
TOTAL FLOOR AREA	55,811 SF		53,189 SF	
TOTAL (SHALL NOT EXCEED 2)		1.91		1.97

PROPOSED PROJECT FLOOR AREA PER BUILDING CODE

LEVEL	PARKING - S-2 (NOT F.A.R.)	MECHANICAL (NOT F.A.R.)	STORAGE - S-2 (NOT F.A.R.)	F.A.R. AREA (TOTAL)	GROSS AREA (PORTION A)	GROSS AREA (PORTION B)	GROSS AREA (TOTAL)	MAX. F.A.R. PER TABLE 506.2
LEVEL P1 - PARKING	31,119 SF	569 SF	624 SF	N/A			32,312 SF	UNLIMITED
LEVEL 01 - LOBBY / PARKING/ RETAIL	23,601 SF	720 SF	1,534 SF	5,610 SF			30,561 SF	UNLIMITED
LEVEL 02 - RESIDENTIAL	0 SF	0 SF	0 SF	21,779 SF			23,207 SF	UNLIMITED
LEVEL 03 - RESIDENTIAL	0 SF	0 SF	0 SF	21,924 SF	13,421 SF	9,430 SF	23,074 SF	24,000 SF*
LEVEL 04 - RESIDENTIAL	0 SF	0 SF	0 SF	21,924 SF	13,421 SF	9,430 SF	23,074 SF	
LEVEL 05 - RESIDENTIAL	0 SF	0 SF	0 SF	21,924 SF	13,421 SF	9,430 SF	23,074 SF	
LEVEL 06 - RESIDENTIAL	0 SF	0 SF	0 SF	21,893 SF	13,274 SF	9,430 SF	22,904 SF	
LEVEL 07 - RESIDENTIAL	0 SF	0 SF	0 SF	20,124 SF	12,198 SF	8,633 SF	21,087 SF	
SUB-TOTAL	-	-	-		85,735 SF	46,353 SF		-
TOTAL	54,720 SF	1,289 SF	2,158 SF	135,178 SF*			200,829 SF	

BICYCLE PARKING

REQUIRED BICYCLE STALLS		PROVIDED BICYCLE STALLS	
PARKING TYPE	REQUIRED	PARKING TYPE	PROVIDED
RESIDENTIAL	TABLE 12.21 = 96 REQUIRED	LONG TERM	95 PROVIDED*
RESIDENTIAL	TABLE 12.21 = 10 REQUIRED	SHORT TERM	10 PROVIDED**
RETAIL	1 /2000 S.F. (MIN 2 REQ'D)	LONG TERM	2 PROVIDED
RETAIL	1 /2000 S.F. (MIN 2 REQ'D)	SHORT TERM	4 PROVIDED
TOTAL	109 REQUIRED		111 PROVIDED

* LONG TERM STALLS PROVIDED AT PARKING LEVEL AND 1ST FLOOR
** 14 SHORT TERM STALLS PROVIDED AT BUILDING ENTRANCE

OPEN SPACE REQUIREMENT - REFER TO G110-G111 FOR DIAGRAMS

FOR SIX OR MORE RESIDENTIAL UNITS. (BY ORD. NO. 171,753, EFF. 11/17/97.)
(A) COMMON OPEN SPACE:

(1) COMMON OPEN SPACE SHALL MEET EACH OF THE FOLLOWING REQUIREMENTS:
(I) BE OPEN TO THE SKY
(II) BE READILY ACCESSIBLE TO ALL THE RESIDENTS OF THE SITE,
(III) HAVE A MINIMUM AREA OF 400 SQ. FT. WITH NO HORIZONTAL DIMENSION LESS THAN 15 FEET
(IV) CONSTITUTE AT LEAST 50% OF THE TOTAL REQUIRED USABLE OPEN SPACE IN DEVELOPMENTS BUILT AT AN R3,
(V) BE LOCATED AT THE GRADE LEVEL OR FIRST HABITABLE ROOM LEVEL, EXCEPT IN DEVELOPMENTS BUILT AT AN R3,

(2) COMMON OPEN SPACE AREAS SHALL INCORPORATE RECREATIONAL AMENITIES SUCH AS SWIMMING POOLS, SPAS, PICNIC TABLES, BENCHES,CHILDREN'S PLAY AREAS, BALL COURTS, BARBECUE AREAS AND SITTING AREAS. AMENITIES THAT MEET THE DEPARTMENT OF RECREATION AND PARKS SPECIFICATIONSPURSUANT TO SECTION 17.12 F. OF THIS CODE MAY BE CREDITED AGAINST FEES REQUIRED UNDER SECTION 12.33 OF THIS CODE.

(3) A MINIMUM OF 25 PERCENT OF THE COMMON OPEN SPACE AREA SHALL BE PLANTED. AT LEAST ONE 24 INCH BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY.

(4) NOTWITHSTANDING THE PROVISIONS SET FORTH IN THIS PARAGRAPH:
(I) RECREATION ROOMS AT LEAST 600 SQUARE FEET IN AREA FOR A DEVELOPMENT OF 16 OR MORE DWELLING UNITS, MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25 PERCENT OF THE TOTAL REQUIRED USABLE OPEN SPACE.
(II) ROOF DECKS IN DEVELOPMENTS BUILT AT AN R3 DENSITY, REGARDLESS OF THE UNDERLYING ZONE, MAY BE USED AS COMMON OPEN SPACE, EXCLUDING THAT PORTION OF THE ROOF WITHIN TEN FEET FROM THE PARAPET WALL. (AMENDED BY ORD. NO. 174,999, EFF. 1/15/03.)

(B) PRIVATE OPEN SPACE.
PRIVATE OPEN SPACE IS AN OPEN SPACE AREA WHICH IS CONTIGUOUS TO AND IMMEDIATELY ACCESSIBLE FROM A SINGLE DWELLING UNIT AND WHICH MEETS ALL OF THE FOLLOWING REQUIREMENTS OF THE ZONES HEREIN SPECIFIED:

(1) IN THE RD 1.5 AND MORE RESTRICTIVE ZONES:
(I) PRIVATE OPEN SPACE SHALL BE LOCATED AT GRADE LEVEL OR THE FIRST HABITABLE ROOM LEVEL AND BE OPEN TO THE SKY. STRUCTURES MAY PROJECT NO MORE THAN THREE FEET INTO THE PRIVATE OPEN SPACE AREA, PROVIDED THERE IS A MINIMUM EIGHT FOOT VERTICAL CLEARANCE UNDER THE PROJECTION, EXCEPT AS PROVIDED IN SECTION 12.22 C.20.(B);
(II) PRIVATE OPEN SPACE SHALL BE ENCLOSED BY A SOLID FENCE AT LEAST FOUR FEET IN HEIGHT; AND
(III) THE PRIVATE OPEN SPACE AREA SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN EIGHT FEET, WHEN MEASURED PERPENDICULAR FROM ANY POINT ON EACH OF THE BOUNDARIES OF THE OPEN SPACE AREA AND CONTAIN A MINIMUM OF 100 SQUARE FEET OF WHICH NO MORE THAN 100 SQUARE FEET PER DWELLING UNIT SHALL BE ATTRIBUTABLE TO THE TOTAL REQUIRED OPEN SPACE.

(2) (AMENDED BY ORD. NO. 174,999, EFF. 1/15/03.) IN DEVELOPMENTS BUILT AT AN R3. DENSITY, PRIVATE OPEN SPACE MAY BE PROVIDED ABOVE THE FIRST HABITABLE ROOM LEVEL. WHEN SO PROVIDED, IT SHALL:
(I) MINIMUM OF 50 SQUARE FEET OF WHICH NO MORE THAN 50 SQUARE FEET PER DWELLING UNIT SHALL BE ATTRIBUTABLE TO THE TOTAL REQUIRED OPEN SPACE.
(II) HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET AND
(III) PROVIDE A MINIMUM EIGHT FOOT VERTICAL CLEARANCE UNDER ANY PROJECTION, EXCEPT AS PROVIDED IN SECTION 12.22 C.20.(B); AND
(IV) THAT PORTION OF A BALCONY WHICH EXTENDS OR PROJECTS INTO A REQUIRED FRONT YARD IN COMPLIANCE WITH SECTION 12.22 C.20 (D) MAY QUALIFY AS USABLE OPEN SPACE PROVIDED IT MEETS EACH OF THE ABOVE SPECIFIED REQUIREMENTS SET FORTH IN THIS SUBPARAGRAPH.

OPEN SPACE CALCULATION - SEE DIAGRAMS G112 & G113

REQUIRED TOTAL OPEN SPACE - REFER TO G110 AND G111 FOR DIAGRAMS

UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 S.F. / UNIT	10,700 S.F.
= 3 H.R.*	32 UNITS	125 S.F. / UNIT	4,000 S.F.
> 3 H.R.*	--	175 S.F. / UNIT	--
TOTAL	139 UNITS		14,700 S.F.
T.O.C. REDUCTION	TIER 3 (25% REDUCTION)	14,700 S.F. / 25	11,025 S.F.

SEE DWELLING UNIT MATRIX FOR UNIT TYPE BREAKDOWN

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE

NUMBER OF UNITS	MAXIMUM OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
63 DWELLING UNITS	50 S.F. / UNIT	6,950 S.F.

SEE G112 - G113 FOR DWELLING UNIT MATRIX FOR OPEN SPACE PROVIDED PER UNIT

REQUIRED COMMON OPEN SPACE

TOTAL OPEN SPACE REQUIRED	COMMON OPEN RATIO	COMMON OPEN SPACE REQUIRED
11,025 S.F.	50% OF TOTAL OPEN SPACE	5,512.5 S.F.

PROVIDED COMMON OPEN SPACE

LOCATION	OPEN SPACE PROVIDED
POOL AREA	3,831 S.F.
PUBLIC DECK AT 7TH FLOOR (735 S.F. + 735S.F.)	1,470 S.F.
GYM AND REC. ROOM * (1,135 S.F. + 735 S.F. + 711 S.F.)	2,581 S.F. < 2,756 S.F.
TOTAL	7,882 S.F. > 5,512.5 S.F. REQ.

* PER 12.21G.2(a)(4)(i), RECREATION ROOMS OF AT LEAST 600 SF MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF TOTAL REQUIRED OPEN SPACE AS SHOWN:

(11,025 SF TOTAL REQUIRED OPEN SPACE) (0.25) = 2,756 SF MAXIMUM RECREATION ROOM CREDIT...

PROVIDED TOTAL OPEN SPACE

OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE	3,150 S.F.
PROVIDED COMMON OPEN SPACE	7,882 S.F.
PROVIDED TOTAL OPEN SPACE	11,032 S.F. > 11,025 S.F.

EXTERIOR WALLS FIRE RESISTANCE BASED ON SEPARATION DISTANCE PER TABLE 602

DISTANCE	OCCUPANCY R & S2
5 < X < 10	1 HR
10 < X < 30	1 HR

FIRE DEPT. GENERAL NOTES

1. AN AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED AT THE TOP OF RUBBISH AND LINEN CHUTES AND IN THEIR TERMINAL ROOMS. CHUTES SHALL HAVE ADDITIONAL SPRINKLER HEADS INSTALLED AT ALTERNATE FLOORS AND AT THE LOWEST INTAKE. (LAFC 903.2.11.2)

2. CARBON MONOXIDE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS IN THE INDIVIDUAL UNIT. REQUIRED CARBON MONOXIDE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. (CBC 916.4.2.4)

3. SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS IN THE INDIVIDUAL UNIT. REQUIRED SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. (CBC 907.2.11.5-6)

4. PROVIDE EMERGENCY RESPONDER RADIO COVERAGE IN ACCORDANCE WITH LAFC 510 (CBC 916.1) 510.1 EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS. ALL NEW BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDINGS 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

5. MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THAT THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED. THE ILLUMINATION LEVEL SHALL NOT BE < 1 FOOT CANDLE AT THE WALKING SURFACE. (CBC 1008.1)

6. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE ALL OF THE FOLLOWING AREAS FOR A DURATION OF NOT < 90 MIN. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS NOT LESS THAN AN AVERAGE OF 1 FOOTCANDLE AND A MIN AT ANY POINT OF .1 FOOTCANDLE (CBC 1008.2):

I. AISLES
II. CORRIDORS
III. EXIT ACCESS STAIRWAYS AND RAMPS
IV. INTERIOR AND EXTERIOR EXIT STAIRWAYS AND RAMPS
V. EXIT PASSAGEWAYS
VI. VESTIBULES AND AREAS ON THE LEVEL OF DISCHARGE USED FOR EXIT DISCHARGE
VII. ELECTRICAL EQUIPMENT ROOMS
VIII. FIRE COMMAND CENTERS
IX. FIRE PUMP ROOMS
X. GENERATOR ROOMS
XI. PUBLIC RESTROOMS > 300 SF

7. PROVIDE TWO-WAY COMMUNICATION AT THE LANDING SERVING EACH ELEVATOR OR BANK OF ELEVATORS ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE. (CBC 1009.8)

8. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. (CBC 1013.3)

9. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS: (CBC 1013.4)
G. "EXIT" SIGN AT EACH GRADE-LEVEL EXTERIOR DOOR.
H. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIR WAY OR RAMP SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPRIATE:
i. "EXIT STAIR DOWN"
ii. "EXIT RAMP DOWN"
iii. "EXIT STAIR UP"
iv. "EXIT RAMP UP"
I. "EXIT ROUTE" AT EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY.
J. "EXIT ROUTE" AT EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM AREA TO A CORRIDOR OR HALLWAY.
K. "TO EXIT" AT EACH EXIT DOOR THROUGH A HORIZONTAL EXIT.

10. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. (CBC 1013.5)

11. THE FACE OF AN EXIT SIGN ILLUMINATED FROM AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF ≥5 FOOTCANDLES. (CBC 1013.6.2)

SCHOOL DISTRICT FEE - FLOOR AREA

LEVEL	TOTAL ASSESSABLE*
LEVEL P1 - PARKING UNDERGROUND	32,967 SF
LEVEL 01 - RESIDENTIAL LOBBY /PARKING / RETAIL	3,778 SF
LEVEL 02 - RESIDENTIAL	20,798 SF
LEVEL 03 - RESIDENTIAL	20,790 SF
LEVEL 04 - RESIDENTIAL	20,790 SF
LEVEL 05 - RESIDENTIAL	20,790 SF
LEVEL 06 - RESIDENTIAL	20,620 SF
LEVEL 07 - RESIDENTIAL	18,803 SF
TOTAL ASSESSABLE AREA	126,980 SF

FOR RESIDENTIAL DEVELOPMENT, THE FEES SHALL BE DETERMINED BY USING THE ASSESSABLE SPACE OF ALL BUILDINGS WITH "R" OCCUPANCY DESIGNATION. A HOTEL, INN, MOTEL, TOURIST HOME, OR OTHER LODGING WHERE OCCUPANCY DOES NOT EXCEED 30 DAYS IS DEFINED AS COMMERCIAL DEVELOPMENT.

*ASSESSABLE SPACE IS ALL OF THE SQUARE FOOTAGE WITHIN THE PERIMETER OF A RESIDENTIAL STRUCTURE, NOT INCLUDING ANY CARPORT, WALKWAY, GARAGE, OVERHANG, PATIO, ENCLOSED PATIO, DETACHED ACCESSORY STRUCTURE OR SIMILAR AREA. FEES SHALL BE EXEMPT FOR ANY INCREASES TO RESIDENTIAL DEVELOPMENT WITH 500 SQUARE FEET OR LESS OF ASSESSABLE AREA.

PERIMETER OF A STRUCTURE SHALL BE MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS AND EXTERIOR FACES OF WALLS SEPARATING ASSESSABLE AND NON-ASSESSABLE SPACES.

FIRE SEPARATION NOTES - SEE DIAGRAMS G100 THRU G107

1HR FIRE SEPARATION REQUIRED FOR ALL SLEEPING UNITS

420.2 WALLS SEPARATING DWELLING UNITS AND SLEEPING UNITS AND WALLS SEPARATING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS FIRE PARTITIONS IN ACCORDANCE WITH SECTION 708.

420.3 HORIZONTAL SEPARATION. FLOOR ASSEMBLIES SEPARATING DWELLING UNITS IN THE SAME BUILDINGS, FLOOR ASSEMBLIES SEPARATING SLEEPING UNITS IN THE SAME BUILDING AND FLOOR ASSEMBLIES SEPARATING DWELLING OR SLEEPING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS HORIZONTAL ASSEMBLIES IN ACCORDANCE WITH SECTION 711.

420.5 SMOKE DETECTION AND FIRE ALARM SYSTEMS. FIRE ALARM SYSTEMS AND SMOKE ALARMS SHALL BE PROVIDED IN GROUP R-2 OCCUPANCIES IN ACCORDANCE WITH SECTIONS 907.2.8, 907.2.8 AND 907.2.9, RESPECTIVELY.

420.6.1.2 POWER SUPPLY. CARBON MONOXIDE ALARMS WIRING SHALL BE DIRECTLY CONNECTED TO THE PERMANENT BUILDING WIRING WITHOUT A DISCONNECTING SWITCH OTHER THAN AS REQUIRED FOR OVERCURRENT PROTECTION AND SHALL BE EQUIPPED WITH A BATTERY BACK-UP.

713.4 SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 2 HOURS WHERE CONNECTING FOUR STORIES OR MORE.

ELEVATOR AND SHAFTS: 2 HOURS (713.4)
STAIR ENCLOSURES: 2 HOURS 0
BEARING WALLS: 1 HOUR (TABLE 601)

AUTOMATIC FIRE SPRINKLER:
FULLY SPRINKLERED: NFPA 13 (903.3.1.1)
BUILDING: YES - PER CBC 903.2.8 & 903.2.10
MANUAL FIRE ALARM: YES - PER CBC 907.2.9
STAND PIPE: YES - PER CBC 905.3

FLOOR FINISH REQ'D BY OCCUPANCY PER CBC 804.4
S OCCUPANCY: CLASS II
R-2 OCCUPANCY: CLASS II

WALL FINISH REQ'D BY OCCUPANCY PER TABLE 803.9
S OCCUPANCY: CLASS 'C'
R-2 OCCUPANCY: CLASS 'C'

CEILING FINISH REQ'D BY OCCUPANCY PER TABLE 803.9
S OCCUPANCY: CLASS 'C'
R-2 OCCUPANCY: CLASS 'C'

PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED IN THE IN GROUP ERRC SYSTEM TO BE PROVIDED PER LAFC 510 AND FPB REQUIREMENT # 105. R-2, AND S OCCUPANCIES PER CBC 906.1
EXCEPTION: IN GROUP R-2 OCCUPANCIES, PORTABLE FIRE EXTINGUISHERS SHALL BE REQUIRED ONLY IN LOCATIONS SPECIFIED IN ITEMS 2 THROUGH 6 WHERE EACH DWELLING UNIT IS PROVIDED WITH A PORTABLE FIRE EXTINGUISHER HAVING A MINIMUM RATING OF 1A.

FIRE PROTECTION SYSTEMS

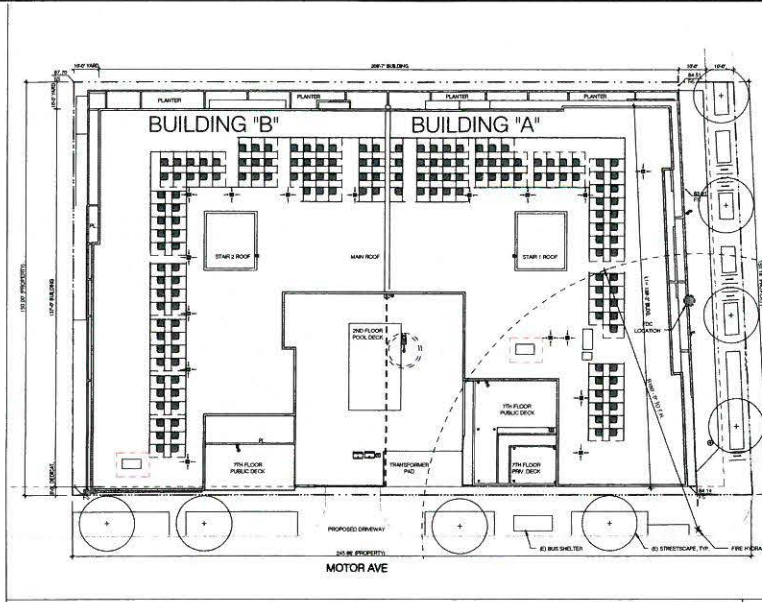
1. PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED. SIZE AND DISTRIBUTION SHALL BE IN ACCORDANCE WITH SECTIONS 906.3.1 - 906.3.4 (LAFC 906.1):
I. IN GROUP A, R-2, OCCUPANCIES.
II. ON EACH FLOOR OF STRUCTURES UNDER CONSTRUCTION.
III. WHERE REQUIRED BY THE T808.1
IV. SPECIAL-HAZARD AREAS, WHERE REQUIRED BY THE FIRE CODE OFFICIAL.

2. APPROVED FIRE ALARM SYSTEM SHALL BE PROVIDED THROUGHOUT BUILDINGS IN ACCORDANCE WITH LAFC 907.2.1/907.2.25. SPECIFY TYPE OF ALARM ON PLANS (LAFC 907.2):
A. MANUAL FIRE ALARM SYSTEM (GROUP A, B, M)
B. AUTOMATIC FIRE ALARM SYSTEM (GROUP A, B)
C. EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM (GROUP A-1000, E)

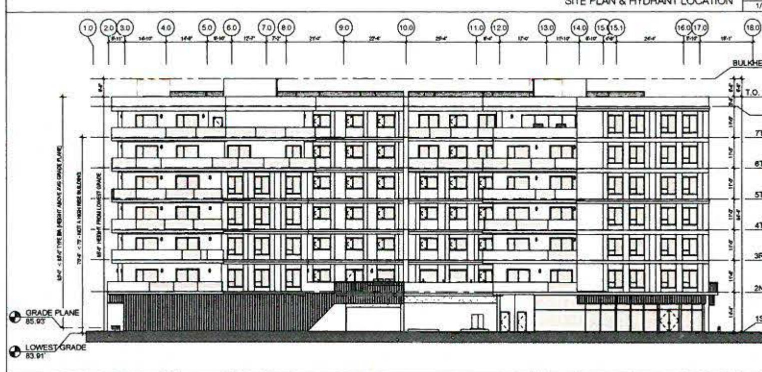
3. METHANE ZONE HAZARD LEVEL II SITE MITIGATION FILED UNDER SEPARATE APPLICATION

FIRE RESISTANCE RATING PER TABLE 601

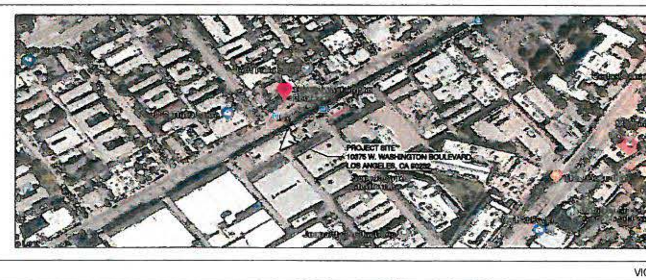
ELEMENT	TYPE I-A	TYPE IIIA
BEARING WALLS	3 HR	1 HR
EXTERIOR WALLS	3 HR	2 HR
INTERIOR WALLS	3 HR	1 HR
FLOOR CONSTRUCTION	2 HR	1 HR
ROOF CONSTRUCTION	1½ HR	1 HR



SITE PLAN & HYDRANT LOCATION — SCALE 1/16" = 1'-0" — 3



WEST ELEVATION - BUILDING HEIGHT & ZONING HEIGHT — SCALE 1/16" = 1'-0" — 2



VICINITY MAP — SCALE N.T.S. — 01

Kevin Tsai Architecture

LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 STATE OF CALIFORNIA

architects stamp

consultant

KEY PLAN

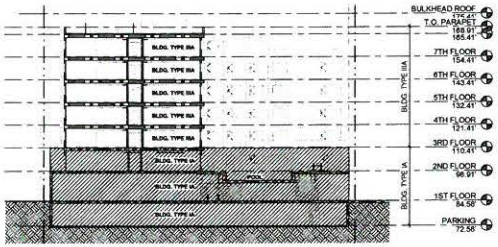
PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

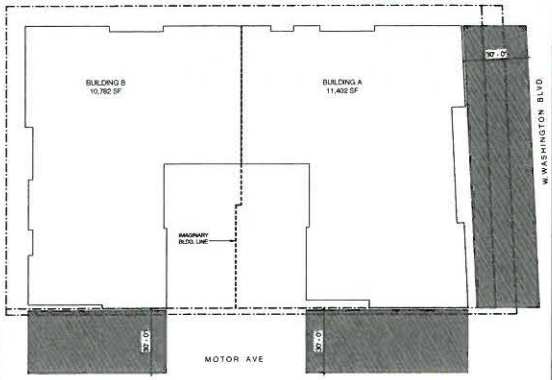
DRAWING TITLE:
ZONING AND BUILDING CODE ANALYSIS

SHEET NO.:
G002

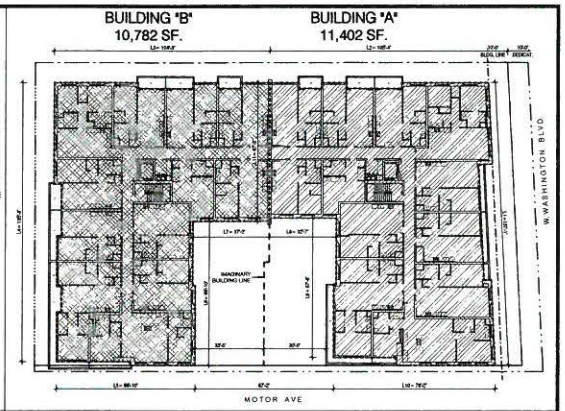
EXHIBIT "A"
Page No. 3 of 55
Case No. DIR-2020-575-TOC-SPR-HCA



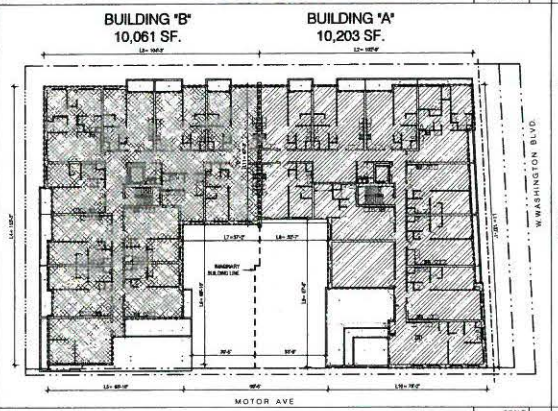
SECTION THROUGH POOL — SCALE 3/64" = 1'-0" — 7



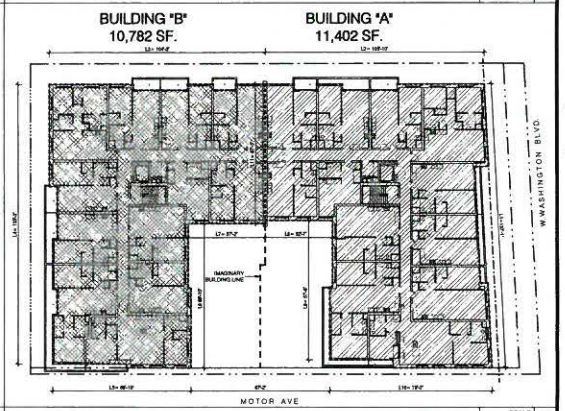
ALLOWABLE BUILDING AREA DIAGRAM (30' CLEAR) — SCALE 3/64" = 1'-0" — 6



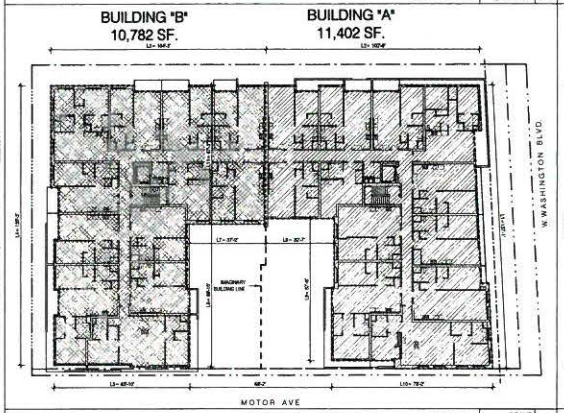
5TH FLOOR — SCALE 3/64" = 1'-0" — 3



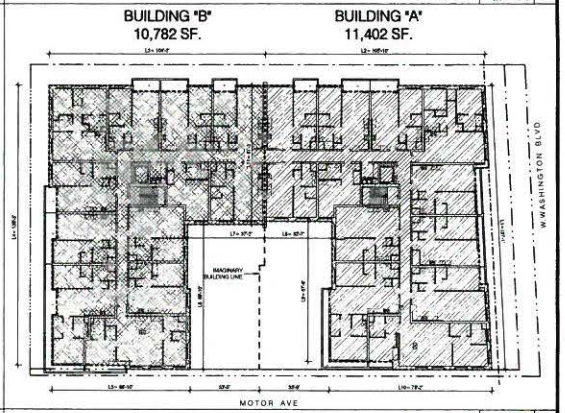
7TH FLOOR — SCALE 3/64" = 1'-0" — 5



4TH FLOOR — SCALE 3/64" = 1'-0" — 2



6TH FLOOR — SCALE 3/64" = 1'-0" — 4



3RD FLOOR — SCALE 3/64" = 1'-0" — 1

ALLOWABLE BUILDING AREA CALCULATION - REFER TO AREA DIAGRAMS ON G114 & G115

BUILDING "A"
P = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L1 + L10 = 137.08' + 76.16' = 213.24'
P BUILDING PERIMETER L1 + L2 + L3 + L4 + L5 + L6 + L7 + L8 + L9 + L10 + L11 = 137.15' + 105.46' + 52.08' + 87.51' + 76.14' + 66.14' + 48.46'
SC6.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W = (L1 x w) + L10 x w) / P
W = (137.08' x 60' + 76.16'x60') / 213.24'
W = (8218.8 + 4564.8) / 213.24'
W = 9457.2 / 213.24' = 30.40'
SC6.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
H = [F/P - 0.25]W/30
H = [213.24' / 213.24' - 0.25] 30/30
H = [0.92] 1' = 0.92
SC6.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA
EQUATION 5-6: Aa = (At + [Ab] x [1])
Aa = [24,000' + (24,000 x 0.19)] = [24,000 + 4,560] = 28,560

BUILDING "B"
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L5 = 60.40'
P BUILDING PERIMETER L2 + L4 + L5 + L6 + L7 + L11 = 104.60' + 135.29' + 66.60' + 69.60' + 36.67' + 66.14' = 482.40'
SC6.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W = (L5 x w) / P
W = (60.40' x60') / 482.40'
W = 3624.8 / 482.40' = 30
SC6.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
H = [F/P - 0.25] W/30
H = [60.40' / 482.40' - 0.25] 30/30
H = [0.12] 1' = 0.12
SC6.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA.

AGGREGATE AREA CALCULATION

LEVEL	GROSS AREA BUILDING A		GROSS AREA BUILDING B	
LEVEL P1 - BASEMENT	UNLIMITED		UNLIMITED	
LEVEL 01 - LOBBY / COM	UNLIMITED		UNLIMITED	
LEVEL 02 - RESIDENTIAL	UNLIMITED		UNLIMITED	
LEVEL 03 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 04 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 05 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 06 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 07 - RESIDENTIAL	10,203 SF / 28,560	0.35	10,061 SF / 26,640	0.37
TOTAL FLOOR AREA	56,611 SF		53,169 SF	
TOTAL (SHALL NOT EXCEED 2)		1.91		1.97

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K T A

Kevin Teal Architecture
384 S. Broadway, Los Angeles, CA 90014
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architect's stamp

consultant

KEY PLAN:

#	DATE	DESCRIPTION
001	07/09/19	ADMIN PLAN REVIEW
002	07/30/19	DRB REVIEW SCHEMATIC
003	01/24/20	DRB REVIEW DESIGN DEVELOPMENT
004	01/24/20	DRB CONSTRUCTION DOCUMENTS

DRAFT
NOT FOR CONSTRUCTION

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PLUN: Designer
DRAWN BY: Author
JOB NO.: 19-06

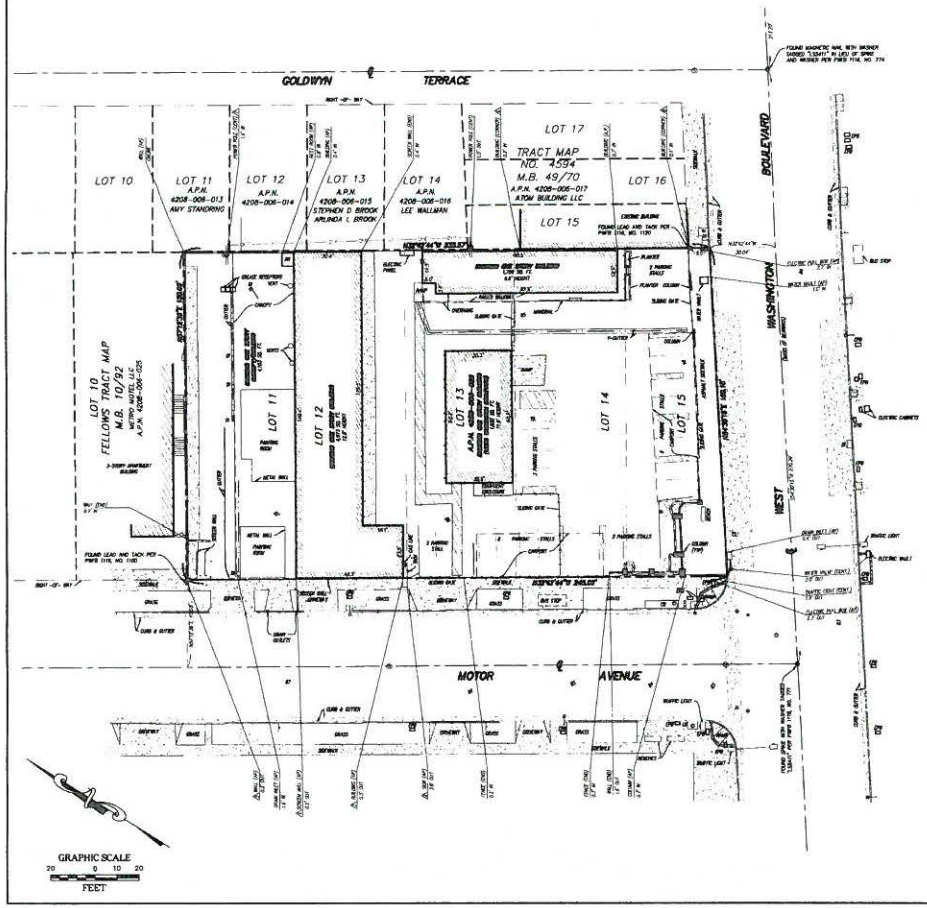
DRAWING TITLE:
ALLOWABLE BUILDING AREA

SHEET NO.:
G003

EXHIBIT "A"
Page No. 4 of 55
Case No. DIR-2020-5795-TDC-SPR-HCA

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

10375 WASHINGTON BOULEVARD, LOS ANGELES, CA 90232



LEGEND

CB	CATCH BASIN		BRICK
DI	DRAIN INLET		CENTER LINE
EPB	ELECTRIC PULL BOX		CONCRETE PAVEMENT
FN	FOUND MONUMENT		GATE
FF	FINISH FLOOR		GAS VALVE
FS	FINISH FLOOR		GUARD POST
HW	HYDRANT		HANDICAP PARKING
RR	RESTROOM		IRRIGATION CONTROL VALVE
SQ.FT.	SQUARE FEET		MANHOLE SEWER
	STEPS		MANHOLE STORMDRAIN
			STREET LIGHT
			SIGN
			TREE
			TREE PINE
			TREE PALM
			WATER FACUET
			WATER METER
			WATER VALVE
			CENTER LINE
			CHAIN LINK FENCE
			EDGE OF PAVEMENT
			IRON FENCE
			PROPERTY LINE
			RETAINING/CONCRETE WALL
			RETAINING/BLOCK WALL
			BRICK WALL
			FOREIGN (BLOCK/WOOD/PINE)

UTILITY STATEMENT

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH IT DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NO PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

POSSIBLE ENCROACHMENT NOTES

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES, STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

1. THE OVERHEAD ELECTRICAL OVERLAPS THE NORTHEASTERLY LINE AS SHOWN
2. THE BRIK OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
3. THE BUILDING OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
4. THE SCREEN WALL OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
5. THE WALL OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
6. THE BUILDING OVERLAPS INTO THE SUBJECT PROPERTY

NOTES

- THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
- THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

ZONING RESTRICTIONS

NOTE: INDICATED ZONING INFORMATION ARE FROM THE CITY OF LOS ANGELES ZONING ORDINANCES IN EFFECT AS OF THE DATE OF THIS SURVEY.
ZONING AND RESTRICTIONS SHOWN HEREON WERE OBTAINED BY A GENERAL REQUEST AT THE PUBLIC COUNTER OF THE ZONING BASED DEPARTMENT. NO REPRESENTATION IS MADE FOR THE ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION, AND THEY IS NOT AN EXPERT IN THE REPRESENTATION OF COMPLEX ZONING ORDINANCES. COMPLIANCE IS BEYOND THE SCOPE OF THE SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

ZONE: C2 (COMMERCIAL ZONE)
MINIMUM SETBACKS: NONE
HEIGHT RESTRICTIONS: NOT SPECIFIED

FLOOD NOTE: By graphic plotting only, this property is in Zone "X" of the Flood Insurance Rate Map, panel No. 06037C1565F, Panel dated September 26, 2008. This property is not located in an area where Flood Hazards exist as determined by FEMA. By telephone call to the National Flood Insurance Program (800-638-6620) we have learned this community does currently participate in the program. No field surveying was performed to determine this zone and an elevation certificate may be needed to verify this determination or apply for a variance from the Federal Emergency Management Agency.

VICINITY MAP

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 11, 12, 13, 14 AND 15 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTES CORRESPONDING TO SCHEDULE B ITEMS

BASED UPON TITLE REPORT NO. NCS-733894-LA2, DATED AUGUST, 2015 AND PREPARED BY AMERICAN TITLE COMPANY.

1. GENERAL AND SPECIAL TAXES.
2. THE LIEN OF SUPPLEMENTAL TAXES.
3. AN AGREEMENT BY COMPANY TO HOLD LAND AS ONE PARCEL RECORDED DECEMBER 07, 1983 AS INSTRUMENT NO. 83-1336910 OF OFFICIAL RECORDS.
4. AN UNRECORDED LEASE DATED DECEMBER 18, 1984, EXECUTED BY KENNA G. WALDER AND LISA WALDER AS LESSOR AND LEO SEN SON AS LESSEE AND ANY SUCH MATTERS, INCL. A CALIFORNIA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED JANUARY 28, 1987 AS INSTRUMENT NO. 87-1364 OF OFFICIAL RECORDS, AFFECTS THE LEASEHOLD ESTATE, DISCLAIMERS OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS AND NOT SHOWN HEREON.
5. TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED DECEMBER 18, 1984, BY AND BETWEEN KENNA WALDER AND LISA SEN SON AS LESSOR AND SEN SON AS LESSEE AND ANY SUCH MATTERS, INCL. A CALIFORNIA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED JANUARY 28, 1987 AS INSTRUMENT NO. 87-1364 OF OFFICIAL RECORDS, AFFECTS THE LEASEHOLD ESTATE, DISCLAIMERS OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS AND NOT SHOWN HEREON.
6. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASTER DOMEMANT AND AGREEMENT" RECORDED MAY 02, 1988 AS INSTRUMENT NO. 1988-1966000 OF OFFICIAL RECORDS.
7. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
8. RIGHTS OF PARTIES IN POSSESSION.

SITE INFORMATION

SITE ADDRESS: 10375 WASHINGTON BOULEVARD, LOS ANGELES, CA 90232

AREA: 0.833 AC, 36,317 SQ. FT.

TOTAL GROUND FLOOR AREA OF BUILDINGS: 8,328 SQ. FT.
CANOPY/BUILDING: 4,152 SQ. FT.
TOTAL: 12,479 SQ. FT.

PARKING:
- 6 REGULAR PARKING STALLS
- 16 CARPOOL PARKING STALLS
- 1 HANDICAP PARKING STALLS
- 23 TOTAL PARKING STALLS

ASSESSOR'S PARCEL NO. 4208-006-026

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTER LINE OF WASHINGTON BOULEVARD, BEING S4°25'07"E PER MAP RECORDED IN BOOK 343 PAGE 24 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

SURVEYOR'S CERTIFICATE

TO KENNA G. WALDER AND LISA M. WALDER, TRUSTEES, OR THEIR SUCCESSORS IN TRUST, UNDER THE WALDER LIVING TRUST DATED MARCH 19, 2004, AND ANY AMENDMENTS THERETO AND FIRST AMERICAN TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2014 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 7(a), 7(b1), 7(c), 8, 9, 10(a), 11(a), 13, 14, 16, 17 AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 27, 2015.

DATE OF PLAT OR MAP: OCTOBER 16, 2015.

Leonardo D. DePaoli
Registration No. 7780
In the State of California

DAY OF SURVEY: SEPTEMBER 27, 2015

PREPARED FOR:
BASTION DEVELOPMENT
11684 A WASHINGTON BLVD.
CULVER CITY, CA 90066

NO.	DATE	REVISIONS	BY
2	12-16-19	CLIENT COMMENTS	RG
1	10-19-16	CLIENT COMMENTS	HP

CALVADA SURVEYING, INC.
411 Jamie Cir., Suite 205, Corona, CA 92880
Phone: 951-202-5990 Fax: 951-890-6748
Toll Free: 800-CALVADA www.calvada.com
JOB NO. 15951

DATE: OCTOBER 20, 2015_BF/HN SHEET 1 OF 2

ALTA SURVEY | SCALE 1" = 10'-0" | 1

Kevin Tesl Architecture
8614 S. Broadway, Los Angeles, CA 90014
T.310.496.8929 www.kevin-tesl.com

LICENSED ARCHITECT
KEVIN HRUET TESL
No. C-33710
REGISTERED
STATE OF CALIFORNIA

architect's stamp

CONSULTANT

KEY PLAN

#	DATE	ISSUE RECORD
01	09/09/19	100% DESIGN DEVELOPMENT
02	09/23/19	100% DESIGN DEVELOPMENT
03	10/15/19	CONDITIONAL USE PLANNING
04	10/25/19	CONDITIONAL USE PLANNING
05	12/06/19	PLAN CHECK SUBMITTAL

PLAN CHECK

PROJECT TITLE
SONY ADJACENT RESIDENCE
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

FORM: GV
DRAWN BY: GV/SJ
JOB NO.: 19-39

DRAWING TITLE
ALTA SURVEY

SHEET NO.:
G010

EXHIBIT "A"
Page No. 5 of 55
Case No. DIR-2020-5755-TDR-SPP-MSP-HCA

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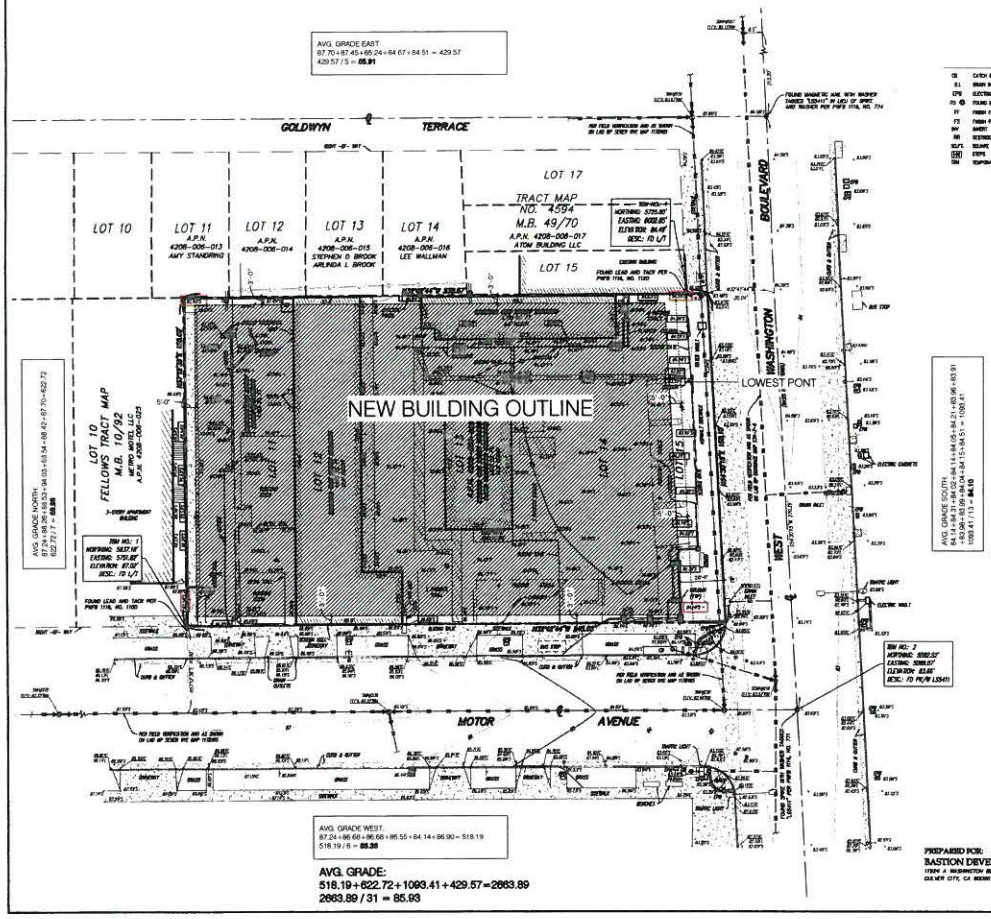
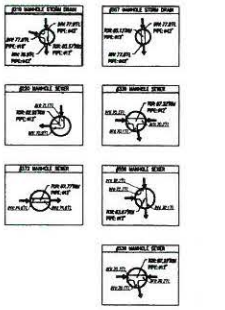
TOPOGRAPHIC SURVEY

10375 WASHINGTON BOULEVARD, LOS ANGELES, CA 90232





GRAPHIC SCALE

20 0 10 20

FEET

PREPARED FOR:
BASTION DEVELOPMENT
11309 A WASHINGTON BLVD.
CULVER CITY, CA 90230

NO.	DATE	REVISIONS	BY
2	12-16-19	CLIENT COMMENTS	RG
1	10-19-16	CLIENT COMMENTS	HP

CALVADA SURVEYING, INC.
411 Jamie Cir., Suite 206, Corona, CA 92880
Phone: 951-280-6280 Fax: 951-280-8748
Toll Free: 855-CALVADA www.calvada.com
JOB NO. 18681

DATE: OCTOBER 20, 2015_BF/HN SHEET 2 OF 2

VICINITY MAP

BENCH MARK

ELEVATIONS SHOWN HEREON ARE BASED UPON LOS ANGELES BENCH MARK 13-00664, ELEVATION 77.70 FEET (NAVD 88).

DESCRIPTION: FOUND ⊕ CUT ON WASHINGTON BOULEVARD, 4 FEET EAST OF W.C.S. OF OVERLAND AVENUE, WEST END OF CATCH BASIN.

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTER LINE OF WASHINGTON BOULEVARD, BEING: N34°38'10"E PER MAP RECORDED IN BOOK 343 PAGE 34 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

UTILITY STATEMENT

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR further DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN HEREON ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND STRUCTURES.

Underground Service Alert
Call: TOLL FREE 1-800 227-2600
"Dig Safe"

PREPARED UNDER MY SUPERVISION:

LS 7780

Armando B. Dufresne
Registration No. 7780
in the State of California

DATE OF SURVEY: SEPTEMBER 27, 2015

TOPHOGRAPHIC SURVEY | SCALE 12" = 1'-0" | 1

Kevin Tsai Architecture
934 S. Broadway, Los Angeles, CA 90014
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ARCHITECT'S STAMP

OWNER/AGENT

KEY PLAN:

#	DATE	REVISIONS
1	10/19/16	CLIENT COMMENTS
2	12/16/19	CLIENT COMMENTS
3	12/19/19	CITY PLANNING SUBMITTAL
4	3/13/20	DRB REVIEW DEVELOPMENT
5	4/13/20	DRB CONSTRUCTION DOCUMENTS

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Date/Time
DRAWN BY: Plot Scale
JOB NO.: Date

DRAWING TITLE:
LOWEST GRADE POINT

SHEET NO.:
G011

EXHIBIT A
Page No. 6 of 55
Case No. DIR-2020-3535-DRC-SPR-1A

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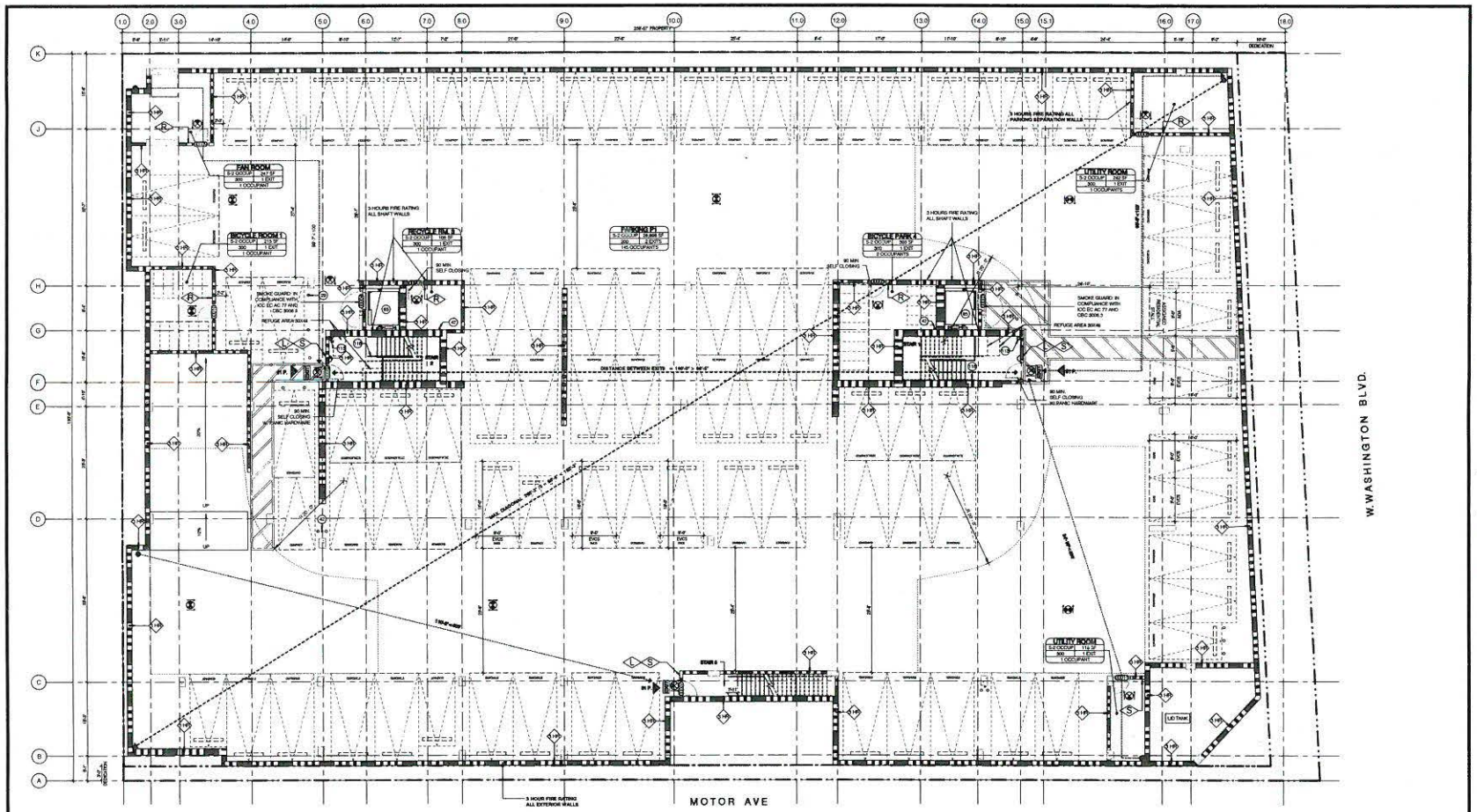

52 STD STALLS. (1ADA - 6 EVCS) 35 COMPACTS

PARKING FLOOR PLAN

SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- CO/MBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

39 BOLLARDS - SEE DETAIL ON A0620
42 8" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113 STANDPIPE - REFER TO FIRE PROTECTION
114 HANDRAIL EXTENSIONS

NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT.

WALL TYPES LEGEND

- NON RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 706.3
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections are prohibited
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 6 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501–1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR: FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH (EQUIV) (CBC 1011.2)	DOOR F/FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
						STAIR DOOR					
STAIR 1	2HR	44'	0.3	153	44'	90 MIN.	36'	0.2	180	32'	140
STAIR 2	2HR	44'	0.3	153	44'	90 MIN.	36'	0.2	180	32'	140
STAIR 3	2HR	44'	0.3	153	44'	90 MIN.	36'	0.2	180	32'	51

* 2010 CALIFORNIA BUILDING CODE 1020.4 EXCEPTION 3
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 35 FEET.

** 2010 CALIFORNIA BUILDING CODE 303.1.1 EXCEPTION 2
SMALL BUSINESS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY."
303.1.2 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	182 PER.	2 EXITS
L1	R-2 (RESIDENTIAL) S-2 (PARKING) B (OFFICE) M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL) A-2 (POOL), A-3 (GYM)	265 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	279 PER.	2 EXITS

4/22/2020 9:21:09 PM

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ARCHITECT STAMP:

CONSULTANT:

KEY PLAN:

#	DATE	ISSUE RECORD
01	10/16/2019	PLANNING DESIGN
02	12/20/2019	CITY REVIEW DESIGN CORRECT
03	03/13/2020	CITY REVIEW DESIGN CORRECT
04	04/17/2020	CITY REVIEW DESIGN CORRECT

DRAFT
NOT FOR CONSTRUCTION

PROJECT TITLE:
SONY ADJACENT RESIDENCE

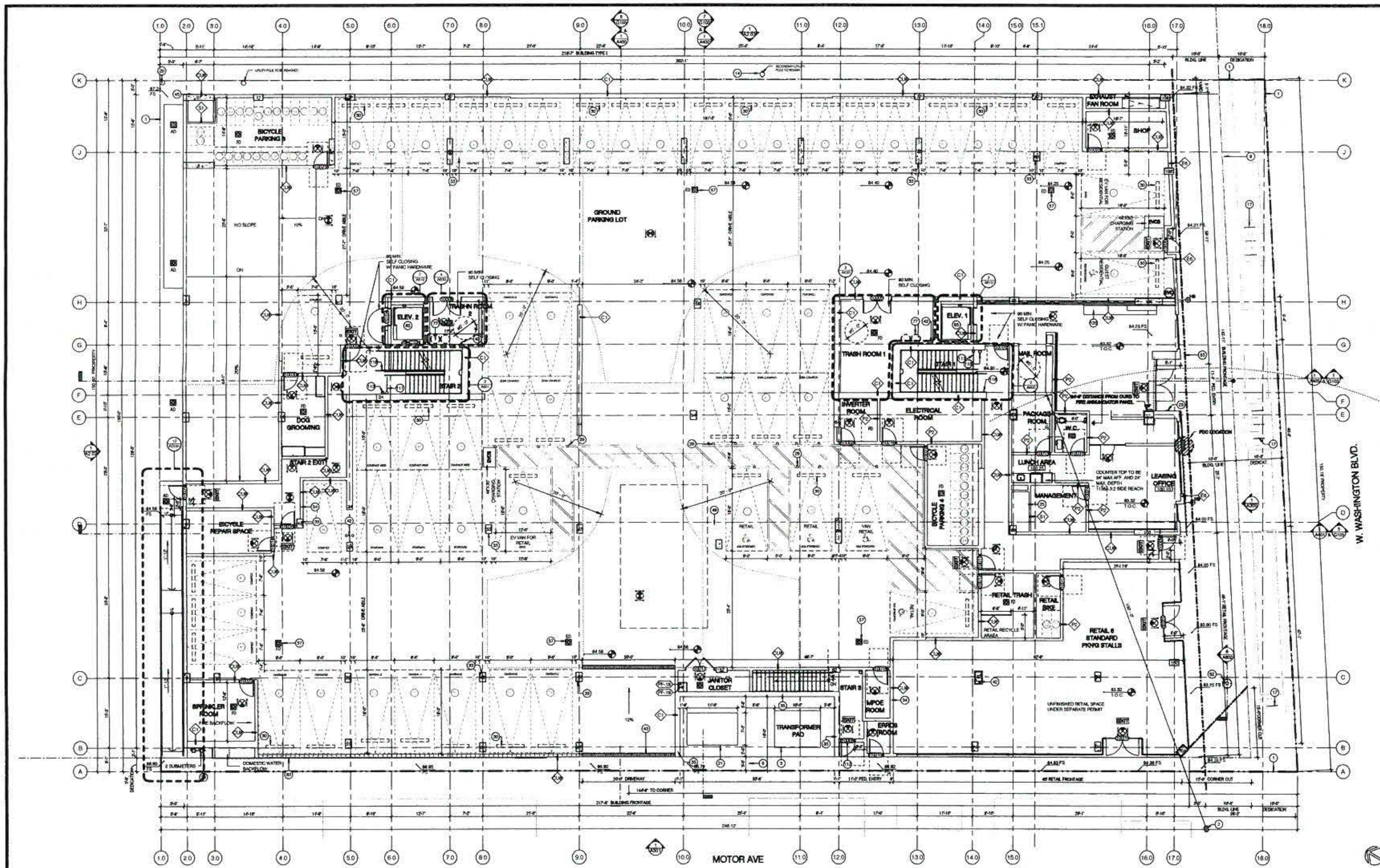
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM:
DRAWN BY:
JOB NO.:

DRAWING TITLE:
PARKING EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G100

EXHIBIT A
Page No. 7 of SS
Case No. DIR-2020-5375-TDC-SPR-1114



1ST FLOOR PLAN — SCALE 1/8" = 1'-0" — 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.1.9)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
6. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CODE TERMINATION OF ENVIRONMENTAL AIR DUCTS.
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GPM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N
9. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5 CHART NO. 5
15. CARBON MONOXIDE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
16. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
17. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EVSE" SPACES AT THE FULL RATED AMPERAGE. OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR ALL ELECTRICAL CHARGING SYSTEM

KEYNOTES

1	PROPERTY LINE
2	EXISTING FIRE HYDRANT
3	TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
9	HIGHWAY DEDICATION
14	EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
20	NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21	SWITCHBOARD - REFER TO DWP PLANS
23	BUILDING INTERCOM - BY OTHERS
24	GAS METERS (3) - REFER TO PLUMBING
25	GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
29	BOLLARDS - SEE DETAIL ON AD020
30	PRECAST WHEEL STOP - SEE DETAIL ON G302
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
34	REINFORCED CONCRETE MASONRY UNIT WALL - REFER TO STRUCTURAL
36	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
43	TRENCH DRAIN - REFER TO PLUMBING PLANS

KEYNOTES

45	FRESH AIR GARAGE INTAKE IN 2 HR SHAFT - REFER TO MECH PLANS
49	EVCS STALL W/ RACEWAY TERMINATION POINT
52	TANK MANHOLE
57	EMERGENCY DRAIN - REFER TO PLUMBING PLANS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
83	DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A800
111	STAIR BARRIER PER CBC 1023.8 - SEE DETAIL ON AD130
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE
113	STANDPIPE - REFER TO FIRE PROTECTION
118	HANDRAIL EXTENSIONS
120	FIRE PLACE BY OTHERS. PROVIDE DIRECT VENT, SEALED COMBUSTION TYPE.

MOTOR AVE RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	217.88'
PEDESTRIAN ENTRIES	- 11.00'
DRIVEWAY	- 20.00'
TOTAL	186.88' x 35%
RETAIL FRONTAGE REQ'D	65.00'
RETAIL FRONTAGE PROVIDED	65.00'

WASHINGTON BLVD. RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	143.91'
PEDESTRIAN ENTRIES	-11.33'
TOTAL	132.58' x 35%
RETAIL FRONTAGE REQ'D	46.40'
RETAIL FRONTAGE PROVIDED	46.06'

NOTE:

MIXED-USE EXCEPTION FOR YARDS PURSUANT TO LAMC SECTION 12.22 A. 18(C)(3). SUBJECT TO VERIFICATION BY THE LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY (SEE "TOC LETTER OF DETERMINATION HIGHLIGHTS" IN SHEET G004.

SYMBOL LEGEND

COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
CLASS A STAND PIPE PER FIRE PROTECTION	GAS HOOKUP
EXIT SIGN	EVCS RACEWAY TERMINATION POINT
WALL TAG	BATHROOM EXHAUST FAN / LIGHT COMBO
WINDOW TAG	BOLLARD
DOOR TAG	BACKFLOW
FLOOR DRAIN/AREA DRAIN (RECTANGULAR)	

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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Kevin Tsai Architecture

LICENSED ARCHITECT — KUO-HUEI TSAI — No. C-33710 — STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN

PLAN CHECK

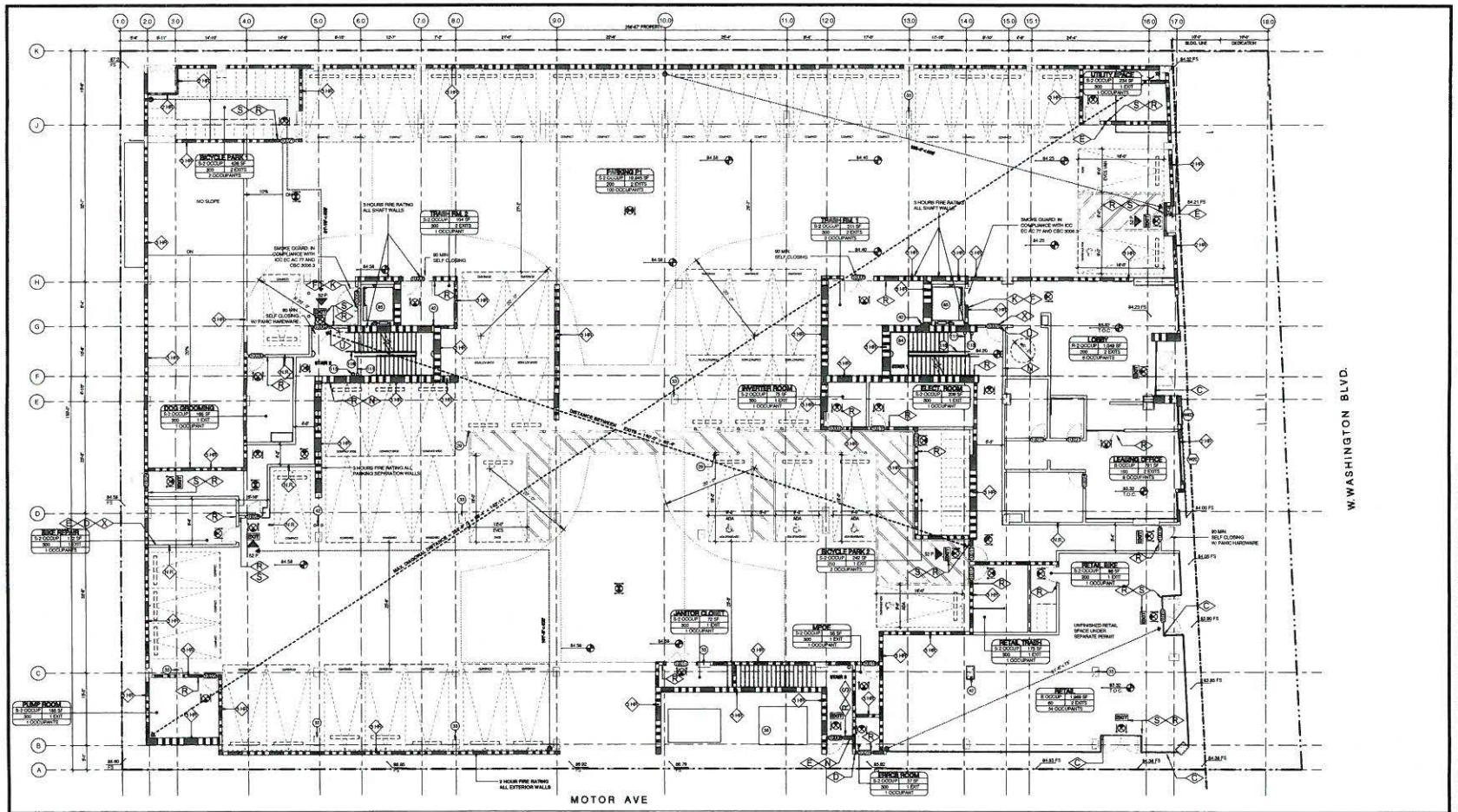
PROJECT TITLE:
SONY ADJACENT RESIDENCE
10575 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: GY
DRAWN BY: GY/BJ
JOB NO.: 19-09

DRAWING TITLE:
1ST FLOOR PLAN

SHEET NO.:
A210

EXHIBIT "A"
Page No. 8 of 55
Case No. DIR-2020-575-TOC-SPR-HCA



24 STD STALLS. (5 ADA - 2 EVCS) 30 COMPACTS

1ST FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- (MA) COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- (T1) WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FD FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- (EV) EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA HIGH SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

3	TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
29	BOLLARDS - SEE DETAIL ON A0020
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0820
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
42	5" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
64	STAIR OPENING
65	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
111	STAIR BARRIER PER CBC 1025.8 - SEE DETAIL ON A0150
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections are permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 9 inches for every foot of FSD beyond 3 feet or fraction thereof

For S1: 1 foot = 304.8 mm; 1 sq ft = 23.4 mm.

NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1 – 500	2
501 – 1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

	EXIT STAIR					STAIR DOOR				
LOCATION	FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	3HR	48"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 2	2HR	48"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 3	2HR	48"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	51

* 2016 CALIFORNIA BUILDING CODE 1005.4 EXCEPTION 2
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R-2.1, R-3, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 50 FEET.

** 2016 CALIFORNIA BUILDING CODE 508.1.1 EXCEPTION 2
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY".
305.1.2 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	283 PER	3 EXITS
L3	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	376 PER	2 EXITS

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architect's stamp

consultant

KEY PLAN

#	DATE	ISSUE RECORD
01	6/12/2020	CONDITIONAL REVIEW
02	6/19/2020	DPR SCHEME REVIEW (REV 1)
03	7/10/2020	DPR SCHEME REVIEW (REV 2)
04	7/13/2020	DPR CONSTRUCTION SUBMITTAL

All designs, ideas, arrangements and plans indicated or shown in these drawings and specifications are the property and constitutes the original work of Kevin Tsai Architecture. They are not to be used in whole or in part for any other project without written authorization from Kevin Tsai Architecture. Visual contact with these documents over unlawful intent. Any use of these documents for any purpose other than the intended purpose shall be brought to the attention of the architect prior to the commencement of work.

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

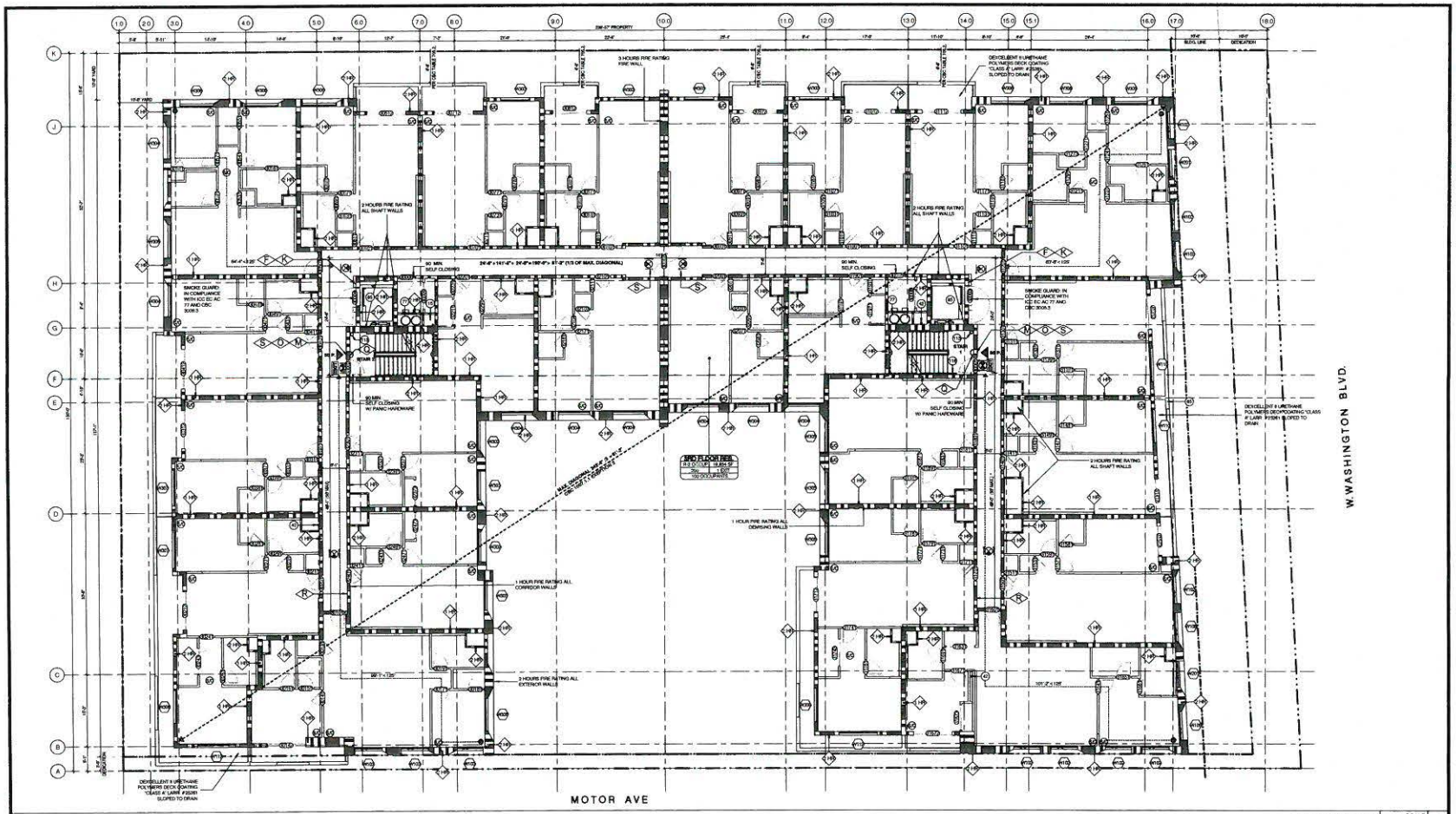
1575 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM:
DRAWN BY: Author
JOB NO.:

DRAWING TITLE:
1ST FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G101

EXHIBIT A
Page No. 9 of SS
Case No. PIR-2020-595-TOC-SPR-HCA



3RD FLOOR PLAN — SCALE 1/8" = 1'-0" — 1

SYMBOL LEGEND

- (MC) COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGH
- (T) WALL TAG
- (W) WINDOW TAG
- (111) DOOR TAG
- (FD) FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- (FD) FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- (EV) EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

1 FIREPLACE IS DIRECT VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

- 15 REFUSE CHUTE VENT SHAFT
- 40 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
- 65 42" HIGH GUARDRAIL
- 77 TRASH CHUTE ON 2HR RATED SHAFT WALL
- 89 ELEVATOR OPENING - REFER TO SEE DETAILS ON SHEET A650
- 112 STANDPIPE - REFER TO FIRE PROTECTION
- 116 HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 706.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projection not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 9 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501–1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-2, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR: FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	STAIR DOOR: DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	48"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 2	2HR	48"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 3	2HR	48"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	51

* 2016 CALIFORNIA BUILDING CODE 1005.4 EXCEPTION 3
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, & AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEADEND CORRIDORS SHALL NOT EXCEED 50 FEET.

** 2016 CALIFORNIA BUILDING CODE 303.1.1 EXCEPTION 3
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY".
303.1.2 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

REFUSE AREA FOR BUILDING "A":
BUILDING 'A' OCCUPANCY LOAD = HALF OF DOOR CAPACITY x 3 SQ.FT.
50 PER. = 180 PER = 230 x 3 = 690 SQ. FT.
BUILDING 'A' CORRIDOR 5.5 x 130' = 715 SQ.FT. > 690

REFUSE AREA FOR BUILDING "B":
BUILDING 'B' OCCUPANCY LOAD = HALF OF DOOR CAPACITY x 3 SQ.FT.
50 PER. = 180 PER = 230 x 3 = 690 SQ. FT.
BUILDING 'B' CORRIDOR 5.5 x 130' = 715 SQ.FT. > 690

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER.	2 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	283 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	106 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	106 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	278 PER.	2 EXITS

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architect's stamp

KEY PLAN:

#	DATE	ISSUE RECORD
01	10.09.19	KICK-OFF / IC REVIEW
02	10.30.19	SITE & STAIR DEMO SUBMITTAL
03	11.15.19	50% CONSTRUCTION DOCUMENTS
04	12.13.19	90% CONSTRUCTION DOCUMENTS

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-20
DRAWING TITLE:
3RD FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G103

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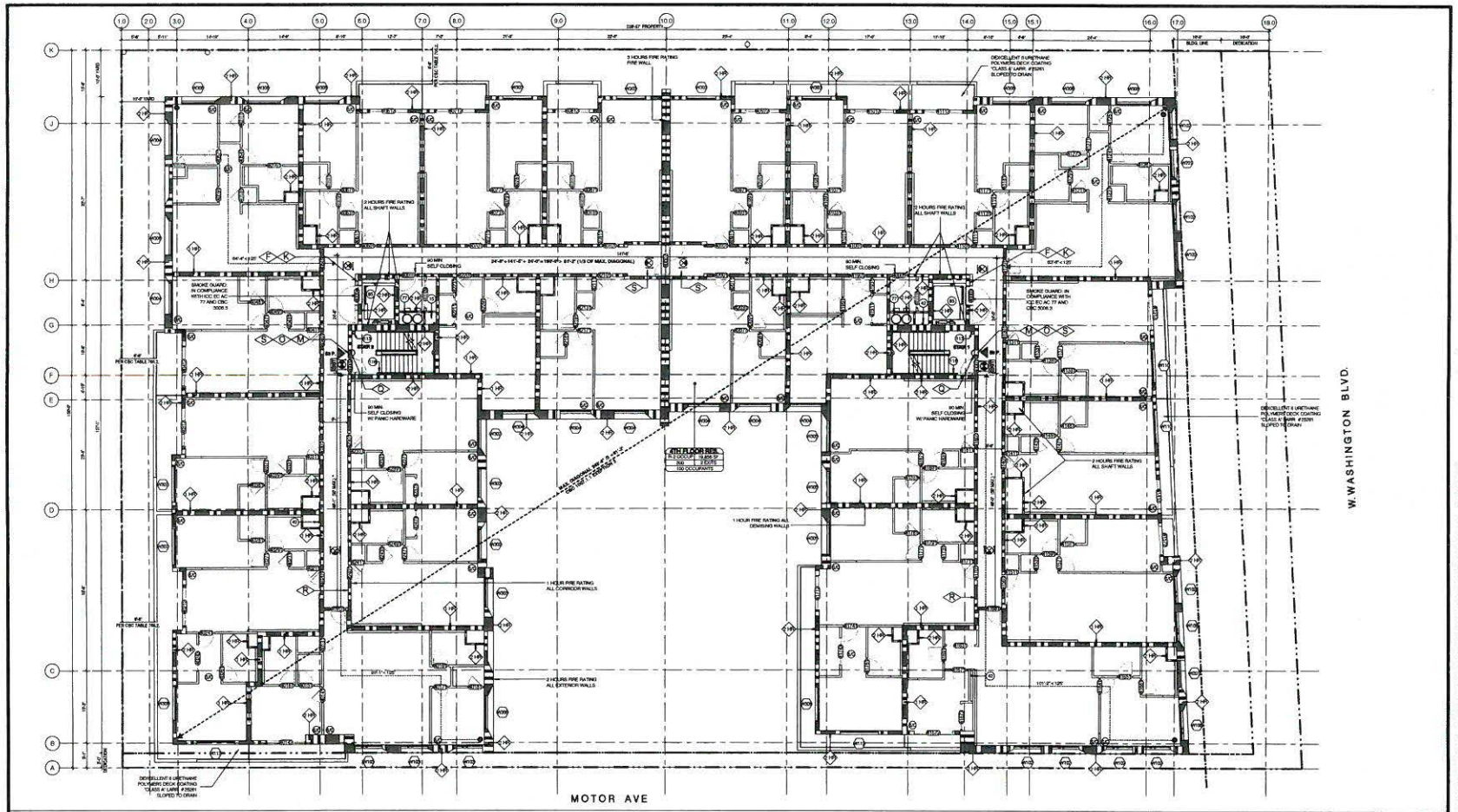
EXHIBIT "A"
Page No. 10 of 55
Case No. DIR-2020-535-TOC-SPR-HCA



4TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- CO/SC — COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FD — FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- FD — FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

- 15 REFUSE CHUTE VENT SHAFT
- 40 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
- 77 TRASH CHUTE ON 2HR-RATED SHAFT WALL
- 85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
- 113 STANDPIPE - REFER TO FIRE PROTECTION
- 116 HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C I P CONCRETE

TABLE 716.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FEET)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections are prohibited
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 9 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm. 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1 – 500	2
501 – 1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR: FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH PROD (CBC 1011.2)	STAIR DOOR: DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	48"	0.3	155	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 2	2HR	48"	0.3	155	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 3	2HR	48"	0.3	155	44"	90 MIN.	36"	0.2	180	32"	51

* 2016 CALIFORNIA BUILDING CODE 1005.4 EXCEPTION 2
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 50 FEET.

** 2016 CALIFORNIA BUILDING CODE 202.1.1 EXCEPTION 3
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY".
309.1.3 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

REFUGE AREA FOR BUILDING "A":
BUILDING "A" OCCUPANCY LOAD = HALF OF DOOR CAPACITY = 3 SQ.FT.
50 PER. = 180 PER = (3) x 3 = 9 SQ. FT.
BUILDING "A" CORRIDOR 5 ft x 150 = 715 SQ.FT. > 6SF.

REFUGE AREA FOR BUILDING "B":
BUILDING "B" OCCUPANCY LOAD = HALF OF DOOR CAPACITY = 3 SQ.FT
50 PER. = 180 PER = (3) x 3 = 9SF SQ. FT.
BUILDING "B" CORRIDOR 5 ft x 150 = 715 SQ.FT. > 6SF

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	150 PER	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	280 PER	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L7	R-2 (RESIDENTIAL), A-3 (ASSEMBLY), B **	276 PER	2 EXITS

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architect's stamp

consultant

KEY PLAN:

#	DATE	DESCRIPTION
01	10.09.19	CONTINUE DESIGN
02	10.23.19	50% DESIGN DEVELOPMENT
03	12.20.19	100% DESIGN DEVELOPMENT
04	01.10.20	100% CONSTRUCTION DOCUMENTS

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

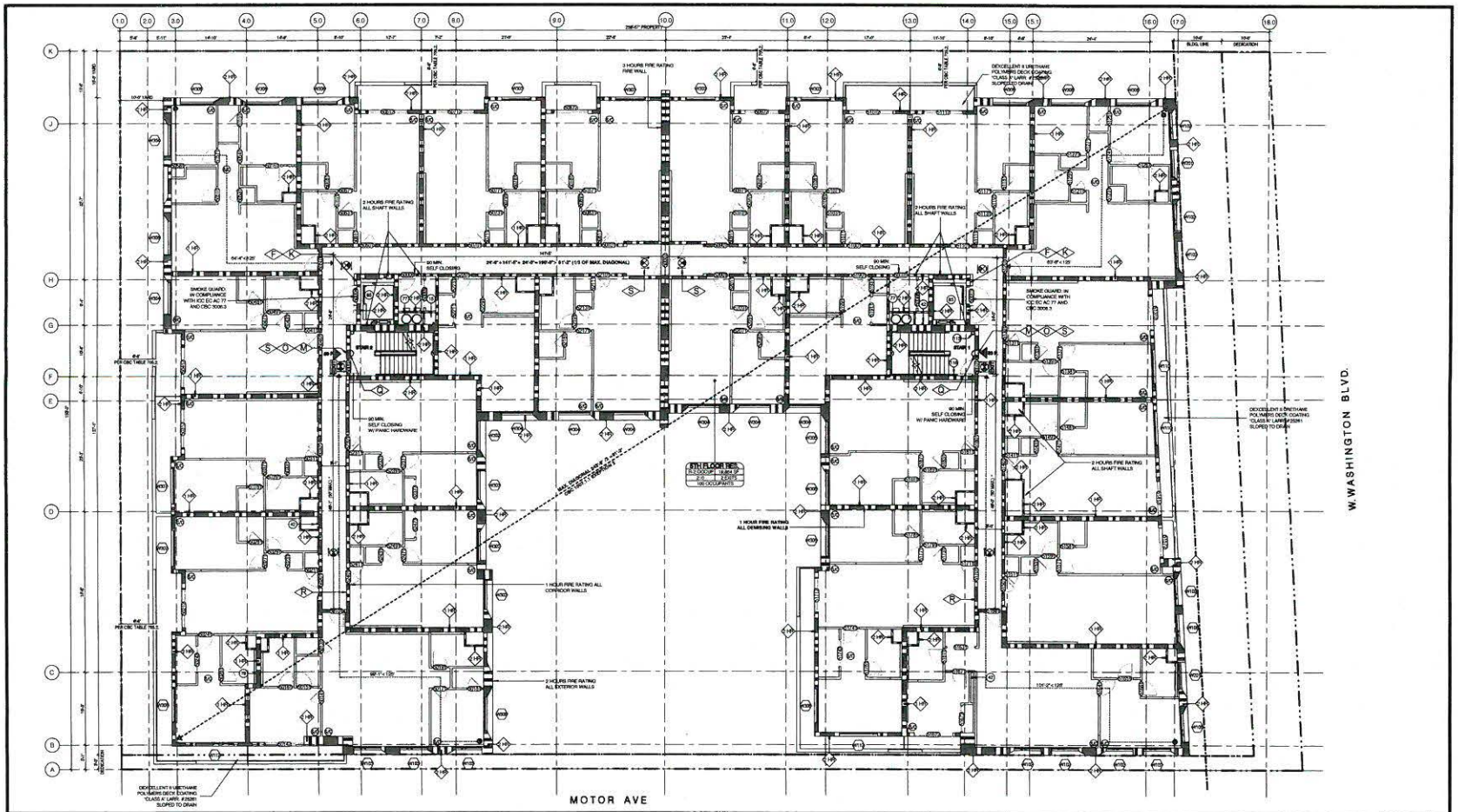
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PO File: Designer
DRAWN BY: Author
JOB NO.: 19-201

DRAWING TITLE:
4TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G104

EXHIBIT A
Page No. 11 of 55
Case No. DIR-2020-575-TOC-SPR-HCA



5TH FLOOR EGRESS PLAN

SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- SC — COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CS — CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT — EXIT SIGN
- 13 — WALL TAG
- 13 — WINDOW TAG
- 111 — DOOR TAG
- FD — FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FD — FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- G — GAS HOOKUP
- EV — EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURERS SPECIFICATIONS ONTO PLANS.

KEYNOTES

- 15 REFUSE CHUTE VENT SHAFT
- 42 8" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
- 77 TRASH CHUTE ON 2HR RATED SHAFT WALL
- 78 DIMISING WALL 2-HR RATED - SEE FLOOR PLAN & WALL TYPES
- 85 ELEVATOR OPENING - REFER TO S05 DETAIL 5 ON SHEET A601
- 113 STANDPIPE - REFER TO FIRE PROTECTION
- 116 HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1-HR. FIRE-RATED WALL
- 2-HR. FIRE-RATED WALL
- 3-HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 6 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501 – 1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR: FIRE RATING	EXIT STAIR: STAIR WIDTH (IN)	EXIT STAIR: FACTOR (CBC 1005.3.1)	EXIT STAIR: CAPACITY	EXIT STAIR: STAIR WIDTH REQ'D (CBC 1011.2)	EXIT DOOR: DOOR FIRE RATING	EXIT DOOR: DOOR WIDTH (IN)	EXIT DOOR: FACTOR (CBC 1005.3.1)	EXIT DOOR: CAPACITY	EXIT DOOR: MIN. DOOR WIDTH	EXIT DOOR: ACTUALLY USED
STAIR 1	2HR	44"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 2	2HR	44"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 3	2HR	44"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	21

* 2016 CALIFORNIA BUILDING CODE 1005.4 EXCEPTION 2
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD END CORRIDORS SHALL NOT EXCEED 50 FEET.

** 2016 CALIFORNIA BUILDING CODE 303.1.3 EXCEPTION 2
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY".
303.1.2 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70.925 M² AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

REFUGE AREA FOR BUILDING "A":
BUILDING "A" OCCUPANCY LOAD = HALF OF DOOR CAPACITY x 3 SQ.FT
50 PER. = 180 PER x 250 x 3 = 880 SQ. FT.
BUILDING "A" CORRIDOR 5.5 x 130 = 715 SQ.FT. = 880

REFUGE AREA FOR BUILDING "B":
BUILDING "B" OCCUPANCY LOAD = HALF OF DOOR CAPACITY x 3 SQ.FT
50 PER. = 180 PER x 250 x 3 = 880 SQ. FT.
BUILDING "B" CORRIDOR 5.5 x 130 = 715 SQ.FT. = 880

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER.	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-2 (GYM)	255 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	276 PER.	2 EXITS

Kevin Teal Architecture

ARCHITECT'S STAMP

CONSULTANTS

KEY PLAN

#	DATE	ISSUE/REVISION
01	07.17.2019	PLANNING SUBMITTAL
02	01.30.2020	50% CD SET FOR CONSTRUCTION
03	03.27.2020	100% CD SET FOR ISSUE
04	05.22.2020	100% CD SET FOR CONSTRUCTION

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM: Designer
DRAWN BY: Author
JOB NO.: 18-08

DRAWING TITLE:
5TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G105

EXHIBIT A
Page No. 12 of 55
Case No. DIR-2020-5395-TDC-SPR-HCA

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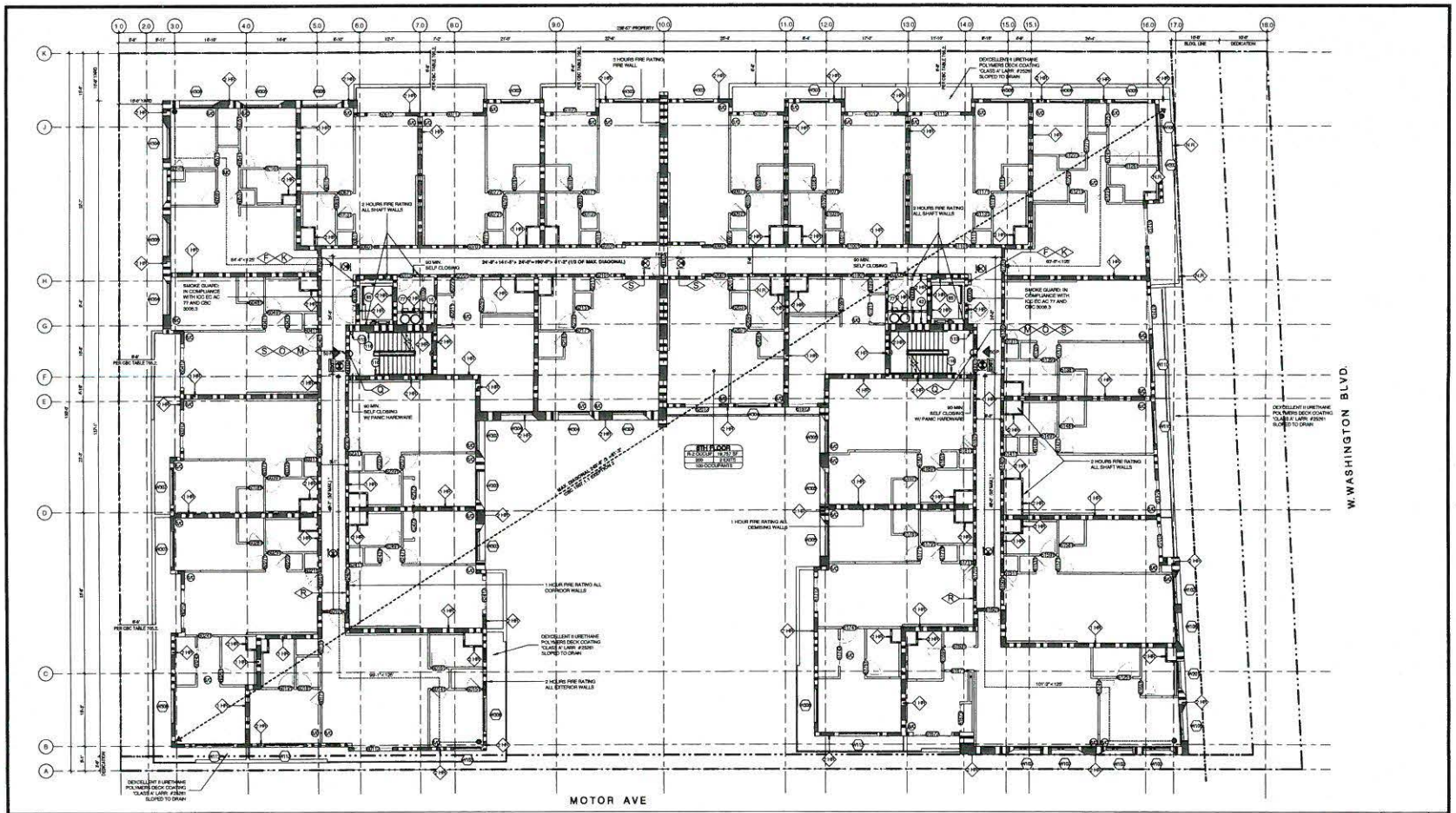

6TH FLOOR PLAN — SCALE 1/8" = 1'-0" — 1

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)

*FIREPLACE IS DIRECT VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

- 15 REFUSE CHUTE VENT SHAFT
- 42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
- 77 TRASH CHUTE ON 2HR RATED SHAFT WALL
- 85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
- 113 STANDPIPE - REFER TO FIRE PROTECTION
- 118 HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 746.3
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE PROJECTION USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 6 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm, 1 sq.ft = 23.4 mm

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501 – 1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR: FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	STAIR DOOR: DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	48"	0.3	153	44"	90 MIN	36"	0.2	180	32"	142
STAIR 2	2HR	48"	0.3	153	44"	90 MIN	36"	0.2	180	32"	142
STAIR 3	2HR	48"	0.3	153	44"	90 MIN	36"	0.2	180	32"	51

* 2016 CALIFORNIA BUILDING CODE 1020.4 EXCEPTION 2
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 50 FEET.

** 2016 CALIFORNIA BUILDING CODE 903.1.1 EXCEPTION 3
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY.
1.5.1.3 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

REFUGE AREA FOR BUILDING "A":

BUILDING 'A' OCCUPANCY LOAD = HALF OF DOOR CAPACITY x 5 SQ.FT
50 PER. = 180 PER = 250 x 3 = 750 SQ. FT.
BUILDING 'A' CORRIDOR 5.0 x 130' = 715 SQ.FT. > 680

REFUGE AREA FOR BUILDING "B":

BUILDING 'B' OCCUPANCY LOAD = HALF OF DOOR CAPACITY x 5 SQ.FT
50 PER. = 180 PER = 250 x 3 = 750 SQ. FT.
BUILDING 'B' CORRIDOR 5.0 x 130' = 715 SQ.FT. > 680

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER	2 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	280 PER	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B * *	279 PER	2 EXITS

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Kevin Taal Architecture
[redacted]

architect's stamp

consultant

KEY PLAN:

#	DATE	ISSUE/REVISION
01	10/30/19	PLANNING SUBMITTAL
02	12/20/19	50% DESIGN DEVELOPMENT
03	03/13/20	100% DESIGN DEVELOPMENT
04	04/22/20	100% CONSTRUCTION DOCUMENTS

[redacted]

PROJECT TITLE:
SONY ADJACENT RESIDENCE

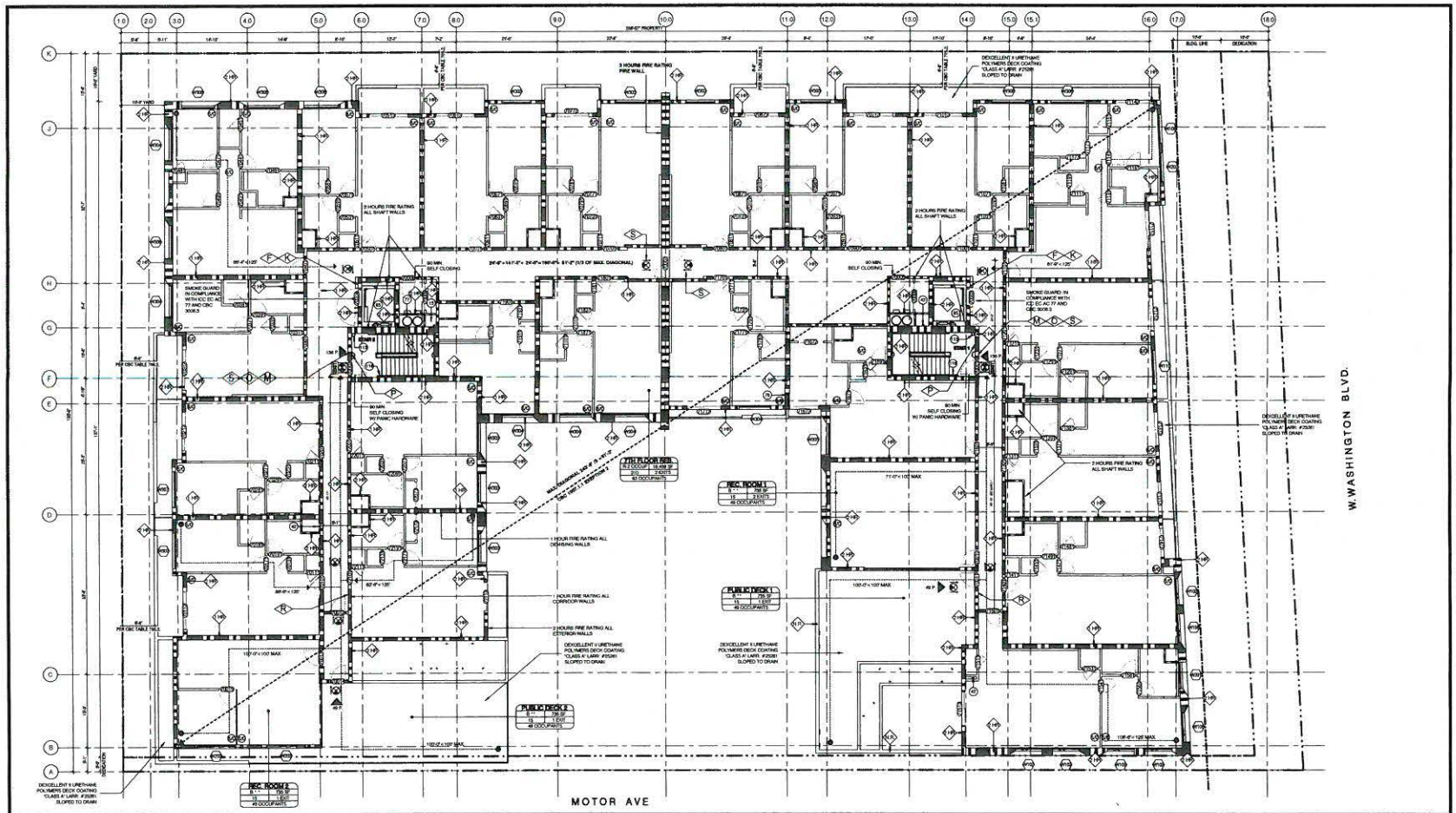
10875 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Owner
DRAWN BY: [redacted]
JOB NO. [redacted]

DRAWING TITLE:
6TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G106

EXHIBIT
Page No. 13 of 55
Case No. DIR-2020-575-TDC-SPR-HCA



7TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED-COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

- 15 REFUSE CHUTE VENT SHAFT
- 42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
- 77 TRASH CHUTE ON 2HR RATED SHAFT WALL
- 78 DEMISING WALL 2 HR RATED - SEE FLOOR PLAN & WALL TYPES
- 85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
- 113 STANDPIPE - REFER TO FIRE PROTECTION
- 118 HANDRAIL EXTENSIONS

NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 706.3
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 6 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1 – 500	2
501 – 1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR: FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.5)	STAIR DOOR: DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	44"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	140
STAIR 2	2HR	44"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	140
STAIR 3	2HR	44"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	51

* 2016 CALIFORNIA BUILDING CODE 1006.4 EXCEPTION 2
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, B AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD END CORRIDORS SHALL NOT EXCEED 50 FEET.

** 2016 CALIFORNIA BUILDING CODE 303.1.1 EXCEPTION 2
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY"
303.1.2 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

REFUGE AREA FOR BUILDING "A":
BUILDING "A" OCCUPANCY LOAD = HALF OF DOOR CAPACITY = 3 SQ.FT.
140 PER. x 180 PER = 350 x 3 = 980 SQ. FT.
BUILDING "A" CORRIDOR 5.5 x 130 = REFUGE AREAS = 715 + 250 = 965 SQ.FT.

REFUGE AREA FOR BUILDING "B":
BUILDING "B" OCCUPANCY LOAD = HALF OF DOOR CAPACITY = 3 SQ.FT.
140 PER. x 180 PER = 350 x 3 = 980 SQ. FT.
BUILDING "B" CORRIDOR 5.5 x 130 = REFUGE AREAS = 715 + 250 = 965 SQ.FT.

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	132 PER.	3 EXITS
L1	A-2 (RESIDENTIAL) S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	184 PER.	2 EXITS
L2	R-2 (RESIDENTIAL) A-2 (POOL), A-3 (GYM)	283 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	180 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	180 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	180 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	180 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	279 PER.	2 EXITS

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Kevin Tsai Architecture
604 S. Broadway, Los Angeles, CA 90014
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architect's stamp

consultant

KEY PLAN

#	DATE	ISSUE RECORD
01	07.17.2020	CD PERMIT SET
02	08.14.2020	50% DESIGN DEVELOPMENT
03	10.02.2020	100% DESIGN DEVELOPMENT
04	01.08.2021	50% CONSTRUCTION DOCUMENTS

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10275 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM:
DRAWN BY: Author
JOB NO.: 19-03
DRAWING TITLE:
7TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G107

EXHIBIT A
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Case No. DIR-2020-575-TOC-SPR-HCA

OPEN SPACE CALCULATION - SEE DIAGRAMS G112 & G113			
REQUIRED TOTAL OPEN SPACE - REFER TO G110 AND G111 FOR DIAGRAMS			
UNIT TYPE	UNIT COUNT	OPEN SPACE Ratio	OPEN SPACE REQUIRED
< 3 H.R *	107 UNITS	100 S.F. / UNIT	10,700 S.F
= 3 H.R *	30 UNITS	125 S.F. / UNIT	4,000 S.F
> 3 H.R *	-	175 S.F. / UNIT	-
TOTAL	136 UNITS		14,700 S.F.
T.O.C. REDUCTION	TIER 3 (25% REDUCTION)	14,700 S.F. / 25 =	11,025 S.F.
SEE DWELLING UNIT MATRIX FOR UNIT TYPE BREAKDOWN			
PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE			
NUMBER OF UNITS	MAXIMUM OPEN SPACE RATIO		ATTRIBUTABLE OPEN SPACE
50 DWELLING UNITS	50 S.F. / UNIT		6,950 S.F
SEE G112 - G115 FOR DWELLING UNIT MATRIX FOR OPEN SPACE PROVIDED PER UNIT			
REQUIRED COMMON OPEN SPACE			
TOTAL OPEN SPACE REQUIRED	COMMON OPEN RATIO		COMMON OPEN SPACE REQUIRED
11,025 S.F.	50% OF TOTAL OPEN SPACE		5,513 S.F.
PROVIDED COMMON OPEN SPACE			
LOCATION			OPEN SPACE PROVIDED
POOL AREA			3,835 S.F.
PUBLIC DECK AT 7TH FLOOR (726 S.F. + 789 S.F.)			1,470 S.F.
GYM AND REC ROOM * (1,135 S.F. + 795 S.F. + 795 S.F.)			2,895 S.F. < 2,763 S.F.
TOTAL			7,908 S.F. > 5,513.5 S.F. REQ.
* PER 12.21G 2(a)(iii)(d), RECREATION ROOMS OF AT LEAST 400 SF MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF TOTAL REQUIRED OPEN SPACE AS SHOWN. (11,025 SF TOTAL REQUIRED OPEN SPACE) (0.25) = 2,756 SF MAXIMUM RECREATION ROOM CREDIT.			
PROVIDED TOTAL OPEN SPACE			
OPEN SPACE CLASSIFICATION			OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE			3,150 S.F.
PROVIDED COMMON OPEN SPACE			7,908 S.F.
PROVIDED TOTAL OPEN SPACE			11,058 S.F. > 11,025 S.F.

OPEN SPACE SCHEDULE - PRIVATE BALCONY			
UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 213	BALC	156 SF	PRIVATE OPEN SPACE
UNIT 214	BALC	169 SF	PRIVATE OPEN SPACE
UNIT 215	BALC	56 SF	PRIVATE OPEN SPACE
2ND FLOOR: 3		382 SF	
3RD FLOOR			
UNIT 302	BALC	77 SF	PRIVATE OPEN SPACE
UNIT 303	BALC	77 SF	PRIVATE OPEN SPACE
UNIT 304	BALC	77 SF	PRIVATE OPEN SPACE
UNIT 306	BALC	83 SF	PRIVATE OPEN SPACE
UNIT 307	BALC	83 SF	PRIVATE OPEN SPACE
UNIT 308	BALC	69 SF	PRIVATE OPEN SPACE
UNIT 309	BALC	71 SF	PRIVATE OPEN SPACE
UNIT 310	BALC	83 SF	PRIVATE OPEN SPACE
UNIT 311	BALC	84 SF	PRIVATE OPEN SPACE
3RD FLOOR: 9		708 SF	
4TH FLOOR			
UNIT 402	BALC	74 SF	PRIVATE OPEN SPACE
UNIT 403	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 404	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 406	BALC	78 SF	PRIVATE OPEN SPACE
UNIT 407	BALC	78 SF	PRIVATE OPEN SPACE
UNIT 408	BALC	69 SF	PRIVATE OPEN SPACE
UNIT 409	BALC	67 SF	PRIVATE OPEN SPACE
UNIT 410	BALC	83 SF	PRIVATE OPEN SPACE
UNIT 411	BALC	84 SF	PRIVATE OPEN SPACE
4TH FLOOR: 9		694 SF	
5TH FLOOR			
UNIT 502	BALC	74 SF	PRIVATE OPEN SPACE
UNIT 503	BALC	76 SF	PRIVATE OPEN SPACE
UNIT 504	BALC	80 SF	PRIVATE OPEN SPACE
UNIT 506	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 507	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 508	BALC	69 SF	PRIVATE OPEN SPACE
UNIT 509	BALC	72 SF	PRIVATE OPEN SPACE
UNIT 511	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 512	BALC	82 SF	PRIVATE OPEN SPACE
5TH FLOOR: 9		694 SF	
6TH FLOOR			
UNIT 602	BALC	74 SF	PRIVATE OPEN SPACE
UNIT 603	BALC	76 SF	PRIVATE OPEN SPACE
UNIT 604	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 606	BALC	78 SF	PRIVATE OPEN SPACE
UNIT 607	BALC	78 SF	PRIVATE OPEN SPACE
UNIT 609	BALC	69 SF	PRIVATE OPEN SPACE
UNIT 610	BALC	67 SF	PRIVATE OPEN SPACE
UNIT 610	BALC	80 SF	PRIVATE OPEN SPACE
UNIT 611	BALC	76 SF	PRIVATE OPEN SPACE
UNIT 615	BALC	113 SF	PRIVATE OPEN SPACE
6TH FLOOR: 10		790 SF	

OPEN SPACE SCHEDULE - PRIVATE BALCONY			
UNIT #	NAME	AREA	AREA TYPE
7TH FLOOR			
UNIT 701	BALC	76 SF	PRIVATE OPEN SPACE
UNIT 702	BALC	76 SF	PRIVATE OPEN SPACE
UNIT 703	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 705	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 706	BALC	83 SF	PRIVATE OPEN SPACE
UNIT 707	BALC	69 SF	PRIVATE OPEN SPACE
UNIT 708	BALC	73 SF	PRIVATE OPEN SPACE
UNIT 709	BALC	81 SF	PRIVATE OPEN SPACE
UNIT 710	BALC	79 SF	PRIVATE OPEN SPACE
UNIT 713	BALC	Not Enclosed	PRIVATE OPEN SPACE
7TH FLOOR: 10		699 SF	

OPEN SPACE SCHEDULE - PRIVATE DECK			
UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 201	DECK	79 SF	PRIVATE OPEN SPACE
UNIT 205	DECK	84 SF	PRIVATE OPEN SPACE
UNIT 206	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 207	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 208	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 209	DECK	109 SF	PRIVATE OPEN SPACE
UNIT 210	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 211	DECK	104 SF	PRIVATE OPEN SPACE
UNIT 212	DECK	113 SF	PRIVATE OPEN SPACE
UNIT 217	DECK	81 SF	PRIVATE OPEN SPACE
UNIT 218	DECK	80 SF	PRIVATE OPEN SPACE
UNIT 221	DECK	80 SF	PRIVATE OPEN SPACE
UNIT 222	DECK	84 SF	PRIVATE OPEN SPACE
2ND FLOOR: 13		1,154 SF	

TOTAL NUMBER OF UNITS WITH PRIVATE BALCONY: 50
TOTAL NUMBER OF UNITS WITH PRIVATE DECK: 15
65 x 50 SF = 3,150 SF

**LAMC 12.21G 2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 6F FEET

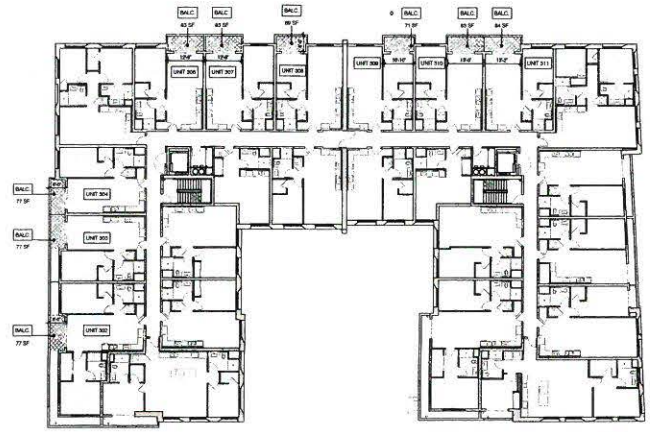
OPEN SPACE SCHEDULE - COMMON SPACES			
UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
COMMON	POOL AREA	3,835 SF	COMMON OPEN SPACE
COMMON	GYM	1,165 SF	COMMON INDOOR SPACE
2ND FLOOR: 2		4,997 SF	
7TH FLOOR			
COMMON	DECK	726 SF	COMMON OPEN SPACE
COMMON	DECK	726 SF	COMMON OPEN SPACE
COMMON	REC ROOM 1	795 SF	COMMON INDOOR SPACE
COMMON	REC ROOM 2	795 SF	COMMON INDOOR SPACE
7TH FLOOR: 4		2,938 SF	

TOTAL COMMON OPEN SPACE: POOL AREA + GYM + REC ROOM 1&2 + DECK 1&2

4,997 + 2,938 = 7,935 SF

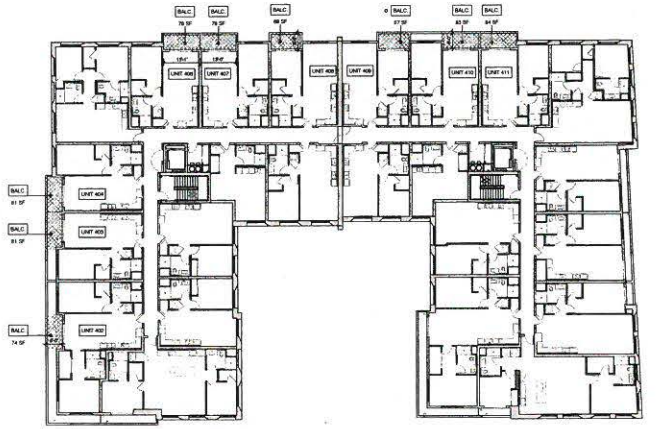
TOTAL PRIVATE OPEN SPACE:
3,150 SF

TOTAL PROVIDED OPEN SPACE:
PRIVATE OPEN SPACE + COMMON OPEN SPACE
3,150 + 7,935 = 11,085 SF



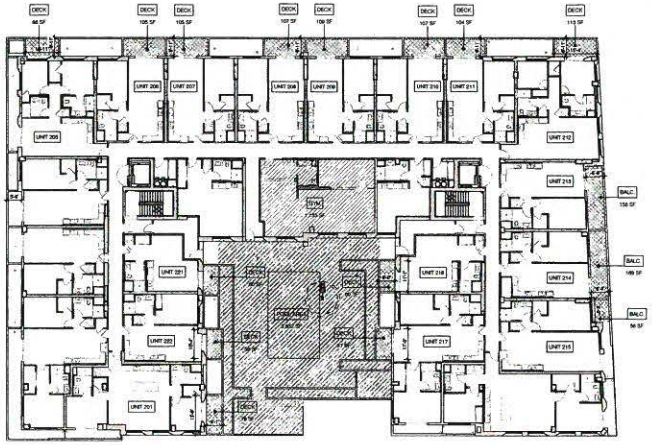
OPEN SPACE NOTES:
LAMC 12.21G 2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 6X FEET.

3RD FLOOR (OPEN SPACE ANALYSIS) SCALE 1/16" = 1'-0" 2



OPEN SPACE NOTES:
LAMC 12.21G 2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 6X FEET.

4TH FLOOR (OPEN SPACE ANALYSIS) SCALE 1/16" = 1'-0" 3



OPEN SPACE NOTES:
LAMC 12.21G 2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 6X FEET.

2ND FLOOR (OPEN SPACE ANALYSIS) SCALE 1/16" = 1'-0" 1

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architect's stamp

consultant

KEY PLAN:

#	DATE	REVISIONS
01	01.15.2021	CITY SUBMISSION
02	04.01.2021	REVISED CITY SUBMISSION
03	05.17.2021	REVISED CITY SUBMISSION
04	07.01.2021	REVISED CITY SUBMISSION

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
10075 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: CY
DRAWN BY: BT/BM
JOB NO.: 19-02
DRAWING TITLE:
OPEN SPACE ANALYSIS

SHEET NO.:
G112

EXHIBIT A
SS
Page No. 15 of
Case No. DIR-2020-575-TDM-SPR-VHCA

OPEN SPACE CALCULATION - SEE DIAGRAMS G112 & G113

REQUIRED TOTAL OPEN SPACE - REFER TO G115 AND G111 FOR DIAGRAMS

UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 S.F. / UNIT	10,700 S.F.
> 3 H.R.*	32 UNITS	125 S.F. / UNIT	4,000 S.F.
< 3 H.R.*	-	175 S.F. / UNIT	-
TOTAL	139 UNITS		14,700 S.F.
T.O.C. REDUCTION	TIER 3 (35% REDUCTION)	14,700 S.F. / 25	11,025 S.F.

SEE DWELLING UNIT MATRIX FOR UNIT TYPE BREAKDOWN

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE

NUMBER OF UNITS	MAXIMUM OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
93 DWELLING UNITS	50 S.F. / UNIT	4,650 S.F.

SEE G112 - G113 FOR DWELLING UNIT MATRIX FOR OPEN SPACE PROVIDED PER UNIT

REQUIRED COMMON OPEN SPACE

TOTAL OPEN SPACE REQUIRED	COMMON OPEN RATIO	COMMON OPEN SPACE REQUIRED
11,025 S.F.	50% OF TOTAL OPEN SPACE	5,512.5 S.F.

PROVIDED COMMON OPEN SPACE

LOCATION	OPEN SPACE PROVIDED
POOL AREA	3,892 S.F.
PUBLIC DECK AT 7TH FLOOR (756 S.F. + 756 S.F.)	1,472.5 S.F.
GYM AND REC. ROOM * (1,135 S.F. +756 S.F. + 756 S.F.)	2,666.5 S.F. < 2,756 S.F.
TOTAL	7,956 S.F. > 5,512.5 S.F. REQ.

* PER 12.21G.2(a)(iii), RECREATION ROOMS OF AT LEAST 850 SF MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF TOTAL REQUIRED OPEN SPACE AS SHOWN: (11,025 SF TOTAL REQUIRED OPEN SPACE) (0.25) = 2,756 SF MAXIMUM RECREATION ROOM CREDIT.

PROVIDED TOTAL OPEN SPACE

OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE	3,130 S.F.
PROVIDED COMMON OPEN SPACE	7,956 S.F.
PROVIDED TOTAL OPEN SPACE	11,086 S.F. > 11,025 S.F.

OPEN SPACE SCHEDULE - PRIVATE BALCONY

UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 213	BALC.	136 SF	PRIVATE OPEN SPACE
UNIT 214	BALC.	169 SF	PRIVATE OPEN SPACE
UNIT 215	BALC.	56 SF	PRIVATE OPEN SPACE
2ND FLOOR: 3		360 SF	
3RD FLOOR			
UNIT 302	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 303	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 304	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 306	BALC.	63 SF	PRIVATE OPEN SPACE
UNIT 307	BALC.	63 SF	PRIVATE OPEN SPACE
UNIT 308	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 309	BALC.	71 SF	PRIVATE OPEN SPACE
UNIT 310	BALC.	63 SF	PRIVATE OPEN SPACE
UNIT 311	BALC.	64 SF	PRIVATE OPEN SPACE
3RD FLOOR: 9		702 SF	
4TH FLOOR			
UNIT 402	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 403	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 404	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 405	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 407	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 408	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 409	BALC.	67 SF	PRIVATE OPEN SPACE
UNIT 410	BALC.	63 SF	PRIVATE OPEN SPACE
UNIT 411	BALC.	64 SF	PRIVATE OPEN SPACE
4TH FLOOR: 9		684 SF	
5TH FLOOR			
UNIT 502	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 503	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 504	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 505	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 507	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 508	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 509	BALC.	72 SF	PRIVATE OPEN SPACE
UNIT 511	BALC.	61 SF	PRIVATE OPEN SPACE
UNIT 512	BALC.	82 SF	PRIVATE OPEN SPACE
5TH FLOOR: 9		684 SF	
6TH FLOOR			
UNIT 602	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 603	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 604	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 606	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 607	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 608	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 609	BALC.	67 SF	PRIVATE OPEN SPACE
UNIT 610	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 611	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 612	BALC.	116 SF	PRIVATE OPEN SPACE
6TH FLOOR: 10		766 SF	

OPEN SPACE SCHEDULE - PRIVATE BALCONY

UNIT #	NAME	AREA	AREA TYPE
7TH FLOOR			
UNIT 701	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 702	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 703	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 705	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 706	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 707	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 708	BALC.	73 SF	PRIVATE OPEN SPACE
UNIT 709	BALC.	61 SF	PRIVATE OPEN SPACE
UNIT 710	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 713	BALC.	164 SF (Incl. Encl.)	PRIVATE OPEN SPACE
7TH FLOOR: 10		766 SF	

OPEN SPACE SCHEDULE - PRIVATE DECK

UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 201	DECK	79 SF	PRIVATE OPEN SPACE
UNIT 203	DECK	88 SF	PRIVATE OPEN SPACE
UNIT 206	DECK	106 SF	PRIVATE OPEN SPACE
UNIT 207	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 208	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 209	DECK	106 SF	PRIVATE OPEN SPACE
UNIT 210	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 211	DECK	104 SF	PRIVATE OPEN SPACE
UNIT 212	DECK	113 SF	PRIVATE OPEN SPACE
UNIT 217	DECK	61 SF	PRIVATE OPEN SPACE
UNIT 218	DECK	80 SF	PRIVATE OPEN SPACE
UNIT 221	DECK	80 SF	PRIVATE OPEN SPACE
UNIT 222	DECK	59 SF	PRIVATE OPEN SPACE
2ND FLOOR: 13		1,164 SF	

TOTAL NUMBER OF UNITS WITH PRIVATE BALCONY: 50
TOTAL NUMBER OF UNITS WITH PRIVATE DECK: 13
65 x 80 SF = 5,150 SF

**LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 5X FEET.

OPEN SPACE SCHEDULE - COMMON SPACES

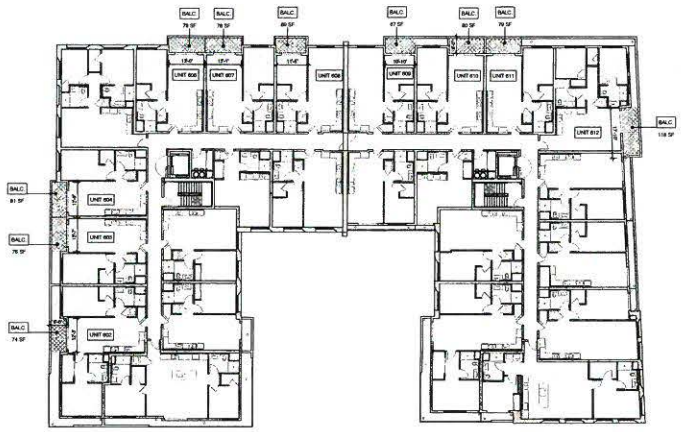
UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
COMMON	POOL AREA	3,892 SF	COMMON OPEN SPACE
COMMON	GYM	1,135 SF	COMMON INDOOR SPACE
2ND FLOOR: 2		4,967 SF	
7TH FLOOR			
COMMON	DECK	755 SF	COMMON OPEN SPACE
COMMON	DECK	755 SF	COMMON OPEN SPACE
COMMON	REC. ROOM 1	755 SF	COMMON INDOOR SPACE
COMMON	REC. ROOM 2	755 SF	COMMON INDOOR SPACE
7TH FLOOR: 4		2,999 SF	

TOTAL COMMON OPEN SPACE: POOL AREA + GYM + REC. ROOM 1&2 + DECK 1&2

4,967 + 2,999 = 7,956 SF

TOTAL PRIVATE OPEN SPACE:
3,130 SF

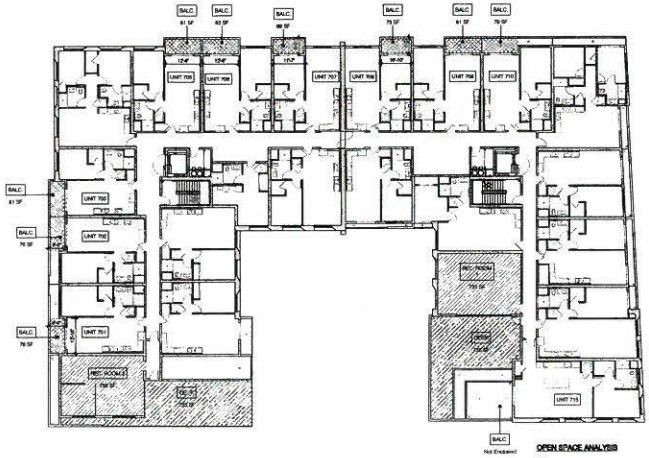
TOTAL PROVIDED OPEN SPACE:
PRIVATE OPEN SPACE + COMMON OPEN SPACE
3,130 + 7,956 = 11,086 SF



OPEN SPACE ANALYSIS
- [x] PRIVATE OPEN SPACE
- [ ] UNIT

OPEN SPACE NOTES:
LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 5X FEET.

6TH FLOOR (OPEN SPACE ANALYSIS) SCALE 1/16" = 1'-0" 2



OPEN SPACE ANALYSIS
- [x] COMMON OPEN SPACE
- [x] PRIVATE OPEN SPACE
- [x] COMMON INDOOR SPACE
- [ ] UNIT

OPEN SPACE NOTES:
LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 5X FEET.

7TH FLOOR (OPEN SPACE ANALYSIS) SCALE 1/16" = 1'-0" 3

OPEN SPACE ANALYSIS
- [x] PRIVATE OPEN SPACE
- [ ] UNIT

OPEN SPACE NOTES:
LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN 5X FEET.

5TH FLOOR (OPEN SPACE ANALYSIS) SCALE 1/16" = 1'-0" 1

K T A

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LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
2022
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

CONSULTANT

KEY PLAN

#	DATE	WHAT REVISED
01	01-15-21	CITY COMMENTS - GENERAL
02	02-01-21	CITY COMMENTS - GENERAL
03	03-01-21	CITY COMMENTS - GENERAL
04	04-09-21	CITY COMMENTS - GENERAL

PLAN CHECK

PROJECT TITLE
SONY ADJACENT RESIDENCE

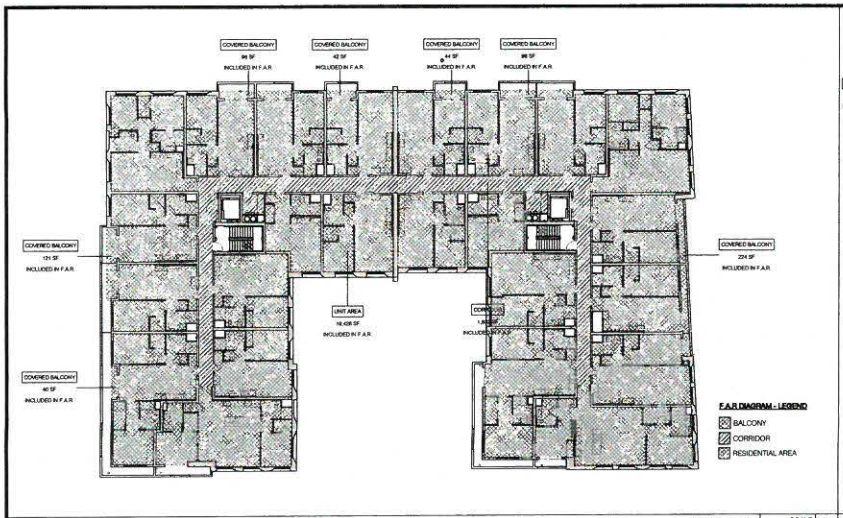
10015 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: BY:
DRAWN BY: G.H.
JOB NO.: 1824

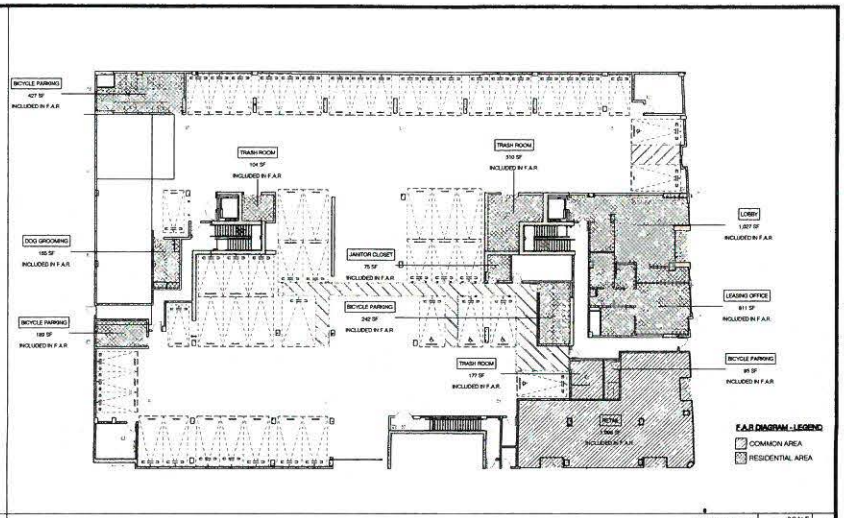
DRAWING TITLE
OPEN SPACE ANALYSIS

SHEET NO.:
G113

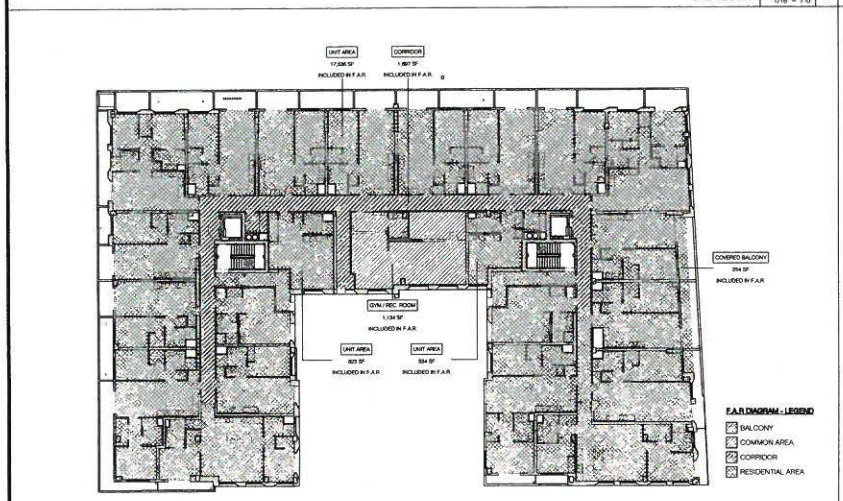
EXHIBIT "A"
Page No. 16 of 55
Case No. DIR-2020-375-TOC-SPR-HCA



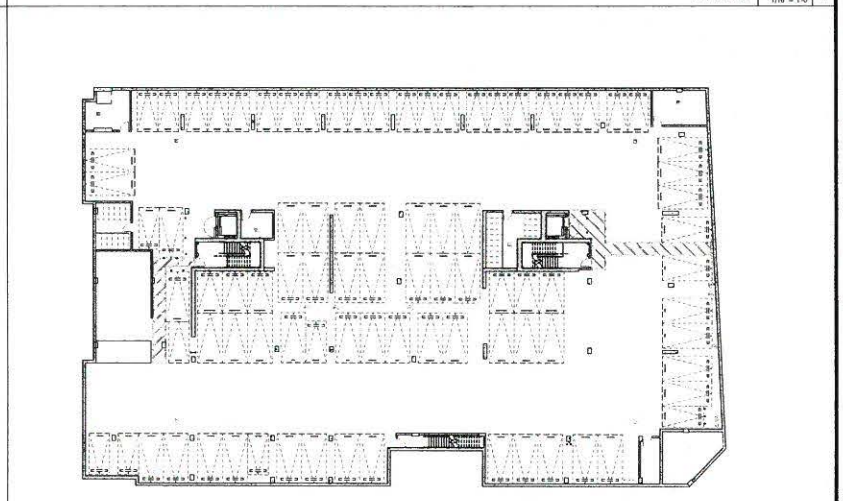
3RD FLOOR | SCALE 1/16" = 1'-0" | 4



1ST FLOOR | SCALE 1/16" = 1'-0" | 2



2ND FLOOR | SCALE 1/16" = 1'-0" | 3



(NOT F.A.R.) PARKING | SCALE 1/16" = 1'-0" | 1

F.A.R. CALCULATION - PER T.O.C. TIER III.				
ZONING	LOT DEPTH*	LOT WIDTH*	F.A.R	F.A.R. CALCULATION
C2-1	(236.57' + 245.46') / 2 = 240.11' (-20 BLDG. LINE) = 220.11'	= 150.2' + 15ft (1 = 167.1' (-3 DEDICATION) = 147.1'	3.75	36,317x 3.75 = 136,189

TOTAL ZONING F.A.R. = 66,317 x 3.75 = 136,189 SF

TOTAL BUILDING F.A.R. = 105,176 SF

1ST FLOOR F.A.R. = 5,910 SF
2ND FLOOR F.A.R. = 21,779 SF
3RD FLOOR F.A.R. = 21,924 SF
4TH FLOOR F.A.R. = 21,924 SF
5TH FLOOR F.A.R. = 21,924 SF
6TH FLOOR F.A.R. = 21,885 SF
7TH FLOOR F.A.R. = 20,174 SF

_F.A.R. CALCULATION - 7TH FLOOR	
Name	Area
CORRIDOR	2,201 SF
COVERED BALCONY	86 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	86 SF
COVERED BALCONY	288 SF
COVERED BALCONY	41 SF
COVERED BALCONY	119 SF
REC. ROOM 1	866 SF
REC. ROOM 2	667 SF
UNIT AREA	11,754 SF
UNIT AREA	1,013 SF
Grand total	20,174 SF

_F.A.R. CALCULATION - 6TH FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	86 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	86 SF
COVERED BALCONY	284 SF
COVERED BALCONY	131 SF
COVERED BALCONY	40 SF
UNIT AREA	18,434 SF
Grand total	21,885 SF

_F.A.R. CALCULATION - 5TH FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	86 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	86 SF
COVERED BALCONY	284 SF
COVERED BALCONY	131 SF
COVERED BALCONY	40 SF
UNIT AREA	18,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 4TH FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	86 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	86 SF
COVERED BALCONY	284 SF
COVERED BALCONY	131 SF
COVERED BALCONY	40 SF
UNIT AREA	18,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 3RD FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	131 SF
COVERED BALCONY	40 SF
COVERED BALCONY	86 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	86 SF
COVERED BALCONY	284 SF
UNIT AREA	18,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 2ND FLOOR	
Name	Area
CORRIDOR	1,857 SF
COVERED BALCONY	284 SF
GYM / REC. ROOM	1,134 SF
UNIT AREA	17,336 SF
UNIT AREA	623 SF
UNIT AREA	534 SF
Grand total	21,779 SF

_F.A.R. CALCULATION - 1ST FLOOR	
Name	Area
BICYCLE PARKING	427 SF
BICYCLE PARKING	188 SF
BICYCLE PARKING	95 SF
BICYCLE PARKING	242 SF
DOG GROOMING	185 SF
JANITOR CLOSET	75 SF
LEASING OFFICE	611 SF
LOBBY	1,857 SF
RETAIL	1,886 SF
TRASH ROOM	104 SF
TRASH ROOM	310 SF
TRASH ROOM	170 SF
Grand total	5,910 SF

Kevin Tsai Architecture

architect's stamp

consultant

KEY PLAN

#	DATE	REVISIONS
01	04/08/19	ENTITLEMENT SET-MR
02	07/15/19	MR REVISIONS - ZONING
03	12/13/19	MR REVISIONS - ZONING
04	07/20/20	MR REVISIONS - ZONING
05	12/09/20	MR CONSTRUCTION DOCUMENTS

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

1075 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: [redacted]
DRAWN BY: [redacted]
JOB NO.: [redacted]
DRAWING TITLE:
F.A.R. DIAGRAM

SHEET NO.:
G114

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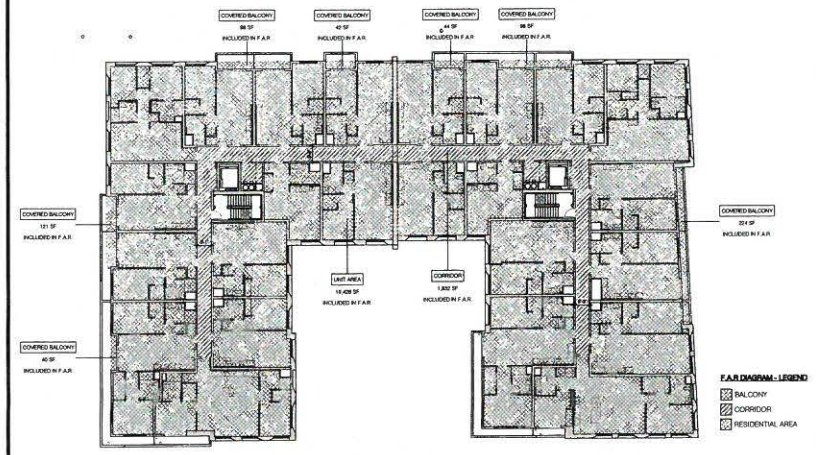
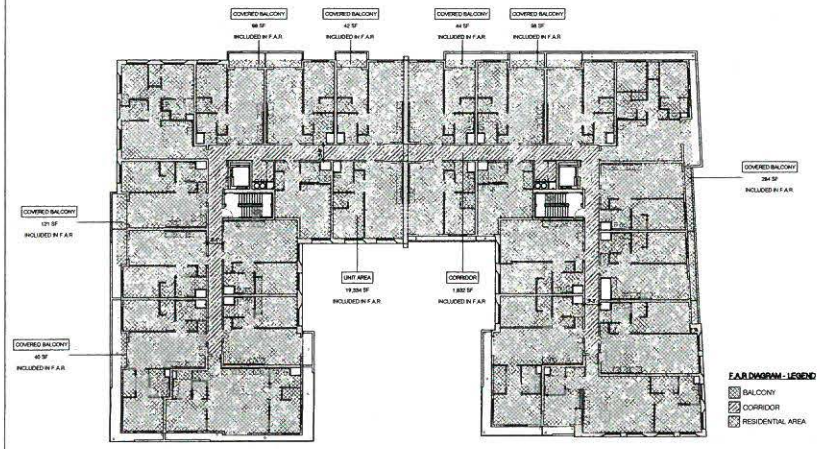
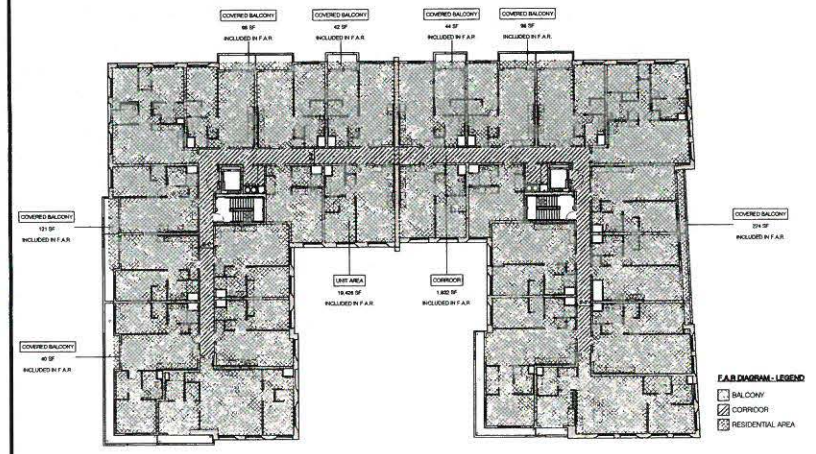
EXHIBIT "A"
Page No. 17 of 55
Case No. DIR-2020-375-TDL-SPR-HCA



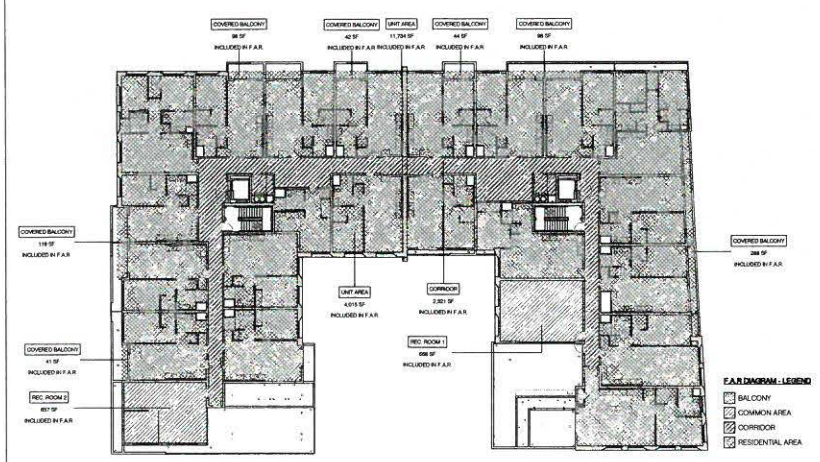
4TH FLOOR | SCALE 1/16" = 1'-0" | 4



6TH FLOOR | SCALE 1/16" = 1'-0" | 2



5TH FLOOR | SCALE 1/16" = 1'-0" | 3



7TH FLOOR | SCALE 1/16" = 1'-0" | 1

_F.A.R. CALCULATION - PER T.O.C. TIER III.

ZONING	LOT DEPTH*	LOT WIDTH*	F.A.R.	F.A.R. CALCULATION
C2-1	(236.57' + 245.95') / 2 = 240.11' (-50 BLDG. LINE) = 190.11'	= 150'-0" + 150'-0" (+150'-0" (-3 DEDICATION) = 147'-1"	3.75	36,515.3 3.75 = 136,180

TOTAL ZONING F.A.R. = 36,515 x 3.75 = 136,180 SF

TOTAL BUILDING F.A.R. = 105,059 SF

1ST FLOOR F.A.R. = 5,752 SF
2ND FLOOR F.A.R. = 21,807 SF
3RD FLOOR F.A.R. = 21,924 SF
4TH FLOOR F.A.R. = 21,924 SF
5TH FLOOR F.A.R. = 21,924 SF
6TH FLOOR F.A.R. = 21,883 SF
7TH FLOOR F.A.R. = 20,124 SF

_F.A.R. CALCULATION - 7TH FLOOR

Name	Area
CORRIDOR	2,301 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	284 SF
COVERED BALCONY	41 SF
COVERED BALCONY	118 SF
REC. ROOM 1	656 SF
REC. ROOM 2	657 SF
UNIT AREA	17,794 SF
UNIT AREA	4,015 SF
Grand total	20,124 SF

_F.A.R. CALCULATION - 6TH FLOOR

Name	Area
CORRIDOR	1,802 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	284 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,284 SF
Grand total	21,883 SF

_F.A.R. CALCULATION - 5TH FLOOR

Name	Area
CORRIDOR	1,802 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,428 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 4TH FLOOR

Name	Area
CORRIDOR	1,802 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,428 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 3RD FLOOR

Name	Area
CORRIDOR	1,802 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,428 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 2ND FLOOR

Name	Area
CORRIDOR	1,897 SF
COVERED BALCONY	284 SF
GYM / REC. ROOM	1,184 SF
UNIT AREA	17,536 SF
UNIT AREA	823 SF
UNIT AREA	334 SF
Grand total	21,779 SF

_F.A.R. CALCULATION - 1ST FLOOR

Name	Area
BICYCLE PARKING	427 SF
BICYCLE PARKING	188 SF
BICYCLE PARKING	80 SF
BICYCLE PARKING	240 SF
DOG GROOMING	185 SF
JANITOR CLOSET	75 SF
LEASING OFFICE	811 SF
LOBBY	1,027 SF
RETAIL	1,986 SF
TRASH ROOM	104 SF
TRASH ROOM	330 SF
TRASH ROOM	177 SF
Grand total	5,610 SF

Kevin Tsai Architecture

architect's stamp

consultant

KEY PLAN:

#	DATE	ISSUE NOTES
01	08/31/2020	PLANNING REVIEW
02	10/30/2020	50% DESIGN DEVELOPMENT
03	12/11/2020	100% DESIGN DEVELOPMENT
04	01/29/2021	50% CONSTRUCTION DOCUMENT

DRAFT

PROJECT TITLE:
SONY ADJACENT RESIDENCE

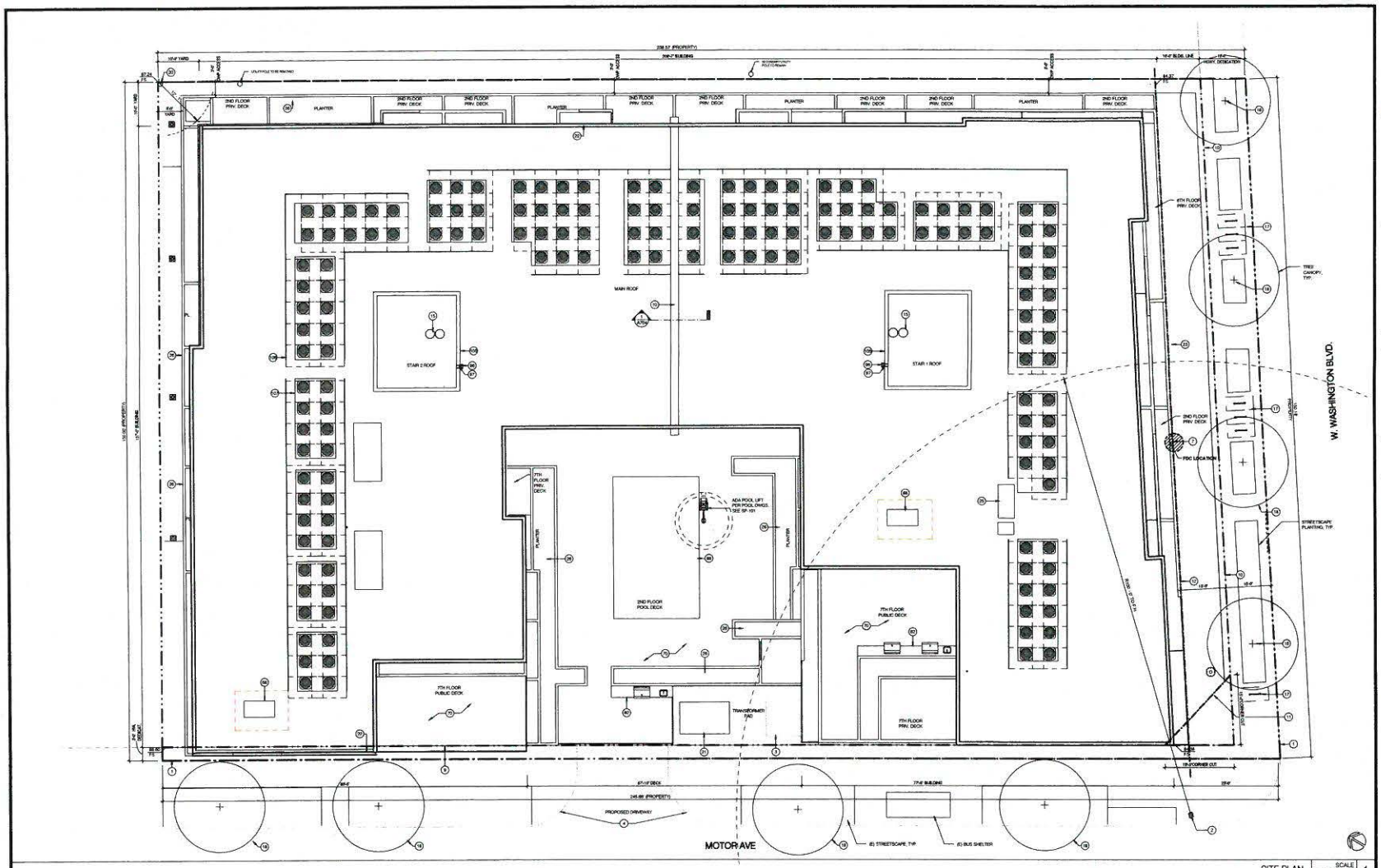
1070 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/FM :
DRAWN BY:
JOB NO.:
DRAWING TITLE:
F.A.R. DIAGRAM

SHEET NO.:
G115

EXHIBIT A
Page No. 18 of SS
Case No. DIR-2020-575-TDC-SPR-HCA

4/22/2020 9:08:58 PM



SITE PLAN — SCALE 1/8" = 1'-0" — 1

FIRE DEPARTMENT GENERAL NOTES

1. AUTHORIZED AND APPROVED KNOX KEY SWITCHES BOX LABELED WITH A PERMANENT RED SIGN WITH NOT LESS THAN 1/2' CONTRASTING LETTERS READING "FIRE DEPT" OR WITH A KNOX DECAL.

2. GRADE AND SITE SHALL BE DEVELOPED SO THAT ACCESSIBLE ROUTES OF TRAVEL ARE PROVIDED FROM PUBLIC TRANSPORTATION STOP(S), ACCESSIBLE PARKING AND PUBLIC STREETS OR SIDEWALKS TO THE ACCESSIBLE ENTRANCE THEY SERVE.

3. ABRUPT CHANGES IN LEVEL ALONG ANY ACCESSIBLE ROUTE SHALL NOT EXCEED 1/2" WHEN CHANGES IN LEVEL DO OCCUR, THEY SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1 UNIT VERTICAL IN 2 UNITS HORIZONTAL. CHANGES IN LEVEL NOT EXCEEDING 1/4" MAY BE VERTICAL. CHANGES IN LEVEL GREATER THAN 1/2" SHALL BE MADE BY MEANS OF A RAMP.

4. ABRUPT CHANGES IN LEVEL EXCEEDING 4" IN VERTICAL DIMENSION (E.G. CHANGES IN LEVEL AT PLANTERS OR FOUNTAINS) LOCATED OR ADJACENT TO PEDESTRIAN WAYS SHALL BE IDENTIFIED BY CURBS OR OTHER APPROVED BARRIERS PROJECTING AT LEAST 4" IN HEIGHT ABOVE THE WALK TO WARN THE BLIND OF POTENTIAL DROP-OFFS.

5. WHERE FREE STANDING SIGNS ARE USED, THE BOTTOM OF THE SIGN SHALL BE 80" ABOVE THE FINISHED FLOOR OR GROUND LEVEL, WITH THE EDGES ROUNDED OR EASED AND THE CORNERS SHALL HAVE A MINIMUM RADIUS OF 0.125'

6. REFER TO SHEET G121 FOR ADDITIONAL ACCESSIBILITY NOTES AND DETAILS.

7. ON ALL ACCESSIBLE PATHS, OBJECTS MOUNTED MORE THAN 27" AND LESS THAN 80" A F.F. CAN NOT PROTRUDE MORE THAN 4". IF AN OBJECT IS MOUNTED LESS THAN 27" IT CAN PROTRUDE ANY AMOUNT, AS LONG AS IT DOES NOT REDUCE THE MAXIMUM REQUIRED WIDTH OF THE ACCESSIBLE PATH.

8. REFER TO SHEETS G140 FOR SIGNAGE AND ACCESSIBLE ROUTE.

9. REFER TO (1/A601) FOR BUILDING ADDRESS NUMBER LOCATION ON FACADE.

SITE NOTES

1. ALL OVERHEAD UTILITIES (ELECTRICAL, TELEPHONE, CABLE, ETC.) SHALL BE PLACED UNDERGROUND PER CITY OF LOS ANGELES 6 CODE 1.04.820 WHEN UNDERGROUND, OBTAIN UTILITY EXCAVATION PERMIT FROM EPWMS ADMIN ROOM 110 AT CITY HALL.

2. ALL UTILITY LINES SHALL BE INSTALL BELOW GROUND WITH TRENCH DAMS. IF UNDERGROUND SERVICE IS NOT CURRENTLY AVAILABLE, THEN PROVISIONS SHALL BE MADE FOT FUTURE UNDERGROUND SERVICES.

3. FINISH GRADE AROUND THE STRUCTURE/ADDITION SHALL SLOPE AWAY FROM THE FOUNDATION A MINIMUM OF 6IN FOR A MINIMUM DISTANCE OF 10 FEET.

4. WATER SHALL BE DIRECT TO THE STREET WITH A 2% SLOPE MIN.

5. BUILDING(S) SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY.

6. ALL LANDSCAPE ARE SHALL BE PERMANENTLY MAINTAINED AND IRRIGATED WITH AN AUTOMATIC SYSTEM.

7. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 3306. OBTAIN PUBLIC WORK APPROVAL. (3201.3, 3202.3.4, 3306)

KEYNOTES

1 PROPERTY LINE
2 EXISTING FIRE HYDRANT
3 TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
4 CURB CUT PER CITY STD. UNDER SEPERATE A PERMIT - REFER TO CIVIL PLANS
7 FIRE DEPT CONNECTION FDC, PER LAFC 912.2.1
8 HIGHWAY DEDICATION
10 3HR RATED FIRE WALL
11 CORNER CUT 10'x10'
12 BUILDING LINE 20'
13 REFUSE CHUTE VENT SHAFT
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
18 PARKWAY TREE - REFER TO CIVIL AND LANDSCAPE PLANS
20 NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21 SWITCHBOARD - REFER TO DWP PLANS
22 PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
23 BUILDING INTERCOM - BY OTHERS
25 GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
26 PLANTER BOX - REFER TO LANDSCAPE PLANS
65 RTU PACKAGED UNIT - REFER TO MECH PLANS
75 HARDSCAPE AREA - REFER TO LANDSCAPE PLANS
80 BBQ COUNTER WITH SINK - REFER TO LANDSCAPE PLANS
88 POOL ORDINES - REFER TO STRUCTURAL PLANS
96 DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD061

KEYNOTES

97 20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD061
105 STAIR BULKHEAD
106 6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10.AD061
107 8.7 LL PLATFORM - REFER TO MECH AND STRUCTURAL PLANS - SEE DETAIL 8.AD061

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE (DETECTOR HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN (LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE, ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS

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LICENSED ARCHITECT — KUO-HUEI TSAI — No. C-33710 — EXPIRES 12/31/2020 — STATE OF CALIFORNIA

architect's stamp

CONSULTANTS

KEY PLAN

All designs, ideas, arrangements and plans indicated or represented by these drawings are property of KEVIN TSAI and shall not be used for any purpose and shall not be disclosed to any person or firm without express written permission. Visual contact with these drawings and specifications shall constitute conclusive evidence of acceptance of these restrictions. Only those rights expressly granted on this site are conveyed upon payment of all fees rendered to the order of the KEVIN TSAI and to the commencement of work.

#	DATE	ISSUE / REVISION
01	09/14/2018	100% DESIGN DEVELOPMENT
02	01/18/2019	25% CD - PLANNING SUBMITTAL
03	10/11/2019	50% CD - PLANNING SUBMITTAL
04	04/17/2020	75% CD - PLANNING SUBMITTAL

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

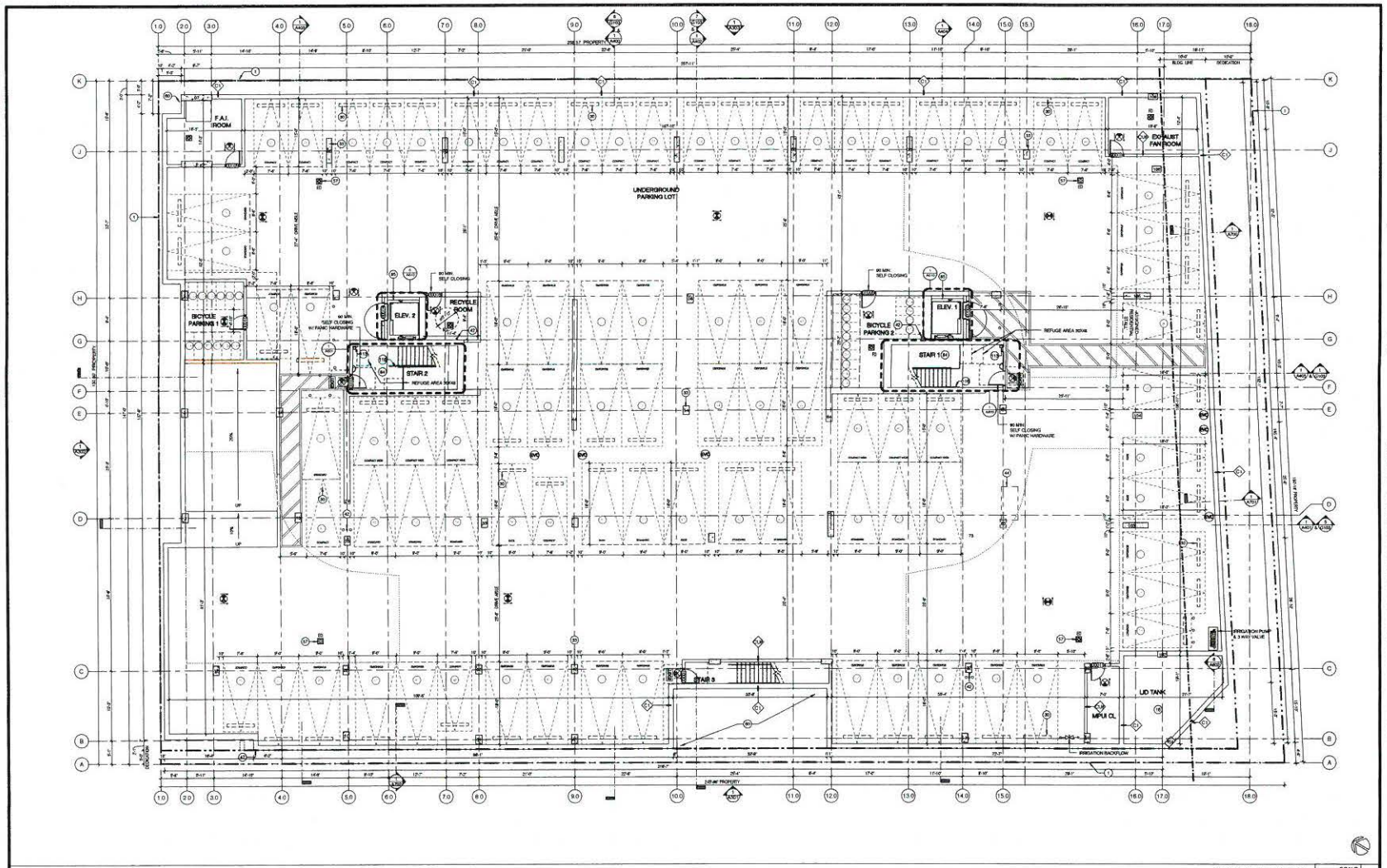
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: CY
DRAWN BY: SYS
JOB NO: 19-06

DRAWING TITLE:
SITE PLAN

SHEET NO.:
A110

EXHIBIT "A"
Page No. 19 of 55
Case No. DIR-2020-535-TDC-SPR-HCA



PARKING FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.9 / 1008.1.9)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A 3-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. BATHROOM EXHAUST FANS SHALL BE "ENERGY STAR" COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS, AND ENLARGED UNIT PLANS.
6. OPENABLE PORTION OF ANY WINDOW MUST BE 2' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CPCE TERMINATION OF ENVIRONMENAL AIR DUCTS
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GPM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
9. REFER TO ARCHITECTURAL SHEETS SERIES G-1005 FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A8005 FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A8005 FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A8005 FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITH-IN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5. (ZONING CODE)
15. CARBON MONOXIDE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION 1605.6
16. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACES(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
17. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EVSE" SPACES AT THE FULL RATED AMPERAGE. OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR ALL ELECTRICAL CHARGING SYSTEM.

KEYNOTES

1 PROPERTY LINE
15 UNDERGROUND DETENTION CISTERN 3000 C.F. - REFER TO LID PLANS
30 PRECAST WHEEL STOP - SEE DETAIL ON G300
39 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0205
42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
44 GARAGE EXHAUST - REFER TO MECH PLANS
47 TRENCH FOR GAS METER MAIN
57 EMERGENCY DRAIN - REFER TO PLUMBING PLANS
60 UNENGAWATED FILL
64 STAIR OPENING
65 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
115 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS

SYMBOL LEGEND

SD	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
G	CLASS A STAND PIPE PER FIRE PROTECTION	GH	GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
1	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
1	WINDOW TAG		BOLLARD
111	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS INTO PLANS.

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LICENSED ARCHITECT KUCHUIEI TSAI No. C-33710 REN/EXP. 12/31/2019 STATE OF CALIFORNIA

SUBMITTAL STAMP

CONSULT

KEY PLAN

#	DATE	ISSUE REASON
01	08/19/2019	100% PLANNING SUBMITTAL
02	11/04/2019	100% PLANNING SUBMITTAL
03	01/24/2020	100% PLANNING SUBMITTAL
04	08/28/2020	PLAN CHECK SUBMITTAL

PLAN CHECK

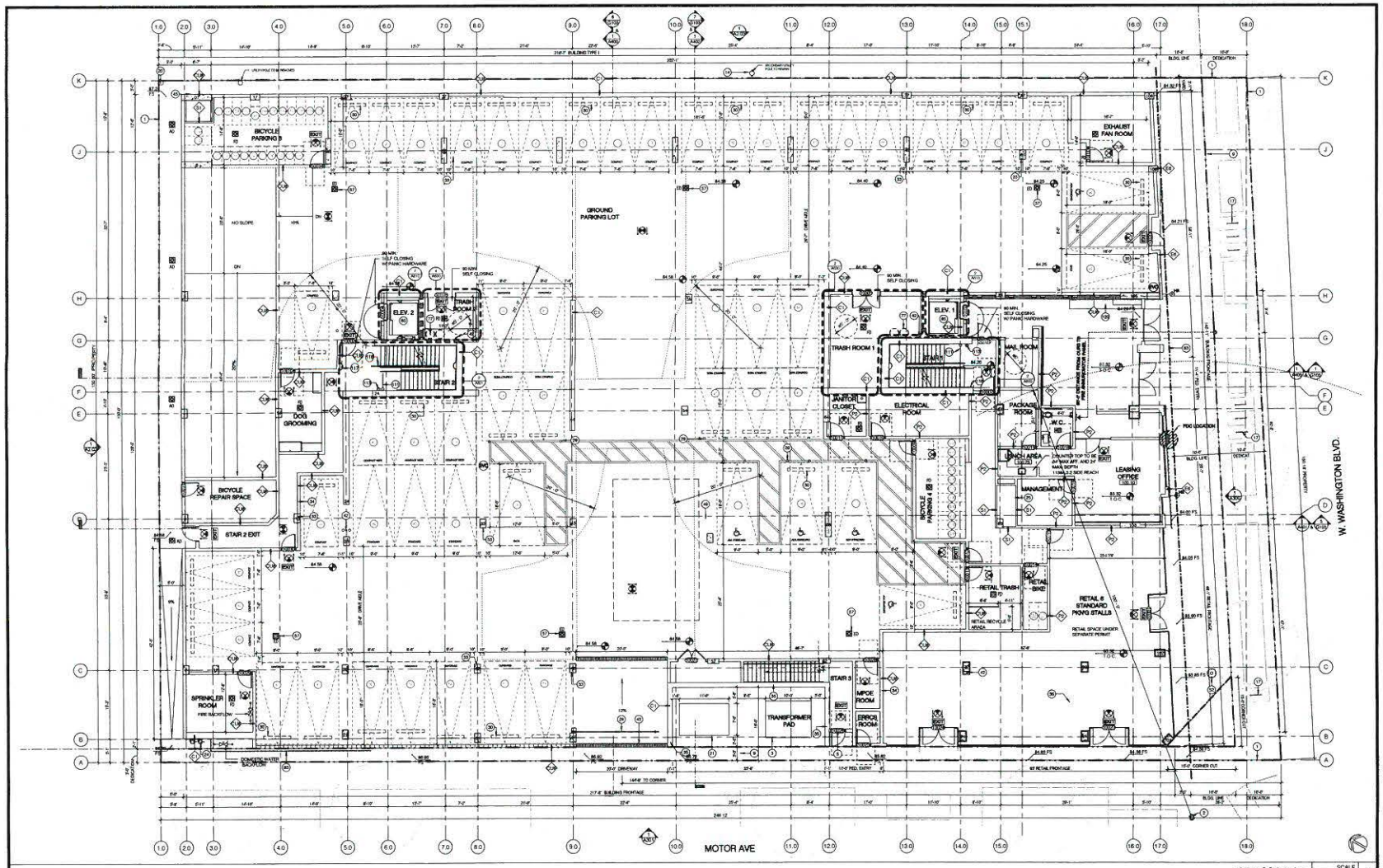
PROJECT TITLE
SONY ADJACENT RESIDENCE
10875 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM: KY
DRAWN BY: DUB
JOB NO.: NONE

DRAWING TITLE:
PARKING FLOOR PLAN

SHEET NO.:
A200

EXHIBIT A
Page No. 20 of 55
Case No. DIR-2020-575-TDC-SPR-HCA



1ST FLOOR PLAN — SCALE 1/8" = 1'-0" — 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.9.1008.1B)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5 ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A SLABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.5
3. BATHROOM EXHAUST FANS SHALL BE "ENERGY STAR" COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE ENLARGED CEILING PLANS AND ENLARGED UNIT PLANS.
6. OPERABLE PORTION OF ANY WINDOW MUST BE 20' AWAY FROM ANY EXHAUST PER SECTION 904.5.2010 CA MECH. OTHER TERMINATION OF ENVIRONMENTAL AIR DUCTS.
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.5 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMNS U.N.
9. REFER TO ARCHITECTURAL SHEETS SERIES G4005 FOR FIRE RESISTANCE REQUIREMENTS ARE DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A6005 FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A6005 FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A6005 FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5 CHART NO. 5
15. SMOKE & CO MONIXIDE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION 4205.6
16. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV-CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
17. THE ELECTRICAL SYSTEM SHALL WITH SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EVSE" SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR ALL ELECTRICAL CHARGING SYSTEM

KEYNOTES

1	PROPERTY LINE
2	EXISTING FIRE HYDRANT
5	TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
6	EXIT DOOR - POINT OF DISCHARGE
9	HIGHWAY DEDICATION
14	EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON A0240
20	NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21	SWITCHBOARD - REFER TO DWP PLANS
24	GAS METERS (3) - REFER TO PLUMBING
25	GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
26	PARKING BOOM BARRIER - BY OTHERS
29	BOLLARDS - SEE DETAIL ON A0600
30	PRECAST WHEEL STOP - SEE DETAIL ON G002
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0600
34	REINFORCED CONCRETE MASONRY UNIT WALL - REFER TO STRUCTURAL
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL

KEYNOTES

42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
43	TRENCH DRAIN - REFER TO PLUMBING PLANS
45	FRESH AIR GARAGE INTAKE IN 3-HR SHAFT - REFER TO MECH PLANS
49	EVCS STALL W/ RACEWAY TERMINATION POINT
52	TANK MANHOLE
57	EMERGENCY DRAIN - REFER TO PLUMBING PLANS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
83	DECORATIVE PANNICREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A6.0
111	STAIR BARRIER PER CBC 1029.8 - SEE DETAIL ON A0120
113	STANDPIPE - REFER TO FIRE PROTECTION
118	HANDRAIL EXTENSIONS
117	STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 3 THREADS
120	FIRE PLACE BY OTHERS. PROVIDE DIRECT VENT, SEALED COMBUSTION TYPE.*

NOTE:

MIXED-USE EXCEPTION FOR YARDS PURSUANT TO LAMC SECTION 12.22 A. 14(A)(3). SUBJECT TO VERIFICATION BY THE LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY (SEE "TOC LETTER OF DETERMINATION HIGHLIGHTS" IN SHEET G004.

MOTOR AVE RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	217.69'
PEDESTRIAN ENTRIES	-11.00'
DRIVEWAY	-20.00'
TOTAL	186.69' x 35%
RETAIL FRONTAGE REQ'D	65.00'
RETAIL FRONTAGE PROVIDED	65.00'

WASHINGTON BLVD. RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	143.81'
PEDESTRIAN ENTRIES	-11.33'
TOTAL	132.53' x 35%
RETAIL FRONTAGE REQ'D	46.40'
RETAIL FRONTAGE PROVIDED	46.00'

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE, ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS

SYMBOL LEGEND

SD	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	CLASS A STAND PIPE PER FIRE PROTECTION		GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
1	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
1	WINDOW TAG		BOLLARD
111	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

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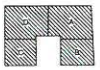
LICENSED ARCHITECT — KEVIN HUIET TSAI — No. C-33710 — EXPIRY: — REGISTRATION DATE — STATE OF CALIFORNIA

architect's stamp

consultants

KEY PLAN:



all designs, plans, arrangements and plans referred by these drawings and specifications are the property and instruments of service of the ARCHITECT and shall neither be used for any other work except by agreement in writing with the ARCHITECT, nor shall they be shown to other parties, nor shall copies be made of them without the written permission and consent thereto and shall be returned at the completion of the work. Visual contact with these drawings and specifications constitutes acceptance of this agreement.

#	DATE	ISSUE/REVISION
01	06/08/18	CITY SUBMITTAL (DIR)
02	08/31/18	CITY SUBMITTAL (DIR)
03	05/10/19	CITY SUBMITTAL (DIR)
04	02/21/20	PLAN CHECK SUBMITTAL

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
1525 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPN: GY
DRAWN BY: DI/SJ
JOB NO.: 19-09

DRAWING TITLE:
1ST FLOOR PLAN

SHEET NO.:
A210

EXHIBIT "A"
Page No. 21 of 55
Case No. DIR-2020-575-TOC-SPR-HCA

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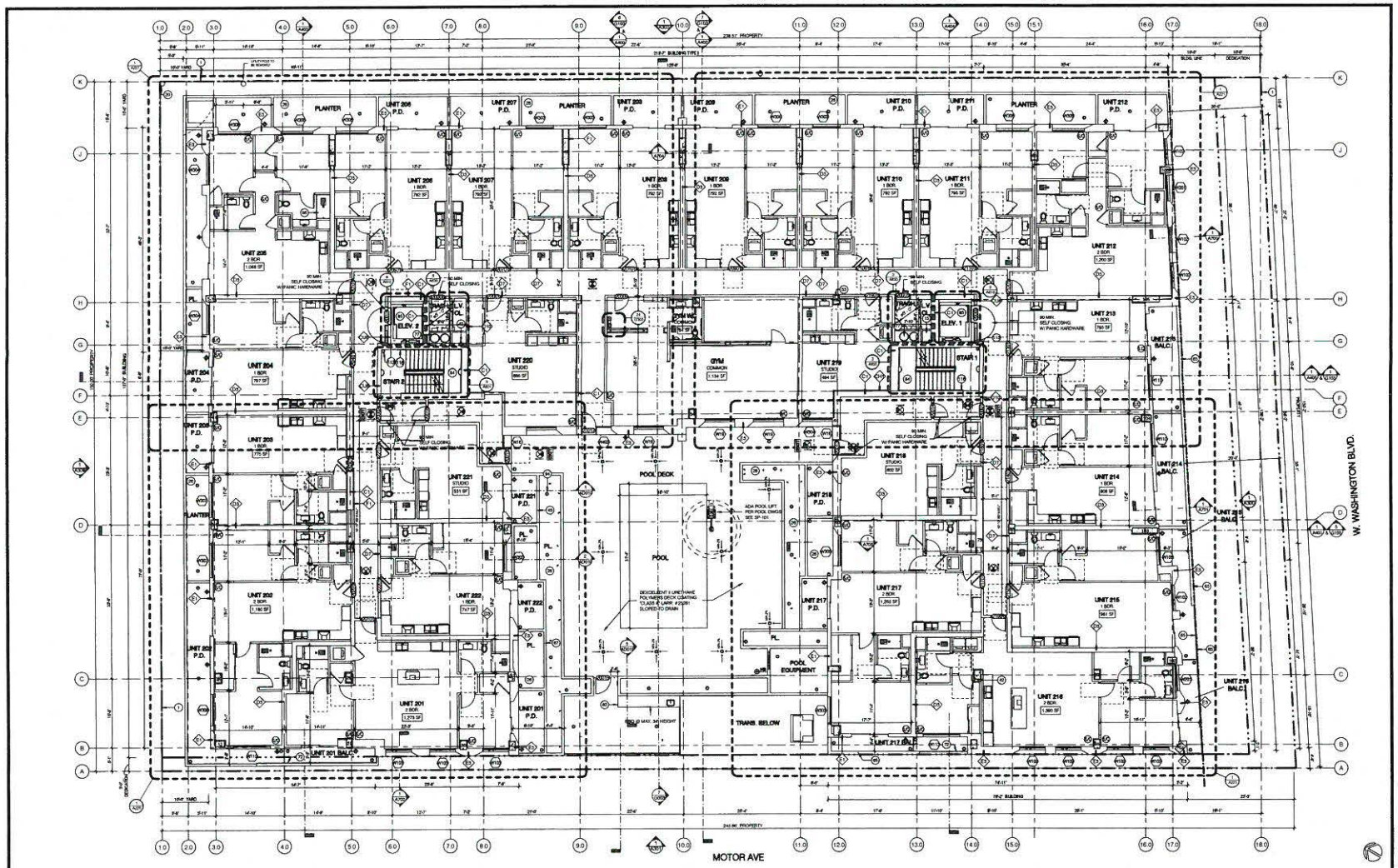

2ND FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 2ND FLOOR	
GYM	1,134 SF
GYM WC	64 SF
UNIT 201	1,275 SF
UNIT 202	1,146 SF
UNIT 203	775 SF
UNIT 204	797 SF
UNIT 205	1,066 SF
UNIT 206	782 SF
UNIT 207	782 SF
UNIT 208	782 SF
UNIT 209	782 SF
UNIT 210	782 SF
UNIT 211	782 SF
UNIT 212	1,250 SF
UNIT 213	782 SF
UNIT 214	908 SF
UNIT 215	961 SF
UNIT 216	1,360 SF
UNIT 217	1,255 SF
UNIT 218	902 SF
UNIT 219	484 SF
UNIT 220	886 SF
UNIT 221	561 SF
UNIT 222	747 SF

NOTE:
FSD=10 FT. WHEN MEASURED FROM PLAN WEST EXTERIOR WALL TO NEAREST LOT LINE. THIS EXTERIOR WALL MUST BE MINIMUM 1-HOUR FIRE-RATED WITH 45% MAX UNPROTECTED OPENINGS.
EXTERIOR BALCONY PROJECTIONS WHEN HAVING A FSD = 10 FT. MUST BE A MINIMUM OF 8'-0" FROM THE NEAREST LOT LINE PER CBC TABLE 705.2.

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 5 feet	24 inches
Greater than 5 feet to less than 30 feet	24 inches plus 3 inches for every foot of FSD beyond 5 feet or fraction thereof

For SI: 1 foot = 304.8 mm, 1 inch = 25.4 mm

NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM ESPRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.1.9)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A SLABEL PER CBC 716.5.3, 716.5.3.1.8, 716.5.7.3
3. EVERY SLEEPING ROOM AND ARA OUTSIDE OF SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALLARM DEVICES PER CBC SECTION 907.2.11.0 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP. SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING
4. BATHROOM EXHAUST FANS SHALL BE TEMPRY STAIF COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
6. SEE PLANS FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS
7. OPERABLE PORTION OF ANY WINDOW MUST BE 5' MIN AWAY FROM ANY EXHAUST PER SECTION 904.3 2019 CA MECH. OPOE TERMINATION OF ENVIRONMENTAL AIR DUCTS.
8. HARDSCAPE MATERIAL MIHT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30.
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
11. CONTRACTOR TO VERIFY TUB/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS. IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES
13. REFER TO ARCHITECTURAL SHEETS SERIES G1075 FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
14. REFER TO ARCHITECTURAL SHEETS SERIES A6875 FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A6875 FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A6875 FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. ACCESSIBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5.
19. SHOWER PAN DROP - 2"
20. CARBON MONIXIDE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION 420.8.
21. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACES(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE

KEYNOTES

1	PROPERTY LINE
16	REFUSE CHUTE VENT SHAFT
30	NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2019
36	PLANTER BOX - REFER TO LANDSCAPE PLANS
39	CONCRETE COLUM WITH HI STEEL CORNER GUARD C.I.F. SEE DETAIL ON A5200
42	8" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
45	FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
65	42" HIGH GUARDRAIL
67	48" PLANTER WALL - REFER TO LANDSCAPE PLANS
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
82	BBQ COUNTER WITH SINK - REFER TO LANDSCAPE PLANS
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
86	SHOWER PAN DROP - 2"
94	PLANTER DRAIN - REFER TO LANDSCAPE
113	STANDPIPE - REFER TO FIRE PROTECTION
118	JANITORIAL EXTENSIONS

SYMBOL LEGEND

SD	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
	CLASS A STAND PIPE PER FIRE PROTECTION
	EXIT SIGN
1	WALL TAG
01	WINDOW TAG
111	DOOR TAG
RD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
RD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	GAS HOOKUP
EV	EVCS RACEWAY TERMINATION POINT
	BATHROOM EXHAUST FAN / LIGHT COMBO
	BOLLARD
	BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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K T A

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LICENSED ARCHITECT
KUOHUEI TSAI
No. C-33717
EXPIRES
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN

DATE	ISSUE RECORD
01-10-2020	DPA SUBMITTAL - 2020
02-03-2020	DPA SUBMITTAL - RESUBMITTAL
03-27-2020	DPA SUBMITTAL - RESUBMITTAL
04-17-2020	DPA SUBMITTAL - RESUBMITTAL

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
16.
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	CY
DRAWN BY:	CY/EJ
JOB NO.:	19-09

DRAWING TITLE:
2ND FLOOR PLAN

SHEET NO.:
A220

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Case No. DIR-2020-575-TOC-SPR-1HA

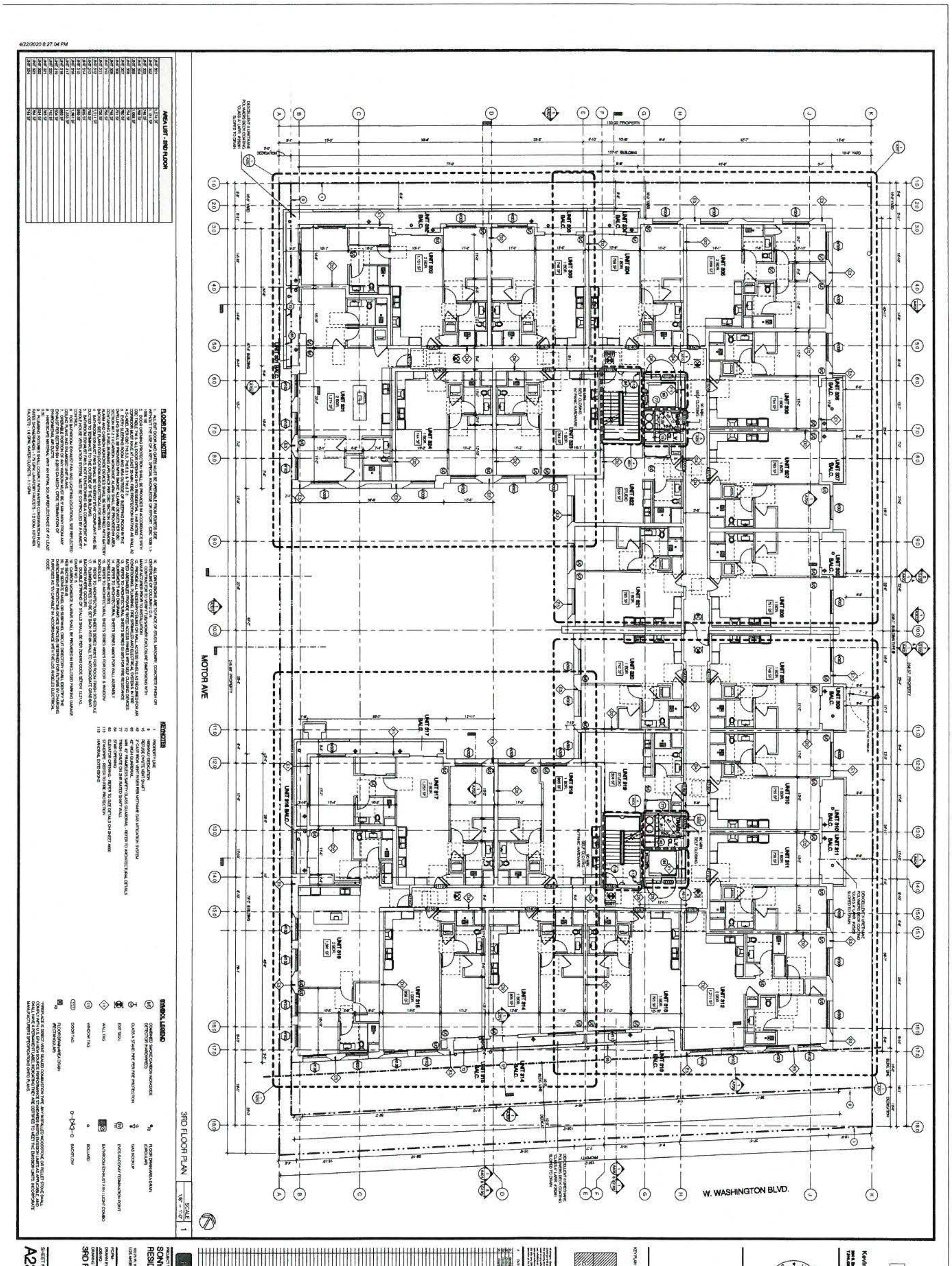

EXHIBIT "A"

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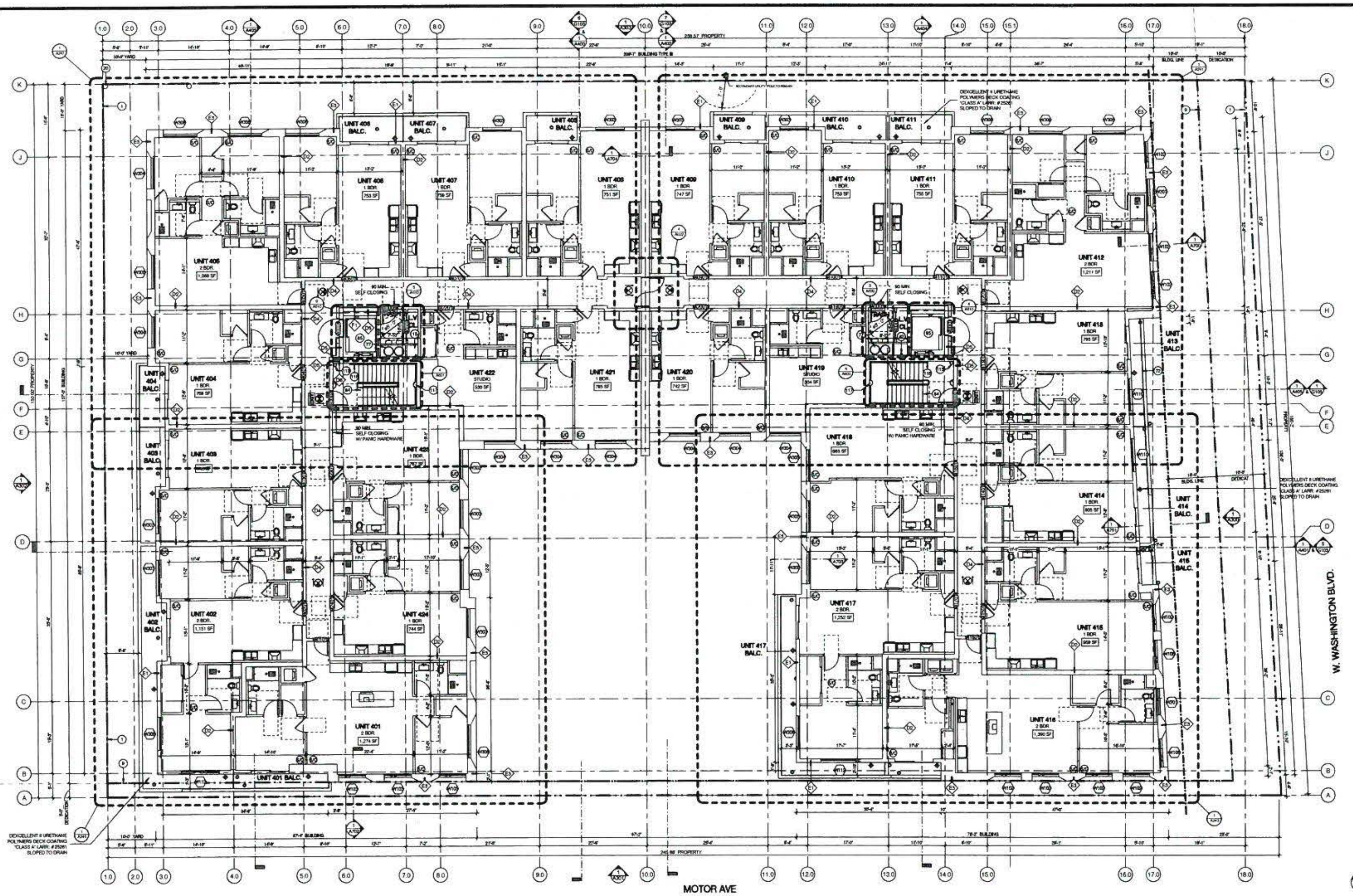

4TH FLOOR PLAN — SCALE 1/8" = 1'-0" — 1

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AREA LIST - 4TH FLOOR	
UNIT 401	1,274 SF
UNIT 402	1,151 SF
UNIT 403	746 SF
UNIT 404	788 SF
UNIT 405	1,086 SF
UNIT 406	753 SF
UNIT 407	759 SF
UNIT 408	751 SF
UNIT 409	747 SF
UNIT 410	753 SF
UNIT 411	755 SF
UNIT 412	1,211 SF
UNIT 413	793 SF
UNIT 414	805 SF
UNIT 415	959 SF
UNIT 416	1,390 SF
UNIT 417	1,252 SF
UNIT 418	863 SF
UNIT 419	504 SF
UNIT 420	742 SF
UNIT 421	785 SF
UNIT 422	530 SF
UNIT 423	767 SF
UNIT 424	744 SF

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.1B)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. EVERY SLEEPING ROOM AND ARA OUTSIDE OF SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALLARM DEVICES PER CBC SECTION 907.2.1.0 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP, SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING
4. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
6. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
7. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CPDE TERMINATION OF ENVIRONMENAL AIR DUCTS
8. HARDSCAPE MATERIAL WHIT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
11. CONTRACTOR TO VERIFY TUB/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS. IN FIRE RATED ASESMBLES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES.
13. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
14. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
19. CARBON MONIXIDE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.8)
20. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS 'EV CAPABLE' IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE

KEYNOTES

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
20	NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A800
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS
117	STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 5 THREADS

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURERS SPECIFICATIONS ONTO PLANS.

Kevin Tsai Architecture

LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD LOS ANGELES, CA 90232

PC/PM:
DRAWN BY:
JOB NO.:

DRAWING TITLE:
4TH FLOOR PLAN

SHEET NO.:
A240

EXHIBIT "A"
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Case No. DIR-2020-575-TOC-SPR-HCA

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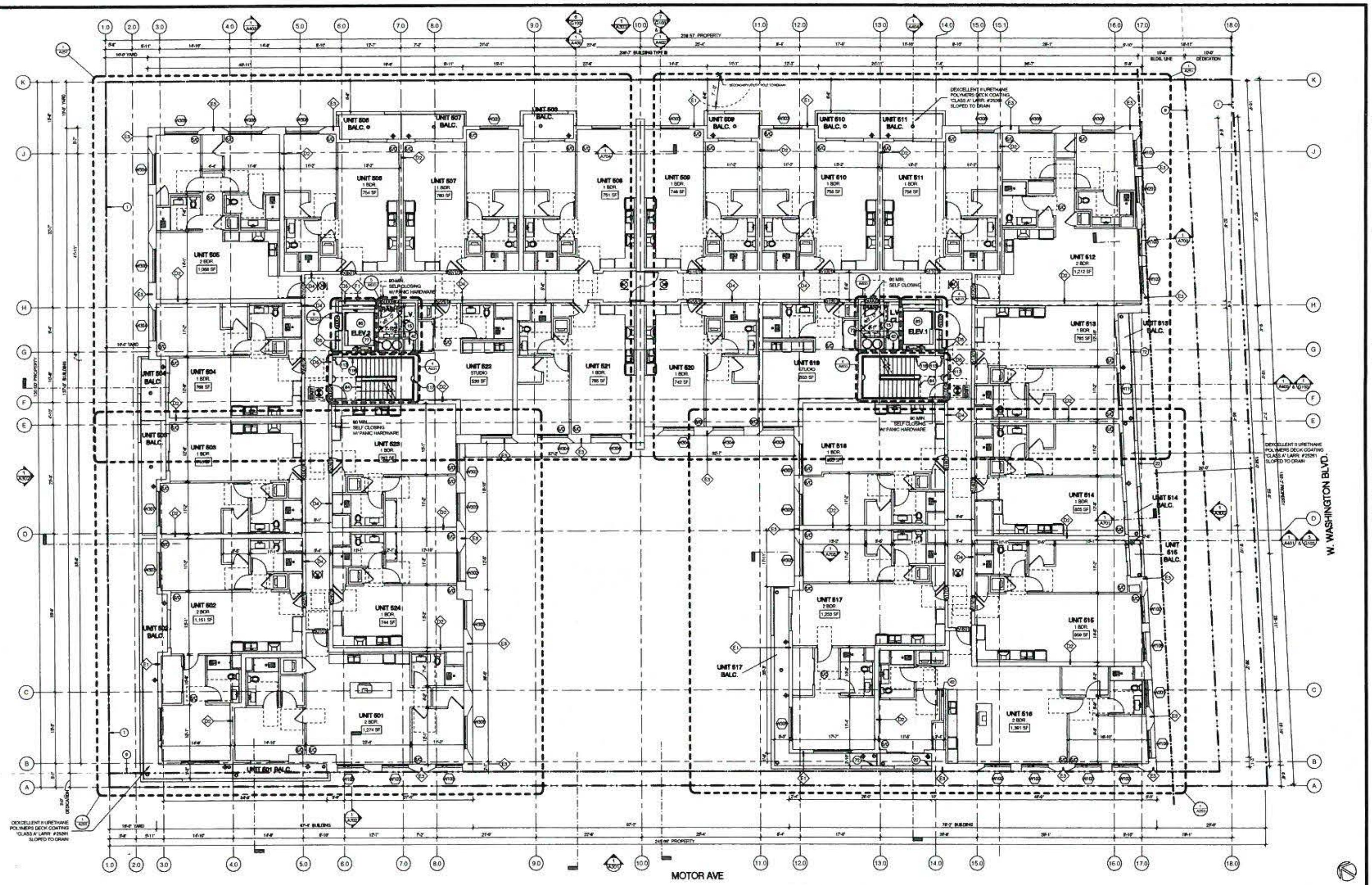

5TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 5TH FLOOR	
UNIT 501	1,274 SF
UNIT 502	1,151 SF
UNIT 503	748 SF
UNIT 504	768 SF
UNIT 505	1,068 SF
UNIT 506	754 SF
UNIT 507	760 SF
UNIT 508	751 SF
UNIT 509	748 SF
UNIT 510	755 SF
UNIT 511	756 SF
UNIT 512	1,212 SF
UNIT 513	793 SF
UNIT 514	805 SF
UNIT 515	959 SF
UNIT 516	1,361 SF
UNIT 517	1,253 SF
UNIT 518	865 SF
UNIT 519	503 SF
UNIT 520	742 SF
UNIT 521	765 SF
UNIT 522	530 SF
UNIT 523	767 SF
UNIT 524	744 SF

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.1.9)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. EVERY SLEEPING ROOM AND ARA OUTSIDE OF SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALLARM DEVICES PER CBC SECTION 907.2.11 6 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP, SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING.
4. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
6. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
7. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CPDE TERMINATION OF ENVIRONMENTAL AIR DUCTS.
8. HARDSCAPE MATERIAL WIHT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
11. CONTRACTOR TO VERIFY TUB/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS. IN FIRE RATED ASESMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES.
13. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
14. REFER TO ARCHITECTURAL SHEETS SERIES A600'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A600'S FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A600'S FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 1.
19. CARBON MONOXICE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
20. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

KEYNOTES

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
70	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A800
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS
117	STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 3 THREADS

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

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Kevin Tsai Architecture

LICENSED ARCHITECT · KUO-HUEI TSAI · No. C-33710 · STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN

PLAN CHECK

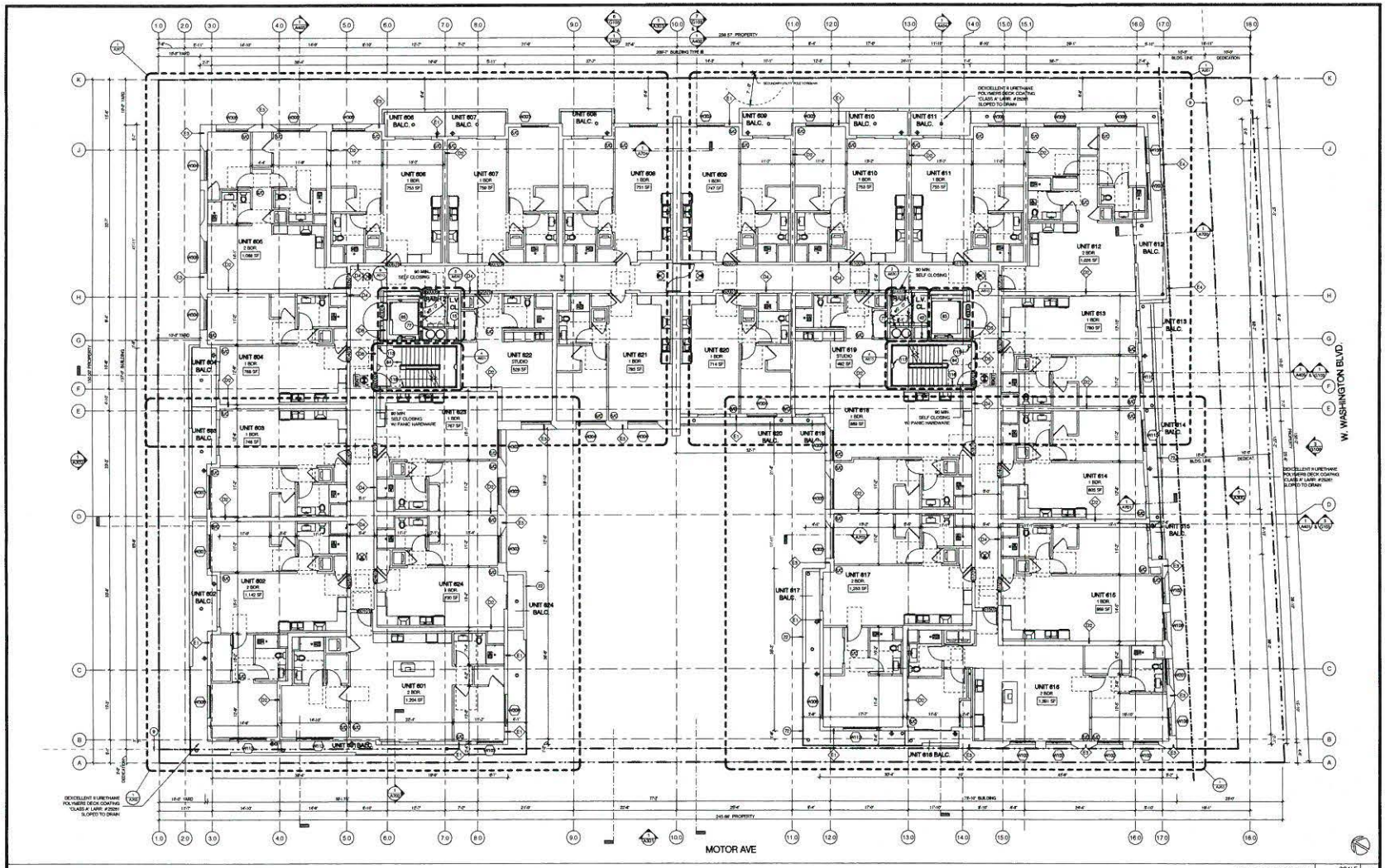
PROJECT TITLE:
SONY ADJACENT RESIDENCE
10575 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:
5TH FLOOR PLAN

SHEET NO.:
A250

EXHIBIT "A"
Page No. 25 of 55
Case No. DIR-2020-575-TOC-SPR-HCA



6TH FLOOR PLAN

SCALE 1/8" = 1'-0" 1

AREA LIST - 6TH FLOOR	
UNIT 601	1,204 SF
UNIT 602	1,142 SF
UNIT 603	749 SF
UNIT 604	768 SF
UNIT 605	1,088 SF
UNIT 606	753 SF
UNIT 607	764 SF
UNIT 608	751 SF
UNIT 609	747 SF
UNIT 610	753 SF
UNIT 611	755 SF
UNIT 612	1,026 SF
UNIT 613	780 SF
UNIT 614	805 SF
UNIT 615	858 SF
UNIT 616	1,361 SF
UNIT 617	1,253 SF
UNIT 618	860 SF
UNIT 619	462 SF
UNIT 620	714 SF
UNIT 621	765 SF
UNIT 622	529 SF
UNIT 623	747 SF
UNIT 624	750 SF

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM ESPRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.1.9)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE A7 LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A 5-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.3.2
3. A SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALARM DEVICES PER CBC SECTION 907.2.11.0 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.0 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP. SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING
4. BATHROOM EXHAUST FANS SHALL BE EMERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL
6. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
7. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 5.3.2010 CA MECH. CPC TERMINATION OF EXHAUST VENTS AND STACKS
8. HARDSCAPE MATERIALS WHIT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
11. CONTRACTOR TO VERIFY TUBS/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESSARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS. 8HFIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES.
13. REFER TO ARCHITECTURAL SHEETS SERIES G3001 FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
14. REFER TO ARCHITECTURAL SHEETS SERIES A6415 FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A9415 FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A9415 FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5
19. CARBON MONOXIE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION 908.6
20. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE BY CHANGING PURPOSES AS TO CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

KEYNOTES

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
22	PARAPET PER 705.11 CBC (SEE NOTE BELOW)
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
70	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A650
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS
117	STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 5 THREADS

SYMBOL LEGEND

CO	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
	CLASS A STAND PIPE PER FIRE PROTECTION
	EXIT SIGN
01	WALL TAG
01	WINDOW TAG
101	DOOR TAG
FD 10	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
FD 10	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	GAS HOOKUP
EV 01	EVCS RACEWAY TERMINATION POINT
	BATHROOM EXHAUST FAN / LIGHT COMBO
	BOLLARD
	BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

4/22/2020 8:33:07 PM

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LICENSED ARCHITECT KUCHUEI TSAI No. C-33710 REFER TO ORIGINAL SEAL STATE OF CALIFORNIA

AUTHORITY STAMP

CONSULTANT

KEY PLAN:

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#	DATE	REVISION
01	10/29/19	VTA SUBMITTAL REVISE
02	01/08/20	VTA - SUBMITTAL REVISE
03	03/18/20	VTA - SUBMITTAL REVISE
04	04/22/20	VTA - PLANCHECK SUBMITTAL

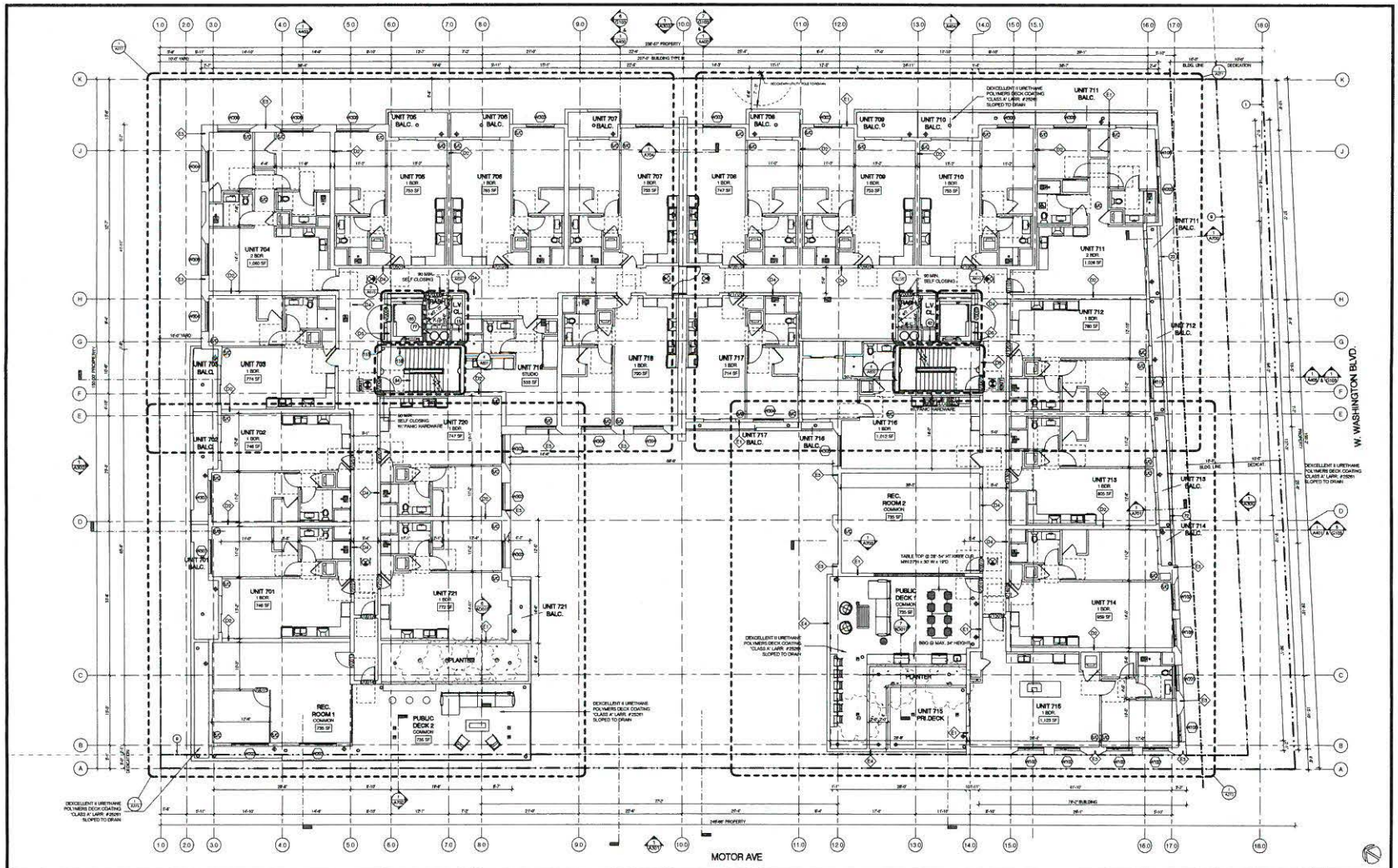
PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
10875 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM:
DRAWN BY: SW/JJ
JOB NO.: 18-08
DRAWING TITLE:
6TH FLOOR PLAN

SHEET NO.:
A260

EXHIBIT A
Page No. 26 of 55
Case No. DIR-2020-576-TOC-SPR-HCA



7TH FLOOR PLAN

SCALE 1/8" = 1'-0" 1

AREA LIST - 7TH FLOOR	
PUBLIC DECK 1	750 SF
PUBLIC DECK 2	Restaurant Area
PUBLIC DECK 2	750 SF
REC. ROOM 1	750 SF
REC. ROOM 2	735 SF
UNIT 701	748 SF
UNIT 702	748 SF
UNIT 703	774 SF
UNIT 704	1,080 SF
UNIT 705	753 SF
UNIT 706	765 SF
UNIT 707	755 SF
UNIT 708	747 SF
UNIT 709	753 SF
UNIT 710	755 SF
UNIT 711	1,038 SF
UNIT 712	780 SF
UNIT 713	805 SF
UNIT 714	959 SF
UNIT 715	1,125 SF
UNIT 716	1,012 SF
UNIT 717	714 SF
UNIT 718	760 SF
UNIT 719	555 SF
UNIT 720	747 SF
UNIT 721	775 SF

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, OPEN, KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.1.9)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20 MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. ALL SLEEPING ROOMS SHALL BE PROVIDED WITH SMOKE SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALARM DEVICES PER CBC SECTION 907.2.11 & CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP. SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING.
4. BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
6. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS
7. OPENABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CPDE TERMINATION OF EXHAUSTS AND AIR DUCTS
8. HARDSCAPE MATERIAL WHIT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.35
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GDM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMNS U.O.N.
11. CONTRACTOR TO VERIFY TUB/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESSARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES
13. FIRE STOPPING SHALL MEET SHEETS SERIES G1005 FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS.
14. REFER TO ARCHITECTURAL SHEETS SERIES A6005 FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A6005 FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A6005 FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5
19. CARBON MONOXOE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420 6)
20. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACES RESERVED FOR FUTURE BY CHARGING PURPOSES AS TO CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE

KEYNOTES

1 PROPERTY LINE
9 HIGHWAY DEDICATION
15 REFUSE CHUTE VENT SHAFT
22 PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
42 2' CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
72 MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77 TRASH CHUTE ON 2HR RATED SHAFT WALL
84 STAIR OPENING
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A6005
113 STANDPIPE - REFER TO FIRE PROTECTION
118 HANDRAIL EXTENSIONS

SYMBOL LEGEND

SA — COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD — FLOOR DRAIN/AREA DRAIN (CIRCULAR)
G — CLASS A STAND PIPE PER FIRE PROTECTION	G — GAS HOOKUP
EXIT — EXIT SIGN	EV — EVCS RACEWAY TERMINATION POINT
F1 — WALL TAG	F2 — BATHROOM EXHAUST FAN / LIGHT COMBO
1 — WINDOW TAG	BOLLARD
111 — DOOR TAG	BACKFLOW
FD — FLOOR DRAIN/AREA DRAIN (RECTANGULAR)	

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

4/22/2020 8:25:01 PM

Kevin Tsai Architecture

LICENSED ARCHITECT KEVIN HUBI TSAI No. C-33710 REALM TEMPORAL SOUTH STATE OF CALIFORNIA

KEY PLAN

#	DATE	ISSUE/REVISION
01	08/19/21	50% PLANNING SUBMITTAL
02	09/08/21	50% PLANNING RESUBMITTAL
03	11/15/21	100% PLANNING SUBMITTAL
04	01/21/22	100% PLANNING RESUBMITTAL

PLAN CHECK

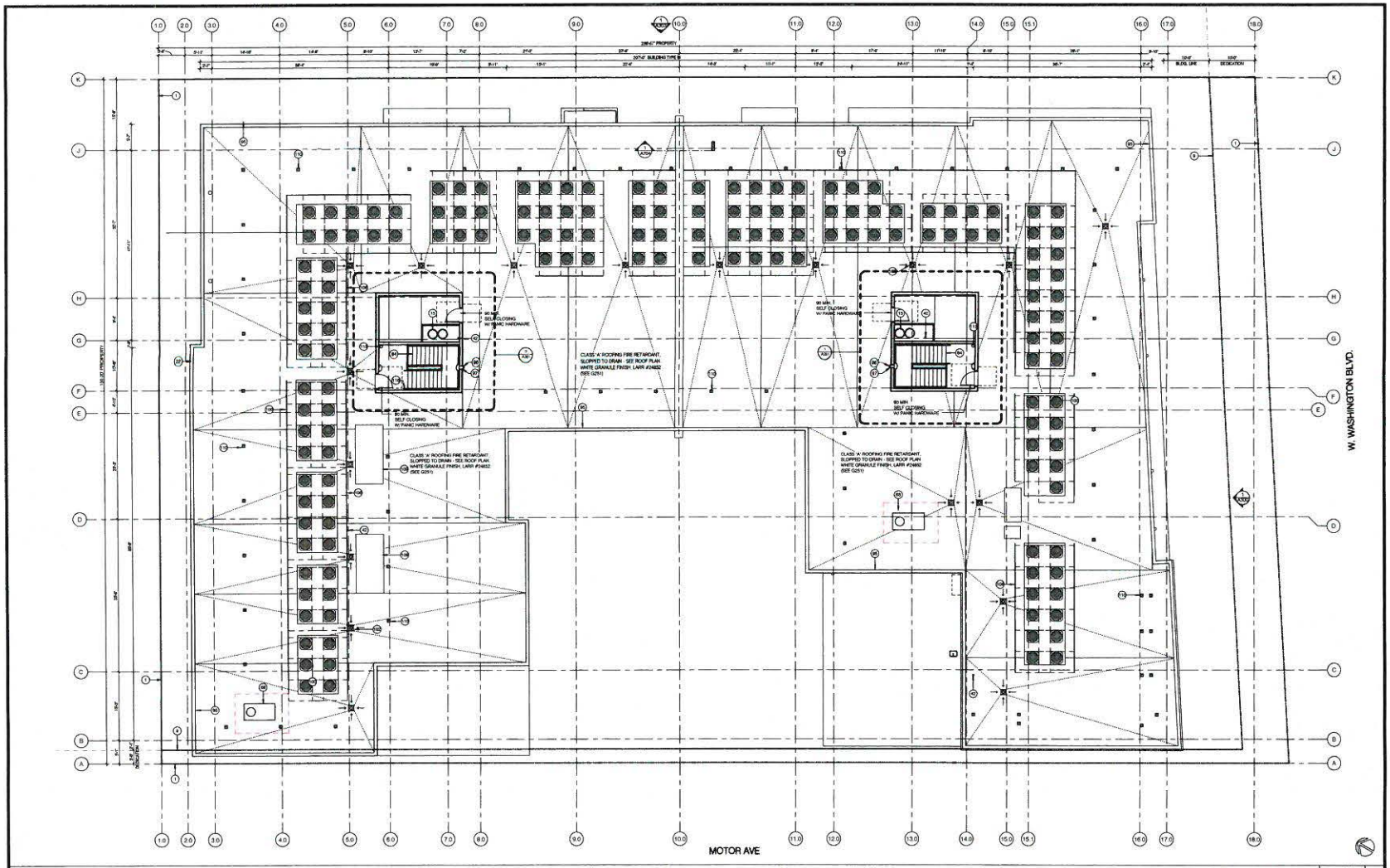
PROJECT TITLE:
SONY ADJACENT RESIDENCE
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: [illegible]
DRAWN BY: [illegible]
JOB NO.: 19-[illegible]

DRAWING TITLE:
7TH FLOOR PLAN

SHEET NO.:
A270

EXHIBIT "A"
Page No. 27 of 55
Case No. DIR-2020-535-TOC-SPR-VHCP



ROOF PLAN - SEE G251 FOR ROOFING INFORMATION

SCALE 1/8" = 1'-0"

1

GREEN BUILDING NOTES:

NOTE: ALL ROOF RUNOFF DRAINS AND DOWNSPOUTS TO AN UNDERGROUND CISTERN. REFER TO CIVIL AND PLUMBING PLANS.

NOTE: ALL THERMOSTATS IN EACH DWELLING UNIT ARE OCCUPANT CONTROLLED SMART THERMOSTATS (OCST) WITH COMMUNICATIONS CAPABILITIES ENABLED TO RECEIVE AND RESPOND TO DEMAND RESPONSE SIGNALS. AN OCST IS A SETBACK THERMOSTAT WITH COMMUNICATION CAPABILITIES THAT ENABLE THE OCCUPANT TO RECEIVE AND RESPOND TO DEMAND RELATED SIGNALS FROM AND RESPOND TO THOSE SIGNALS BY AUTOMATIC ADJUSTMENT OF THE THERMOSTAT SETPOINT AS DESCRIBED IN JOINT APPENDIX JA5. (SUBJECT TO OCCUPANT PARTICIPATION). ENABLING COMMUNICATIONS CAPABILITIES REQUIRES THAT THE OCST HAS ONE OF THE FOLLOWING: ONBOARD COMMUNICATIONS CAPABILITIES, AN INSTALLED COMMUNICATIONS MODULE FOR OCSTS WITH REMOVABLE COMMUNICATIONS MODULES), OR AN INSTALLED COMMUNICATIONS GATEWAY FOR AN OCST WHERE AN EXTERNAL GATEWAY IS REQUIRED FOR COMMUNICATIONS. OCST MUST BE CERTIFIED BY THE ENERGY COMMISSION TO MEET THE REQUIREMENTS DESCRIBED IN THE JOINT APPENDIX JA5.

SOLAR READY ROOF NOTES:

7.3.1.2 LOW-RISE MULTIFAMILY RESIDENTIAL BUILDINGS THE SOLAR ZONE SHALL BE LOCATED ON THE ROOF OR OVERHANG OF THE BUILDING OR ON THE ROOF OR OVERHANG OF ANOTHER STRUCTURE LOCATED WITHIN 250 FEET OF THE BUILDING OR ON COVERED PARKING INSTALLED WITH THE BUILDING PROJECT. OTHER STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO, CARPORTS, PARKING SHADE STRUCTURES, GAZEBOS, AND SIMILAR ACCESSORY STRUCTURES. THE SOLAR ZONE SHALL HAVE A TOTAL AREA THAT IS NO LESS THAN 15 PERCENT OF THE TOTAL ROOF AREA OF THE BUILDING AFTER SUBTRACTING ANY SKYLIGHT AREA FROM THE ROOF AREA. THERE ARE MULTIPLE EXCEPTIONS, AS DESCRIBED BELOW. TO THE REQUIRED TOTAL AREA.

FOR EXCEPTIONS A, B, D, AND E BELOW, ALTHOUGH THE LANGUAGE IN THE ENERGY STANDARDS IMPLIES THAT THESE FOUR EXCEPTIONS ONLY APPLY TO THE SOLAR ZONE REQUIREMENTS, THE INTENT OF THE ENERGY STANDARDS IS FOR THE EXCEPTIONS TO APPLY TO THE SOLAR ZONE REQUIREMENT, AS WELL AS THE INTERCONNECTION PATHWAY REQUIREMENTS DESCRIBED IN 110.10(C) AND THE DOCUMENTATION REQUIREMENTS DESCRIBED IN 110.10(D).

EXCEPTION:

LOW-RISE MULTIFAMILY BUILDINGS THAT COMPLY WITH ITEMS 1 AND 2 BELOW ARE EXEMPT FROM SOLAR ZONE, INTERCONNECTION PATHWAY, AND DOCUMENTATION REQUIREMENTS.

1. ALL THERMOSTATS IN EACH DWELLING UNIT ARE OCCUPANT CONTROLLED SMART THERMOSTATS (OCST) WITH COMMUNICATIONS CAPABILITIES ENABLED TO RECEIVE AND RESPOND TO DEMAND RESPONSE SIGNALS. AN OCST IS A SETBACK THERMOSTAT WITH COMMUNICATION CAPABILITIES THAT ENABLE THE OCCUPANT TO RECEIVE AND RESPOND TO DEMAND RELATED SIGNALS FROM AND RESPOND TO THOSE SIGNALS BY AUTOMATIC ADJUSTMENT OF THE THERMOSTAT SETPOINT AS DESCRIBED IN JOINT APPENDIX JA5 (SUBJECT TO OCCUPANT PARTICIPATION). ENABLING COMMUNICATIONS CAPABILITIES REQUIRES THAT THE OCST HAS ONE OF THE FOLLOWING: ONBOARD COMMUNICATIONS CAPABILITIES, AN INSTALLED COMMUNICATIONS MODULE FOR OCSTS WITH REMOVABLE COMMUNICATIONS MODULES), OR AN INSTALLED COMMUNICATIONS GATEWAY FOR AN OCST WHERE AN EXTERNAL GATEWAY IS REQUIRED FOR COMMUNICATIONS. OCST MUST BE CERTIFIED BY THE ENERGY COMMISSION TO MEET THE REQUIREMENTS DESCRIBED IN THE JOINT APPENDIX JA5.

2. NOTE: SEE G210 FOR 'NEST' SMART THERMOSTAT SPECS.

3. FOR EACH DWELLING UNIT, ONE OF THE FOLLOWING MEASURES SHALL BE MET:

a. INSTALL A DISHWASHER THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS AND INSTALL EITHER A REFRIGERATOR THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS OR A WHOLE HOUSE FAN DRIVEN BY AN ELECTRONICALLY COMMUTATED MOTOR, OR

b. INSTALL A RAINWATER CATCHMENT SYSTEM DESIGNED TO COMPLY WITH THE CALIFORNIA PLUMBING CODE AND USE RAINWATER PLUMBING FROM AT LEAST 85 PERCENT OF THE AVAILABLE ROOF AREA.

NOTE: CATCH BASIN IS DESIGNED TO CAPTURE 100% OF ROOF RAINWATER. SEE SHEETS 'C'

ALL DISHWASHERS MEET ENERGY STAR REQUIREMENTS

KEYNOTES:

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
22	PARAPET PER 705.11 CBC - (SEE NOTE BELOW)
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
59	RTU PACKAGED UNIT - REFER TO MECH PLANS
64	STAIR OPENING
95	OMITTED
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD0a1
97	29 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD0b1
100	RTU - REFER TO MECH PLANS
103	ROOF DRAIN TO AN UNDERGROUND RETENTION CISTERN - REFER TO LD PLANS
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10.AD0a1
108	WATER HEATER PLATFORM - REFER TO PLUMBING AND STRUCTURAL PLANS - SEE DETAIL 6 AD0b1
110	WINDOW CLEANING ROOF ANCHOR PER OSHA - REFER S1.4/7 FOR ATTACHMENT DETAILS
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

SYMBOL LEGEND

CO	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
FP	CLASS A STAND PIPE PER FIRE PROTECTION
EXIT	EXIT SIGN
1-1	WALL TAG
1	WINDOW TAG
111	DOOR TAG
FD 10	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
FD 10	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
G	GAS HOOKUP
EV	EVCS RACEWAY TERMINATION POINT
EF	BATHROOM EXHAUST FAN / LIGHT COMBO
	BOLLARD
	BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED-COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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634 S. Broadway, Los Angeles, CA 90014
T.213.488.0023 www.kevin-tsai.com

LICENSED ARCHITECT KUO-HUEI TSAI No. C33715 EXP. 12/31/2020 STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN

#	DATE	ISSUE/REASON
1	06/18/2019	CITY SUBMITTAL (SUBMIT)
2	09/04/2019	CITY SUBMITTAL (RESUBMIT)
3	12/20/2019	CITY SUBMITTAL (RESUBMIT)
4	04/17/2020	PLAN CHECK SUBMITTAL 1

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

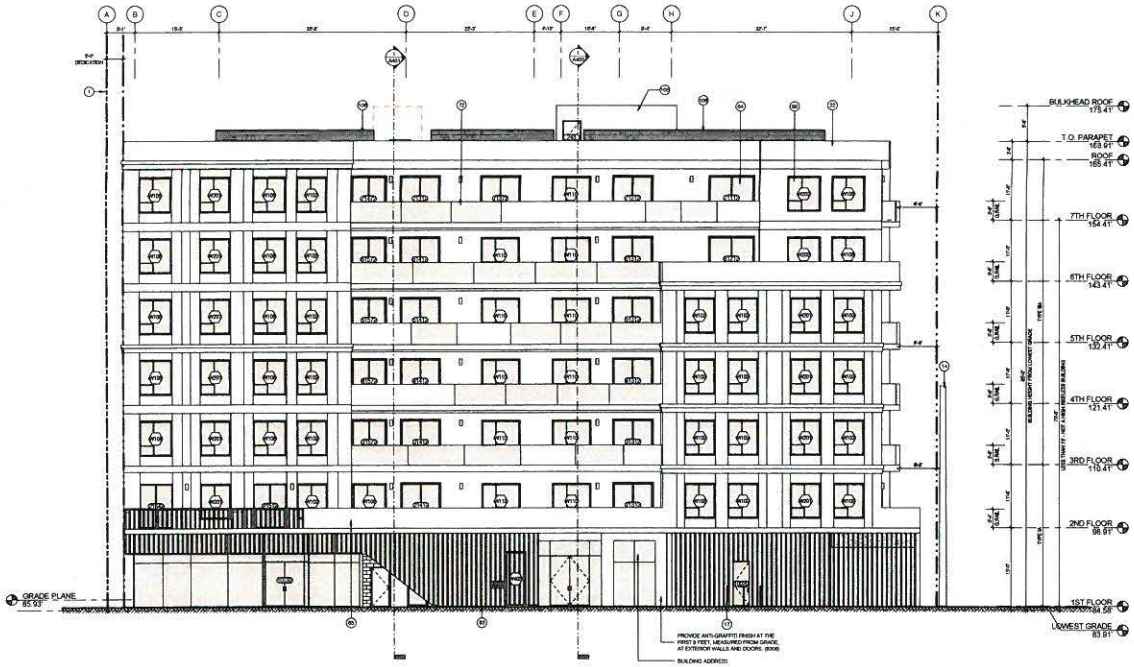
PC PM: SY
DRAWN BY: SHU
JOB NO: 1909

DRAWING TITLE:
ROOF PLAN

SHEET NO.:
A280

EXHIBIT A
Page No. 28 of 55
Case No. DIR-2020-575-TOC-SPR-HCA

4/22/2020 8:37:02 PM



KEYNOTES

1 PROPERTY LINE
14 EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
22 PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
64 DOOR - PER SCHEDULE
65 42" HIGH GUARDRAIL
72 MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
83 DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
99 HAIL ON WINDOW - PER SCHEDULE
105 STAIR BULKHEAD
106 6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10.AD061

BLDG SOUTH ELEVATION | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:37:24 PM

Kevin Tsai Architecture

KEY PLAN

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

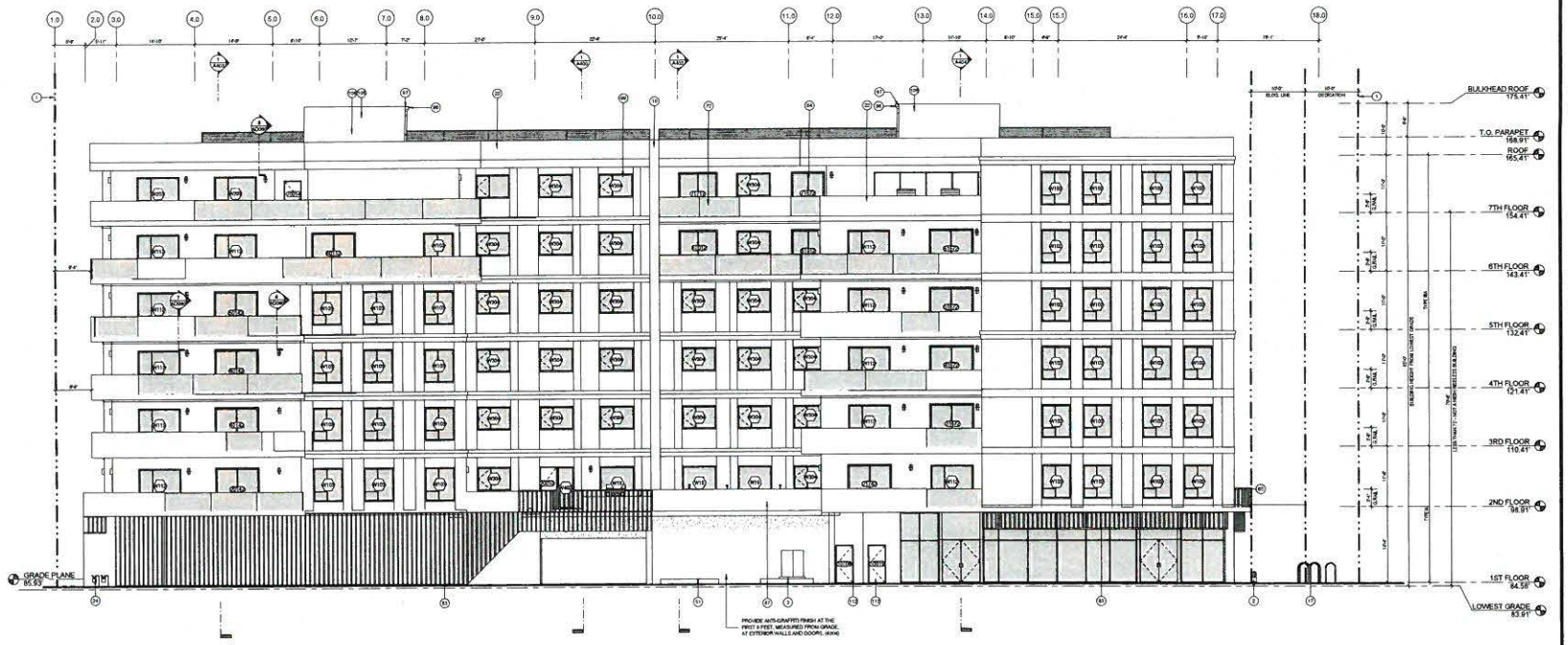
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

FORM: G1
DRAWN BY: G1/SJ
JOB NO.: 19-09

DRAWING TITLE:
EXTERIOR ELEVATION - SOUTH

SHEET NO.:
A300

EXHIBIT "A"
Page No. 29 of 55
Case No. DIR-2020-575-TDC-SPR-TZA



KEYNOTES:

1	PROPERTY LINE
2	EXISTING FIRE HYDRANT
3	TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
16	(NR-RATED) FIRE WALL
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
22	PARAPET PER 705.11 CBC (SEE NOTE BELOW)
24	GAS METERS (3) - REFER TO PLUMBING
51	ADA LIFT - PER POOL PLANS
64	DOOR - PER SCHEDULE
65	42" HIGH GUARDRAIL
67	48" PLANTER WALL - REFER TO LANDSCAPE PLANS
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
83	DECORATIVE INFILL/SCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD061
97	21-GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL OH AD061
99	VINE ON WINDOW - PER SCHEDULE
106	STAIR BULKHEAD
108	8' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD061
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

WEST ELEVATION | SCALE 1/8" = 1'-0" | 1

5/6/2020 2:07:58 PM

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REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

EXTERIOR'S STAMP

CONSULTANT

KEY PLAN

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#	DATE	DESCRIPTION
1	04/14/20	100% DESIGN DEVELOPMENT
2	05/06/20	50% DESIGN DEVELOPMENT
3	05/06/20	50% DESIGN DEVELOPMENT
4	05/06/20	FOR PUBLIC SUBMITTAL

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10370 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:
DRAWN BY:
JOB NO.:
DRAWING TITLE:
EXTERIOR ELEVATION - WEST

SHEET NO.:
A301

EXHIBIT A
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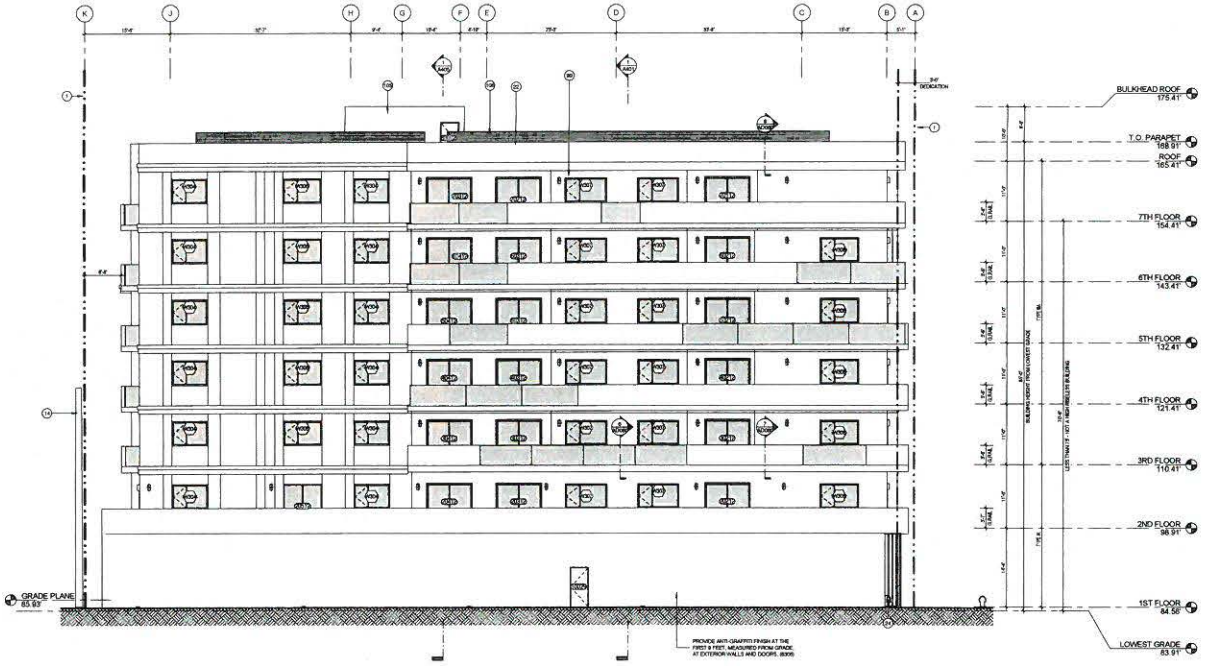
Case No. DIR-2020-5755-TDC-SPR-IPA



KEYNOTES

1 PROPERTY LINE
14 EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
22 PARAPET PER R06.11 CBC. (SEE NOTE BELOW)
24 GAS METERS (E) - REFER TO PLUMBING
99 WALL OR WINDOW - PER SCHEDULE
105 STAIR BULKHEAD
106 ⊗ MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 1/3 A0.00

NORTH ELEVATION | SCALE 1/8" = 1'-0" | 1

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SEAL/SIGNATURE
REGISTRATION DATE
STATE OF CALIFORNIA

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consultant

KEY PLAN

#	DATE	ISSUE RECORD
01	08/10/18	100% CD SET - DESIGN
02	08/10/18	100% CD SET - DESIGN - REVISED
03	08/10/18	100% CD SET - DESIGN - CITY SET
04	10/11/18	PLANCHECK SUBMITTAL 1

PLAN CHECK

PROJECT TITLE
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: KTA
DRAWN BY: KHTA
JOB NO.: 1808

DRAWING TITLE
EXTERIOR ELEVATION - NORTH

SHEET NO.:
A302

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Case No. DIR-2020-575-TOC-SPR-HCA

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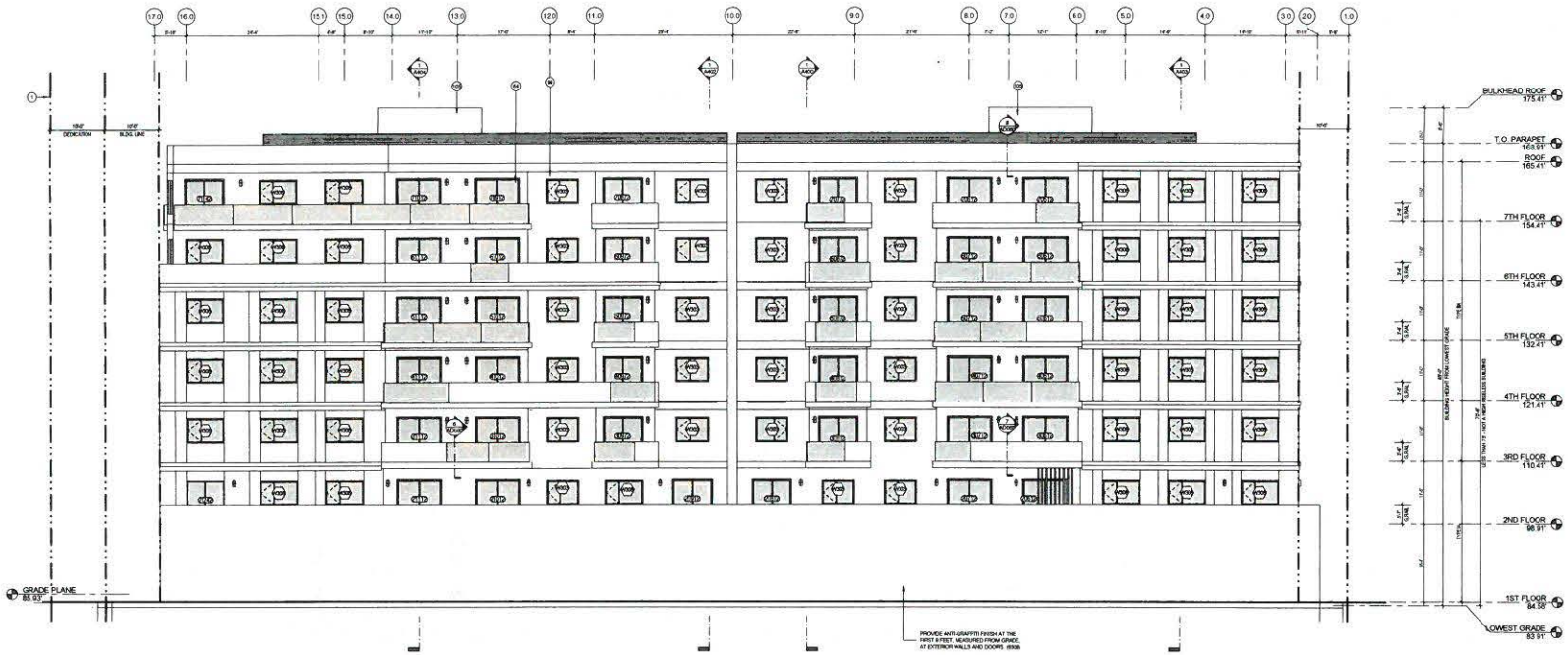

KEYNOTES

1 PROPERTY LINE
2 EXISTING FIRE HYDRANT
84 DOOR - PER SCHEDULE
96 DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON A0061
99 NAIL ON WINDOW - PER SCHEDULE
105 STAIR BULKHEAD

EAST ELEVATION | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:12 PM

K T A

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REGISTRATION
RENEWAL DATE
STATE OF CALIFORNIA

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consultant

KEY PLAN

#	DATE	DESCRIPTION
01	06/08/2020	1ST FLOOR CLEARANCE
02	06/08/2020	1ST FLOOR SEPARATION
03	06/08/2020	1ST FLOOR SEPARATION
04	06/08/2020	1ST FLOOR SEPARATION

PLAN CHECK

PROJECT TITLE
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM	GY
DRAWN BY	GY/SJ
JOB NO.	19-08

DRAWING TITLE
EXTERIOR ELEVATION - EAST

SHEET NO.:
A303

EXHIBIT "A"
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Case No. DIR-2020-575-TOC-SPR-HCA

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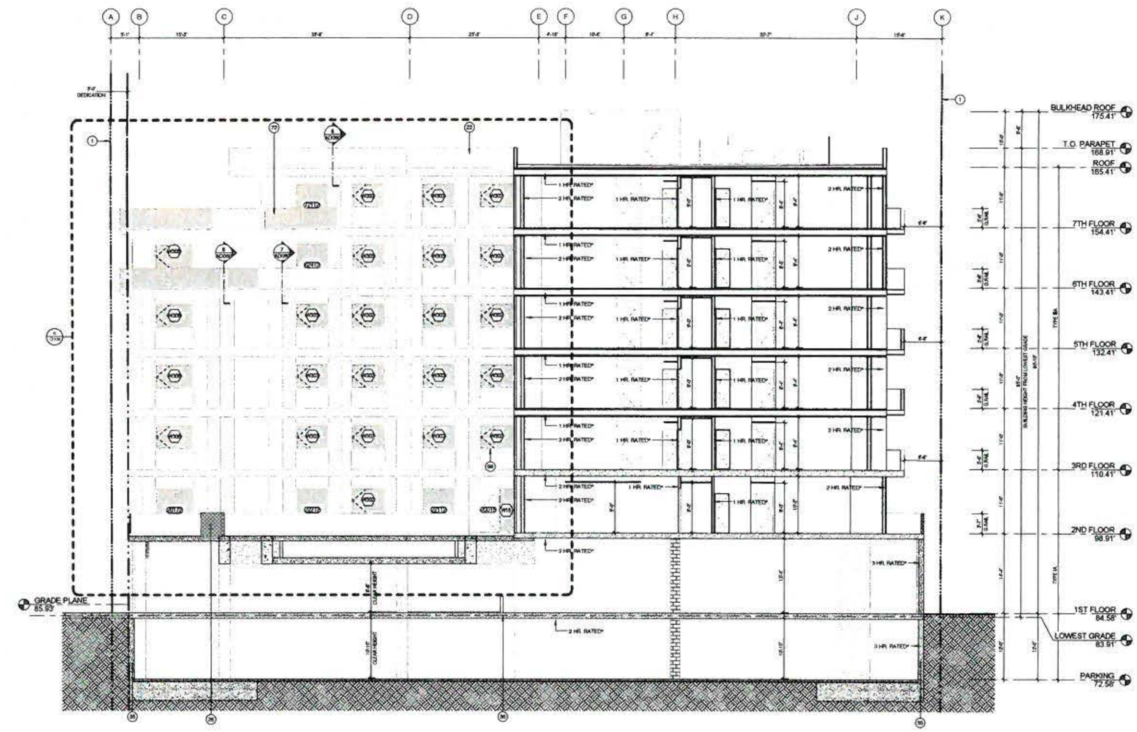

KEYNOTES

1	PROPERTY LINE
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
29	BOLLARDS - SEE DETAIL ON A0020
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0020
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON A0081
97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON A0081
99	NAIL ON WINDOW - PER SCHEDULE
106	8' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 A0081

BUILDING SECTION - COURTYARD NORTH | SCALE 1/8" = 1'-0" | 1

Kevin Tsai Architecture

LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 STATE OF CALIFORNIA

ARCHITECT'S STAMP

CONSULTANT

KEY PLAN

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:
BUILDING SECTION - COURTYARD NORTH

SHEET NO.:
A400

EXHIBIT "A"
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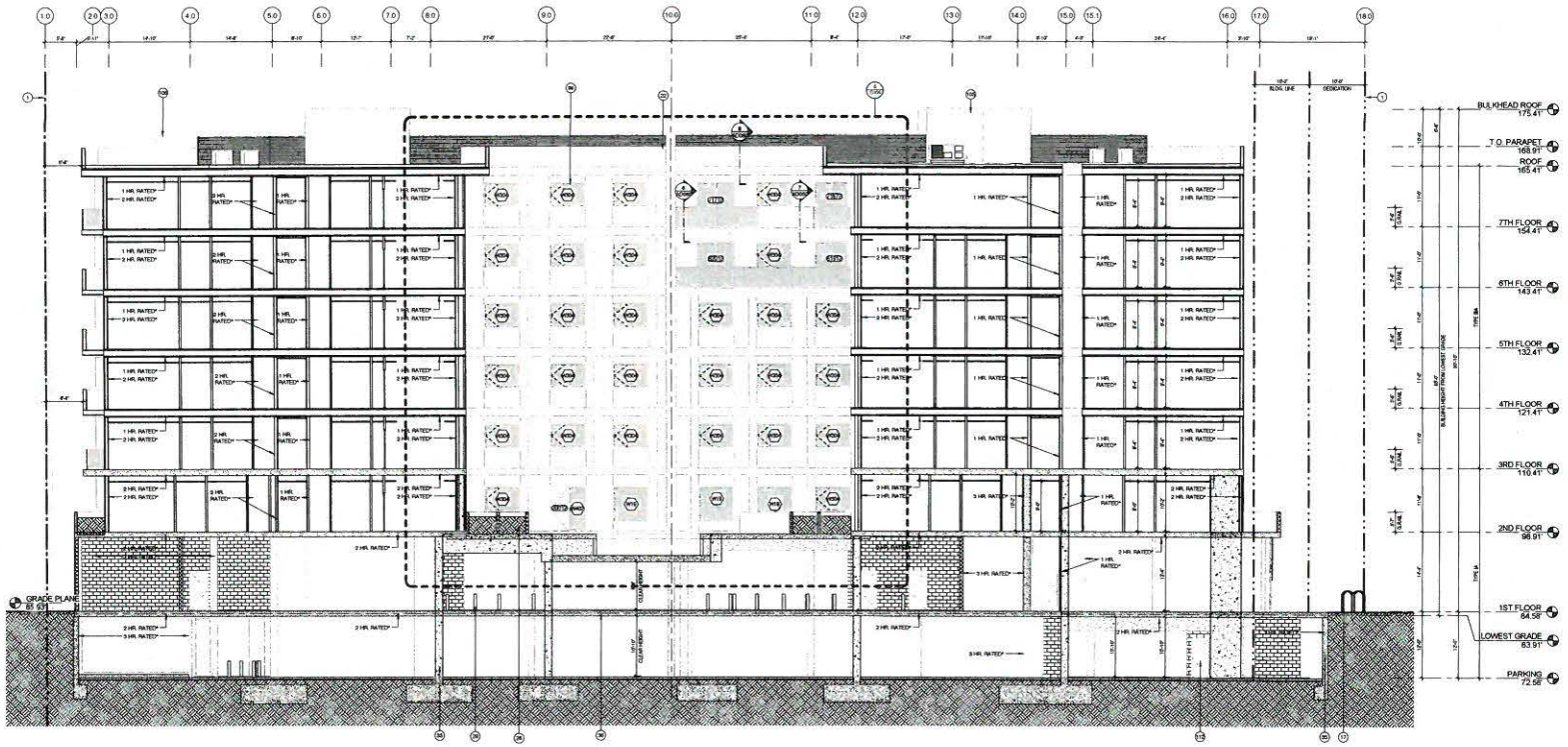

KEYNOTES

1 PROPERTY LINE
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON A0110
32 PARAPET PER 705.11 CBC - (SEE NOTE BELOW)
26 PLANTER BOX - REFER TO LANDSCAPE PLANS
29 BOLLARDS - SEE DETAIL ON A0203
33 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0203
35 SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36 CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
62 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
94 DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON A0300.1
99 NAIL ON WINDOW - PER SCHEDULE
100 RTU - REFER TO MECH PLANS
105 STAIR BULKHEAD
106 6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 A0300.1
112 90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION - COURTYARD EAST | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:36 PM

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consultant

KEY PLAN

#	DATE	ISSUE REVISION
1	06/08/18	1-7TH SUBMITTAL
2	06/08/18	2-TO. BOARD MEETING
3	06/08/18	3-TO. BOARD - CITY PLANNING
4	10/08/18	4-PLAN CHECK SUBMITTAL 1

PLAN CHECK

PROJECT TITLE
SONY ADJACENT RESIDENCE

1025 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90037

PCPM: AP
DRAWN BY: GUT J
JOB NO.: 18-02

DRAWING TITLE
BUILDING SECTION - COURTYARD EAST

SHEET NO.:
A401

EXHIBIT A
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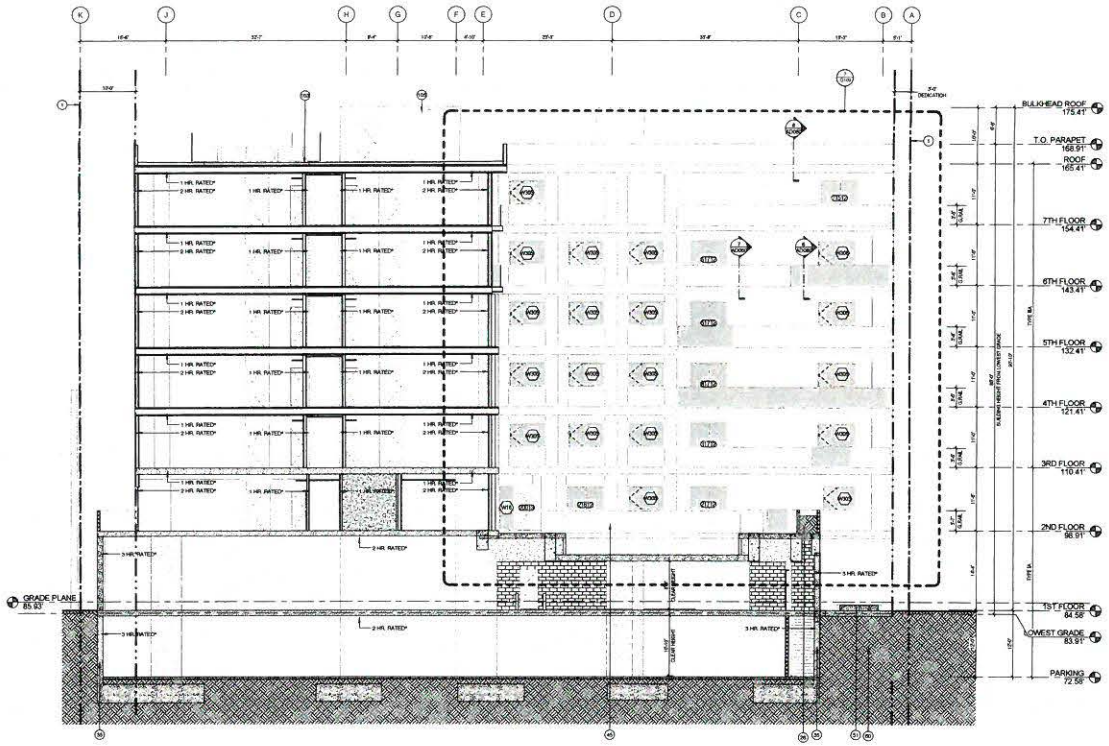
Case No. DIR-2020-575-TOC-SPR-HCA



KEYNOTES

1	PROPERTY LINE
28	PLANTER BOX - REFER TO LANDSCAPE PLANS
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
45	FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
51	ADA LIFT - PER POOL PLANS
60	UNDEGRADED FILL
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD091
97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD091
103	CLASS 'A' ROOFING FIRE RETARDANT, SLOPPED TO DRAIN, SARNAFIL G410; LARRY24852 - SEE G251
105	STAIR BULKHEAD
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION - COURTYARD SOUTH | SCALE 1/8" = 1'-0" | 1

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K T A

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KUO-HUEI TSAI
No. C-33710
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RETRACTS USERS

CONSULTANT

KEY PLAN

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM
DRAWN BY:
JOB NO.:

DRAWING TITLE:
BUILDING SECTION - COURTYARD SOUTH

SHEET NO.:
A402

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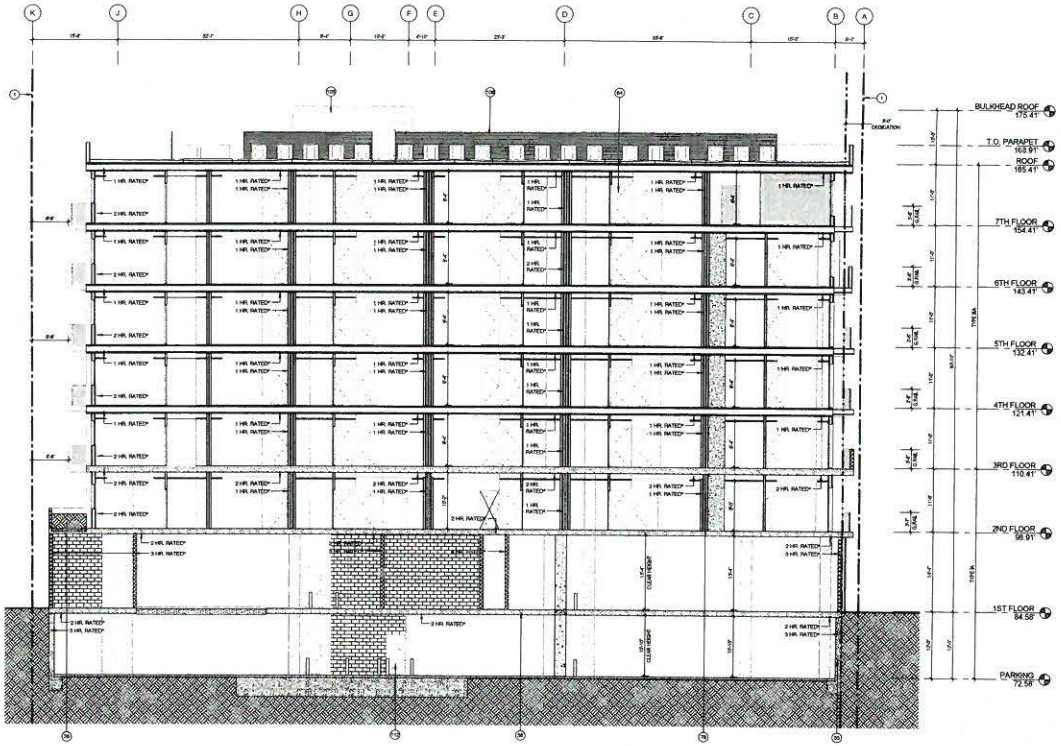
Case No. DIR-2020-575-TOC-SPR-ITCA



KEYNOTES

1	PROPERTY LINE
14	EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
22	PARAPET PER T06 11 CBC (SEE NOTE BELOW)
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
33	CONCRETE COLUMN WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0820
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
64	DOOR - PER SCHEDULE
76	DEMISING WALL 2-HR RATED - SEE FLOOR PLAN & WALL TYPES
103	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10-A0941
112	60-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION 01 | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:58 PM

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CONSULTANT

KEY PLAN

#	DATE	ISSUE RECORD
01	08/19/2019	DPA SUBMITTAL (SEMA)
02	12/13/2019	DPA SUBMITTAL (SEMA)
03	03/13/2020	DPA SUBMITTAL (SEMA)
04	04/22/2020	DPA CHECK SUBMITTAL (I)

PLAN CHECK

PROJECT TITLE
SONY ADJACENT RESIDENCE

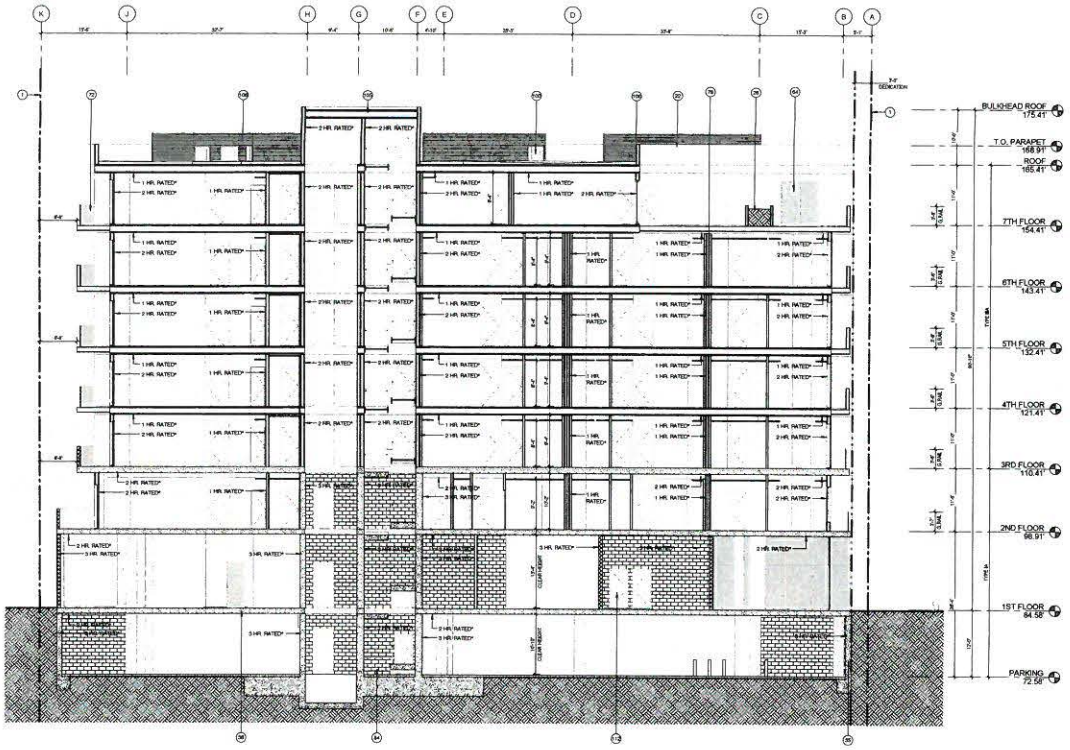
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM: [illegible]
DRAWN BY: CYS/JJ
JOB NO: 19-09

DRAWING TITLE
BUILDING SECTION 01

SHEET NO.
A403

EXHIBIT "A"
Page No. 36 of 55
Case No. DIR-2020-598-TDC-SPR-PAA



KEYNOTES

1 PROPERTY LINE
22 PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
26 PLANTER BOX - REFER TO LANDSCAPE PLANS
35 SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
56 CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
64 DOOR - PER SCHEDULE
72 MH: 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
78 SHAFWALL WALL (HR RATED - SEE FLOOR PLANS & WALL TYPES
84 STAIR OPENING
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
106 RTU - REFER TO MECH PLANS
105 STAIR BULKHEAD
106 8' MECHANICAL SCREEN GALVANIZED STEEL PAINTED WHITE - SEE DETAIL 10 A0961
112 90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION 02 | SCALE 1/8" = 1'-0" | 1

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LICENSED ARCHITECT KEVIN-HUEI TSAI No. C-33715 REGISTRATION EXPIRES 12/31/2021 STATE OF CALIFORNIA

architect's stamp

CONSULTANT

KEY PLAN

#	DATE	ISSUE/REVISION
01	08/28/19	DPA - SUBMITTAL FOR REVIEW
02	09/27/19	DPA - REVISED PER CITY COMMENTS
03	03/04/20	DPA - REVISED PER CITY COMMENTS
04	10/23/20	DPA - REVISED PER CITY COMMENTS
05	12/23/20	DPA - REVISED PER CITY COMMENTS
06	10/23/21	DPA - REVISED PER CITY COMMENTS
07	10/22/21	DPA - REVISED PER CITY COMMENTS
08	10/22/21	DPA - REVISED PER CITY COMMENTS
09	10/22/21	DPA - REVISED PER CITY COMMENTS
10	10/22/21	DPA - REVISED PER CITY COMMENTS

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPN:
DRAWN BY:
JOB NO.:
DRAWING TITLE:
BUILDING SECTION 02

SHEET NO.:
A404

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Case No. DIR-2020-535-TOC-SPR-WDA

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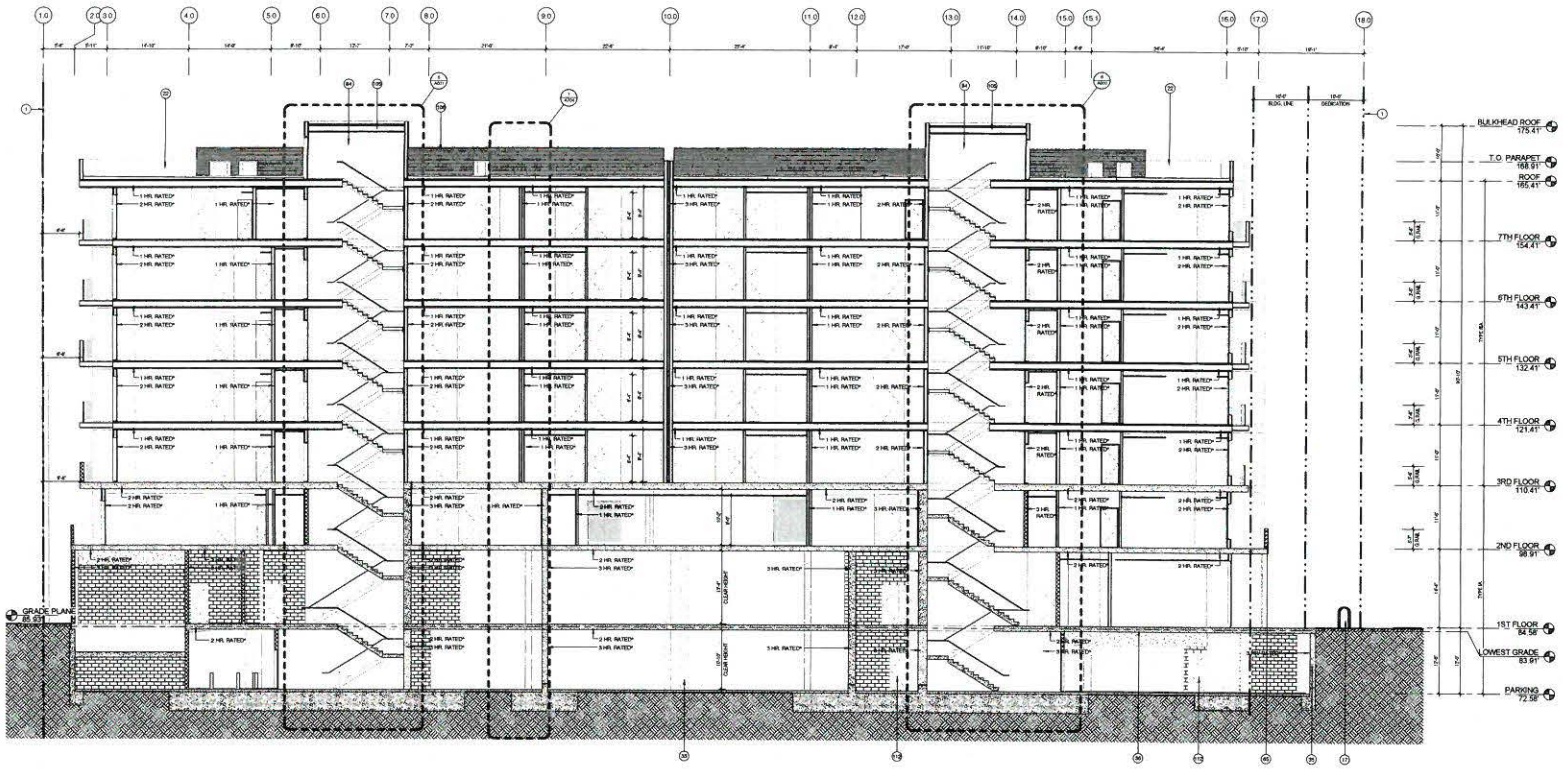

KEYNOTES

1 PROPERTY LINE
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON A0.110
22 PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
33 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON A0020
35 SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36 CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
65 42" HIGH GUARDRAIL
84 STAIR OPENING
96 DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON A0061
105 STAIR BULKHEAD
108 8' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL #2 A0.0411
112 90 MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION 04 | SCALE 1/8" = 1'-0" | 1

4/29/2020 6:39:24 PM

Kevin Tsai Architecture

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architect's stamp

comment

KEY PLAN

#	DATE	ISSUE/REVISION
01	08/19/2019	DESIGN REVIEW
02	01/17/2020	DESIGN REVIEW REVISED
03	03/13/2020	DESIGN REVIEW REVISED
04	04/29/2020	FOR CITY PLANNING

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10575 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PGPM: GY
DRAWN BY: GY/CJ
JOB NO.: 18-08

DRAWING TITLE:
BUILDING SECTION 03

SHEET NO.:
A405

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Case No. DIR-2020-575-TOC-SPR-WDA

EXHIBIT "A"
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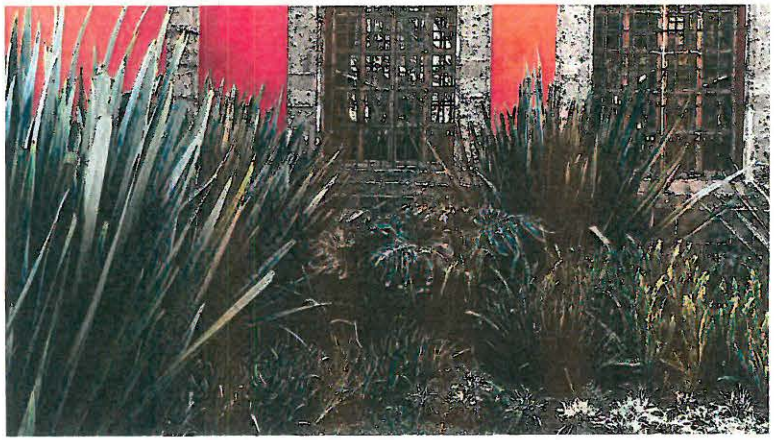
Case No. DIR-2020-575-TOC-SPR-HCA

LEVEL 1 | PALETTE

1ST FLOOR

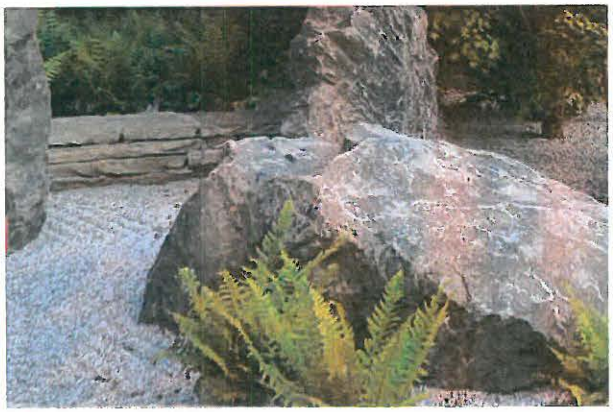


LUSH, UPRIGHT PLANTING

APPROACH:

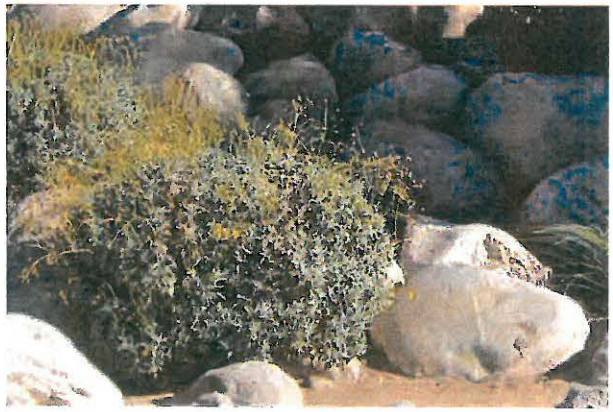
- AVOID HEAVY FLOWERING PLANTS AND TREES TO REDUCE LITTER. FAVOR FLOWERING STALKS THAT ARE EASIER TO MAINTAIN.
- UPRIGHT FORMS ALONG BUILDING TO ACCOMMODATE NARROW PLANTING WIDTH AND ACCENTUATE ARCHITECTURE
- WARM COLORS ALONG THE BUILDING AND BRIGHTER COLORS IN THE SIDEWALK AREA FOR DIFFERENTIATION.
- SIDEWALK PLANTING TO INCORPORATE PLANTS THAT BOTH DISCOURAGE DOGS AND ARE HEAVIER CONSUMERS OF NITROGEN.
- YEAR-ROUND BLOOMS

STREETSCAPE



DECORATIVE BOULDER

DECORATIVE GRAVEL



ROCKS AND PLANTING INTERSPERSED

EXHIBIT "A"
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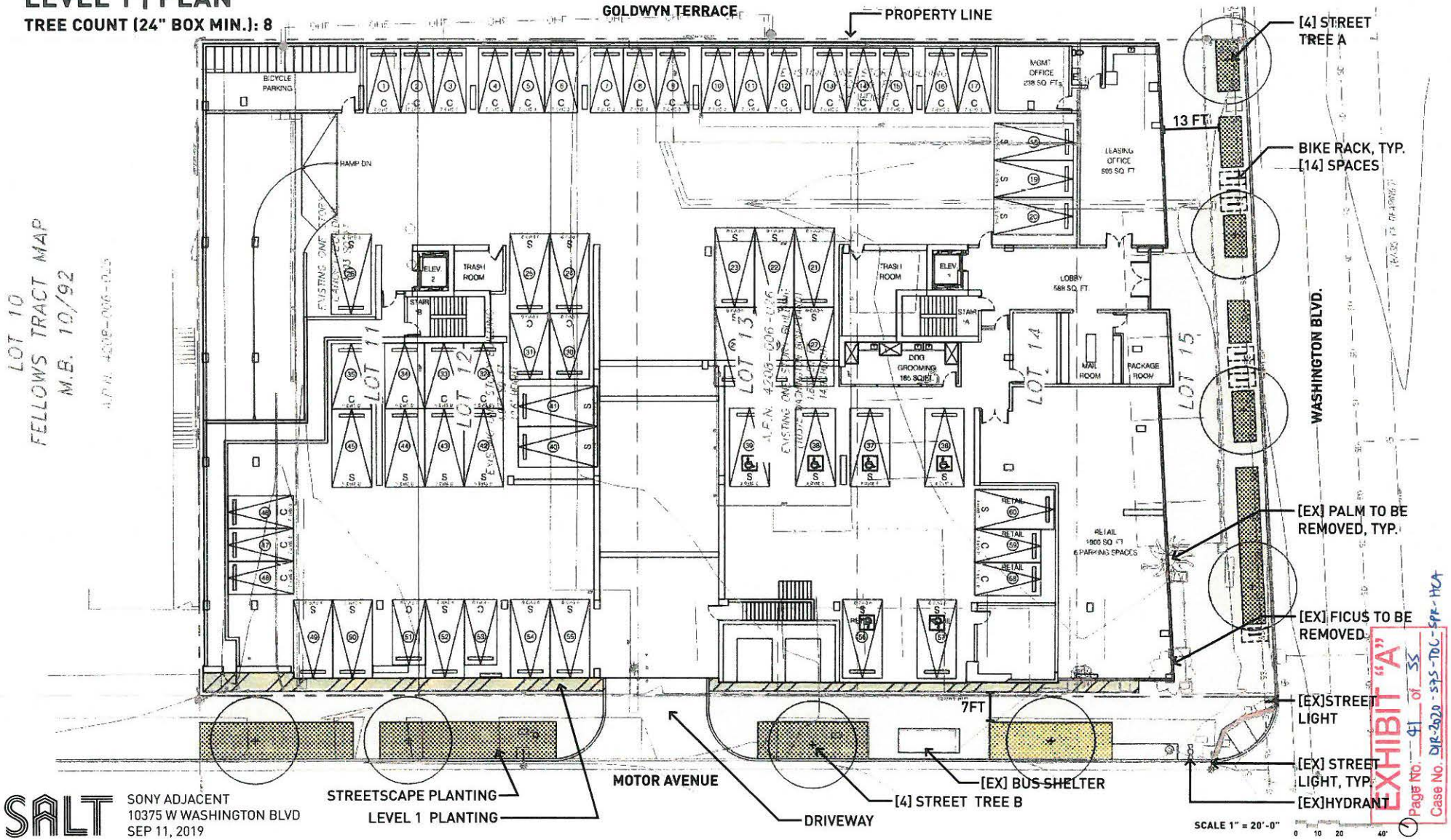
Case No. DIR-2020-575-TOC-SPR-HCA

LEVEL 1 | PLAN

TREE COUNT (24" BOX MIN.): 8



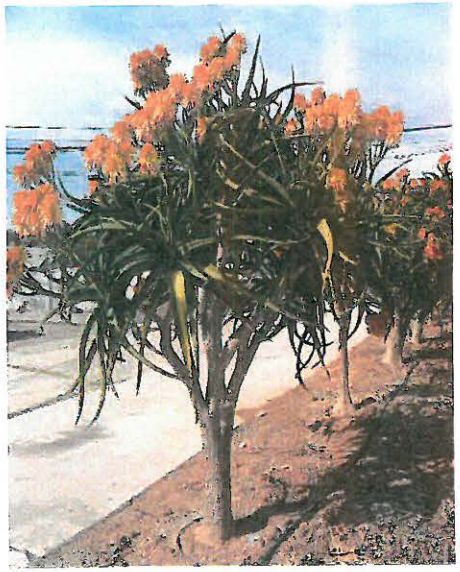
SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

EXHIBIT "A"
Page No. 41 of 55
Case No. DIR-2020-525-TDC-SPR-HCA

LEVEL 1 | LEVEL 1 PLANTING

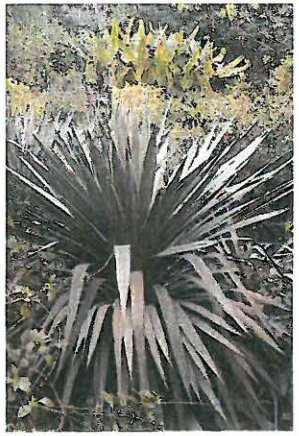
UPRIGHT FORMS, WARM COLORS, LOW LITTER, LOW WATER



ALOE TONGAENSIS 'NEANDERTHALOE'
NEANDERTHALOE
UP TO 12'H, LOW WATER
ORANGE BLOOM IN WINTER

ALOE VERA
MEDICINAL ALOE
18"-2'H X 18"-2'W, LOW WATER'
YELLOW BLOOM IN SPRING

PHORMIUM TENAX
NEW ZEALAND FLAX
4-6'H X 1-3'W, LOW WATER



YUCCA RECURVIFOLIA
SOFT LEAF YUCCA
6-8'H X 6-8'W, LOW WATER
WHITE BLOOM IN SUMMER

PEDILANTHUS MACROCARPUS
SLIPPER PLANT
3'H X 3'W, LOW WATER
ORANGE-RED BLOOM IN SPRING,FALL

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

EXHIBIT "A"
Page No. 42 of 55
Case No. DIR-2020-575-DC-SPR-HCA

LEVEL 1 | STREETSCAPE TREE PLANTING SHADE-PROVIDING, LOW LITTER, EVERGREEN

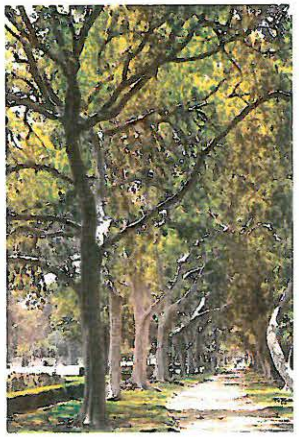
STREET TREE A

STREET TREE B

APPROACH:

- PALMS INTERSPERSED WITH SHADE PROVIDING CANOPY TREES ALONG WASHINGTON BLVD PER CULVER CITY'S URBAN FOREST MASTER PLAN GUIDELINES. RELATES TO ROW OF PALMS ACROSS THE STREET ALONG SONY STUDIOS
- SMALLER SCALE SHADE TREES ALONG MOTOR AVE. TO EMPHASIZE ITS RESIDENTIAL NATURE.

WASHINGTONIA FILIFERA
CALIFORNIA FAN PALM
35-50'H X 10-15'W, LOW WATER



ULMUS PARVIFOLIA 'DRAKE'
DRAKE CHINESE ELM
30-35'H X 40-45'W, MED WATER

GEIJERA PARVIFLORA
AUSTRALIAN WILLOW
20-35'H X 20-30'W, LOW WATER

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

EXHIBIT "A"
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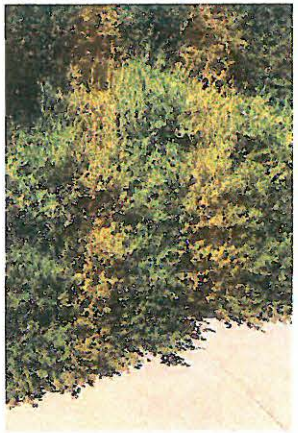
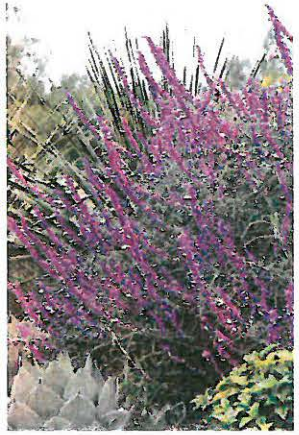
LEVEL 1 | STREETSCAPE PLANTING LOW LITTER, LOW WATER, BRIGHT COLORS



ROSMARINUS OFFICINALIS 'PROSTRATUS'
CREEPING ROSEMARY
2'H X 4-8'W, LOW WATER
BLUE BLOOM IN SPRING, WINTER

BACCHARIS PILULARIS 'PIGEON POINT'
PIGEON POINT COYOTE BRUSH
1-2'H X 6-9'W, LOW WATER



SALVIA LEUCANTHA
MEXICAN BUSH SAGE
3-5'H X 3-5'W, LOW WATER
PURPLE BLOOM IN SUMMER, FALL

PHLOMIS FRUTICOSA
JERUSALEM SAGE
3-4'H X 3-4'W, LOW WATER
YELLOW BLOOM IN SUMMER, SPRING

EUPHORBIA CHARACIAS
MEDITERRANEAN SPURGE
3-4'H X 3-4'W, LOW WATER
GREEN BLOOM IN SPRING

SALT
SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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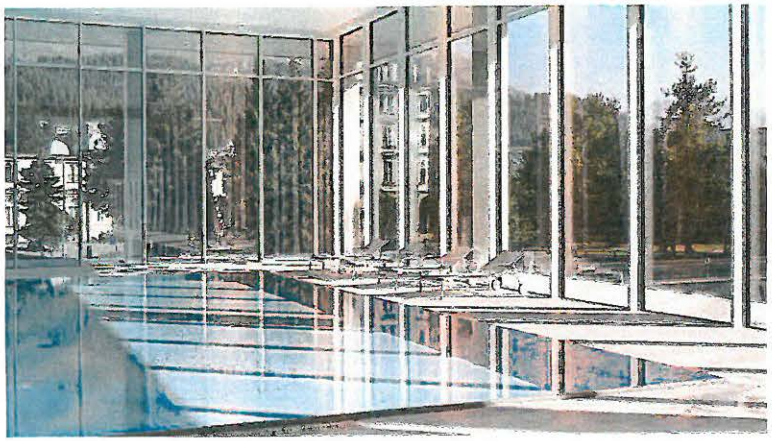
LEVEL 2 | PALETTE



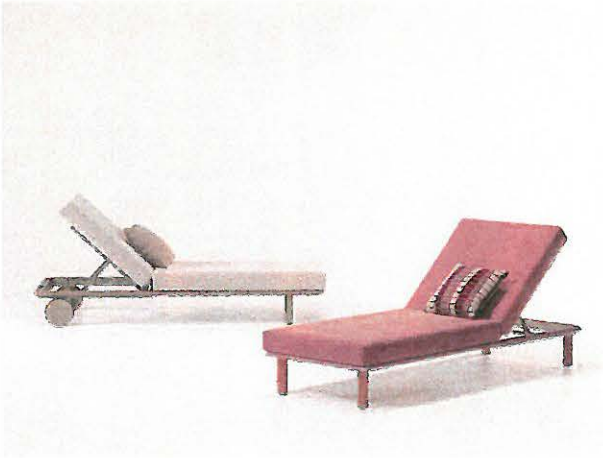
MINIMAL POOL, CONCRETE PAVING

WARM-TONED, GRAPHIC, MODERN LOUNGE FURNITURE

CUSTOM CONCRETE SEATING

LUSH PLANTING

LUSH PLANTING



WARM-TONED, GRAPHIC, MODERN LOUNGE FURNITURE

APPROACH:

- REFINED, MINIMAL MATERIALS TO ACT AS COUNTERPOINT TO GRAPHIC FURNITURE AND LUSH, ROBUST PLANTING.

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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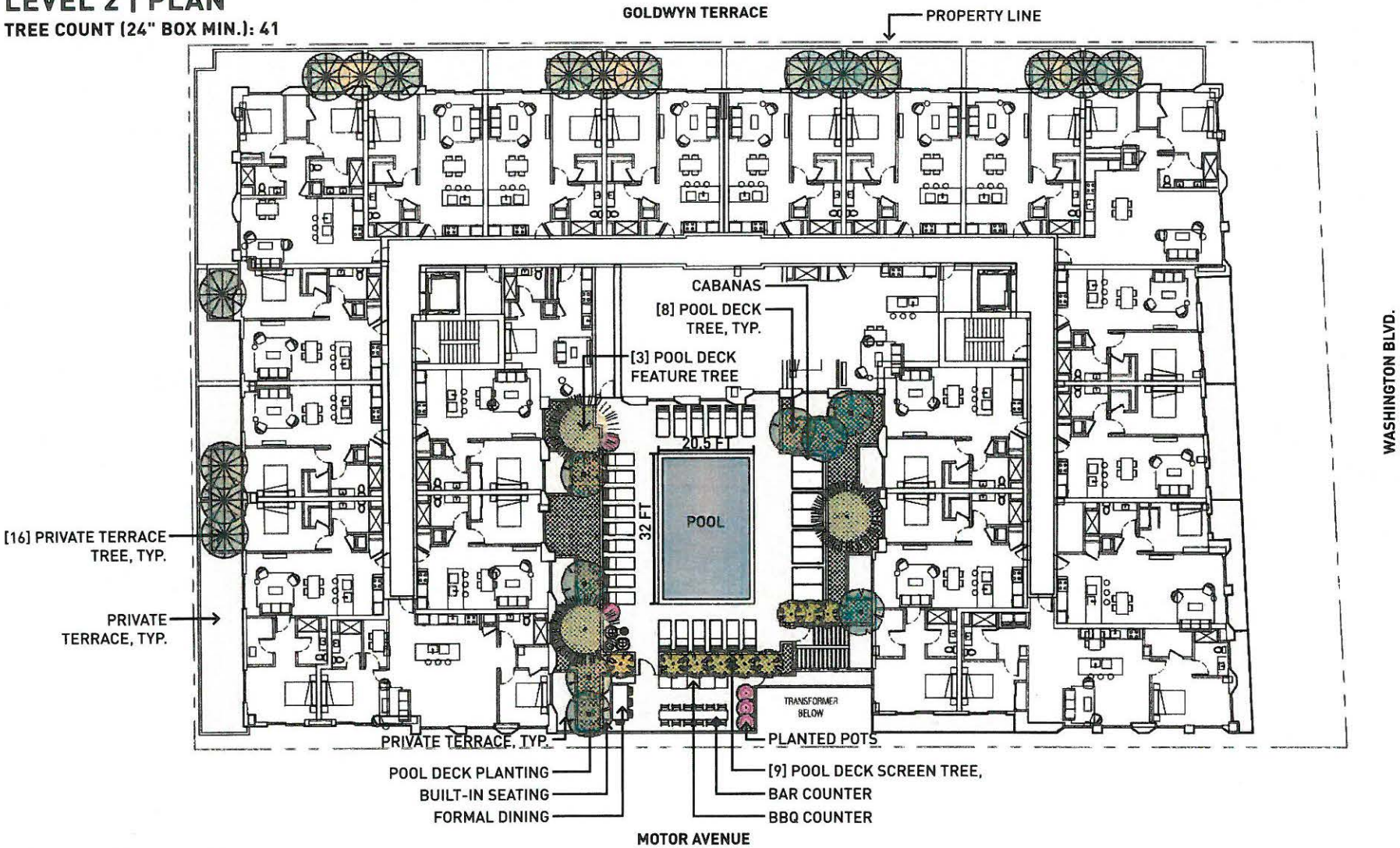
LEVEL 2 | PLAN

TREE COUNT (24" BOX MIN.): 41



SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

SCALE 1" = 20'-0"

0 10 20 40'

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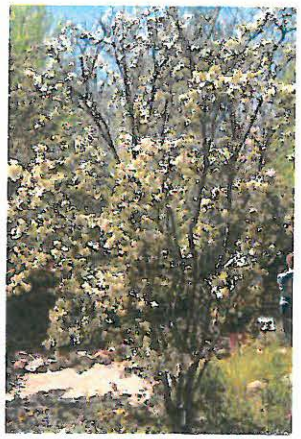
LEVEL 2 | POOL DECK PLANTING

LOW LITTER, MED WATER, DRY LUSH, PINK & WHITE COLORS

POOL DECK FEATURE TREE

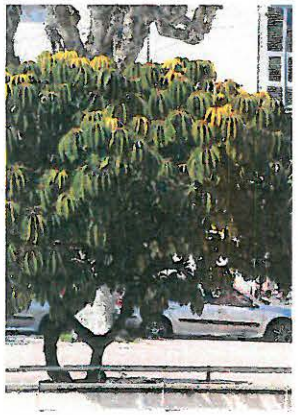
POOL DECK SCREEN TREE

POOL DECK TREE



APPROACH:

- LUSH EVERGREEN TREES PAIRED WITH SELECT FLOWERING TREES WITH TROPICAL BLOOMS LOCATED IN SUNNIER AREAS, FURTHER AWAY FROM THE POOL.
- PINK AND WHITE COLORS TO ACCENTUATE LOUNGE FURNITURE



TUPIDANTHUS CALYPTRATUS
MALLET FLOWER
15-20'H X 15-25'W, MED WATER

LAURUS NOBILIS
SWEET BAY
10-30'H X 5-20'W, MED WATER

X CHITALPA TASHKENTENSIS 'PINK DAWN'
PINK CHITALPA
20-30'H X 20-30'W, LOW WATER
PINK BLOOM IN SPRING, SUMMER

BAUHINIA LUNARIOIDES
ANACACHO ORCHID
12'H X 10'W, LOW WATER
WHITE BLOOM SPRING TO SUMMER

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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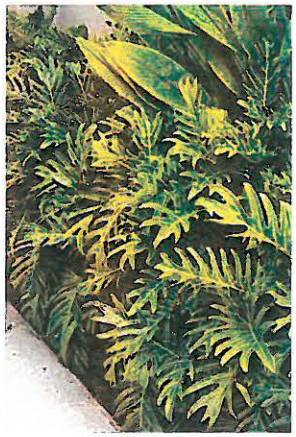
LEVEL 2 | POOL DECK PLANTING

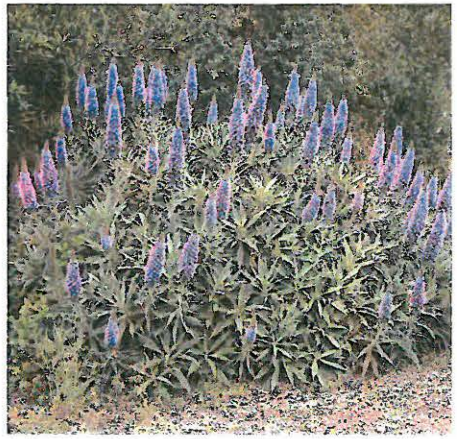
MED WATER, DRY LUSH, COOL COLORS, SUN/SHADE TOLERANT



PACHYPODIUM LAMEIRI
MADAGASCAR PALM
20-35'H X 20-30'W, LOW WATER
WHITE BLOOMS IN SUMMER

CARPENTERIA CALIFORNICA
BUSH ANEMONE
5-6'H X 6-8'W, MED WATER
WHITE BLOOMS SPRING

PHORMIUM TENAX
NEW ZEALAND FLAX
4-6'H X 1-3'W, LOW WATER



ECHIUM CANDICANS
PRIDE OF MADEIRA
4-6'H X 4-6'W, LOW WATER
BLUE/VIOLET BLOOMS SPRING TO SUMMER

PHILODENDRON 'XANADU'
WINTERBOURN PHILODENDRON
2-3'H X 3-4'W, MED WATER

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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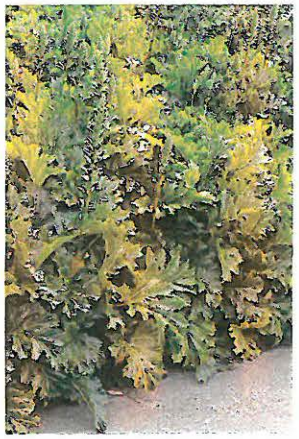
LEVEL 2 | POOL DECK PLANTING

MED WATER, DRY LUSH, COOL COLORS, SHADE TOLERANT



APPROACH:

- BROAD LEAF EVERGREEN SHRUBS THAT CAN WITHSTAND SHADE AND EMPHASIZE LUSH, TROPICAL VIBE.
- WIDE VARIETY OF LEAF SHAPES AND SIZES FOR TEXTURAL AND VISUAL INTEREST.
- FLOWERING STALKS TO AVOID EXCESS PLANT LITTER PROVIDE LOWER MAINTENANCE LANDSCAPE.
- EMPHASIS ON SPRING AND SUMMER BLOOMS, WHEN POOL DECK WILL HAVE MORE USE.
- COOL COLORS TO CONTRAST WITH TREES AND FURNITURE

FATSIA JAPONICA
JAPANESE ARALIA
6-16'H X 6-16'W, MED WATER

ACANTHUS MOLLIS
BEAR'S BREECH
3-5'H X 2-3'W, MED WATER
WHITE BLOOM IN SUMMER

ASPIDISTRA ELIATOR
CAST IRON PLANT
2-3'H X 2-3'W, MED WATER

CEANOTHUS THYRSIFLORUS VAR. GRISEUS
YANKEE POINT WILD LILAC
2-3'W X 10-12'W, LOW WATER
BLUE BLOOMS IN SPRING

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
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LEVEL 2 | PRIVATE TERRACE PLANTING

LOW MAINTENANCE, SHADE TOLERANT, EVERGREEN

PRIVATE TERRACE TREE

APPROACH:

- EVERGREEN, LOW LITTER TREES IN PRIVATE TERRACES WHERE MAINTENANCE WILL NOT BE ABLE TO SERVICE.
- SHADE TOLERANT SPECIES GIVEN LOCATION ALONG NORTHERN FACE OF BUILDING ON 2ND FLOOR.
- LESS COLOR TO NOT COMPETE WITH OR DE-TRACT FROM THE ARCHITECTURAL FACADE.

MAGNOLIA GRANDIFLORA 'LITTLE GEM'
LITTLE GEM SOUTHERN MAGNOLIA
15-20'H X 7-10'W, MED WATER

LAURUS NOBILIS
SWEET BAY
10-30'H X 5-20'W, MED WATER

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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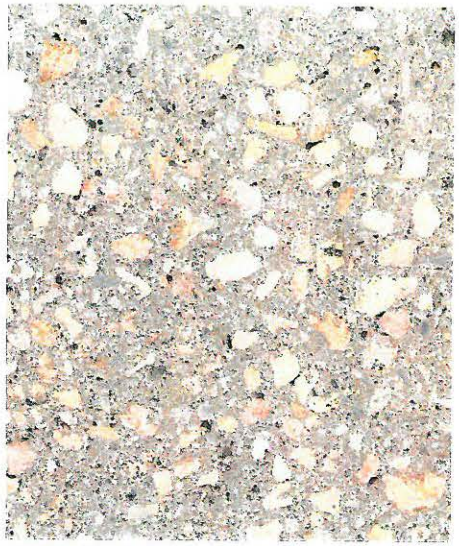
LEVEL 7 | PALETTE

GREEN-HUED, MODERN LOUNGE FURNITURE



HEAVY TUDOR FINISH CONCRETE W/ WARM AGGREGATE

APPROACH:

- WARM, SUN BLEACHED COLOR PALETTE WITH REFINED MATERIALS IN EARTHY TEXTURES

CUSTOM CONCRETE SEATING

EARTHEN ACCENT PLANTERS

OUTDOOR BBQ

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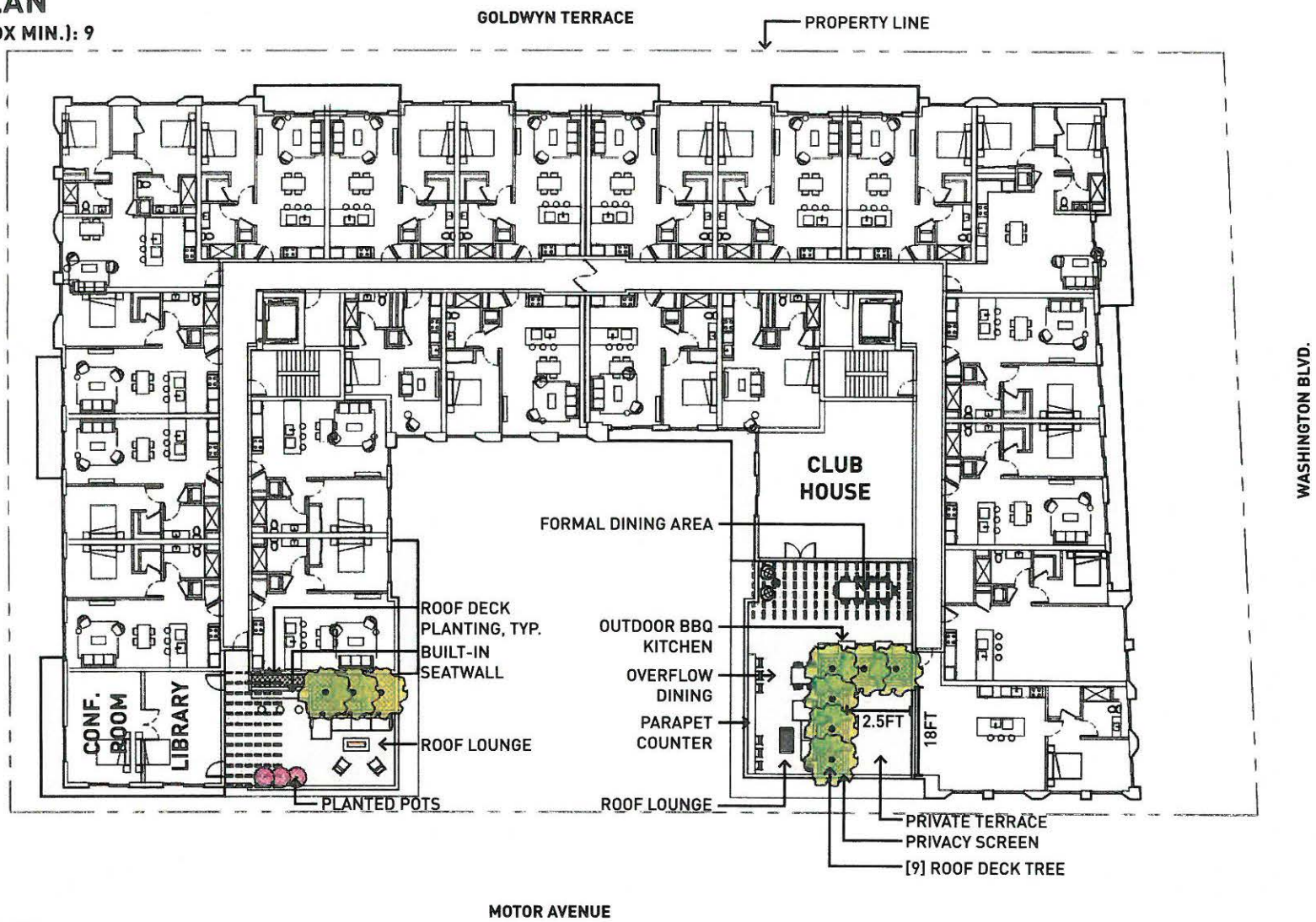
LEVEL 7 | PLAN

TREE COUNT (24" BOX MIN.): 9



SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

SCALE 1" = 20'-0"

0 10 20 40'

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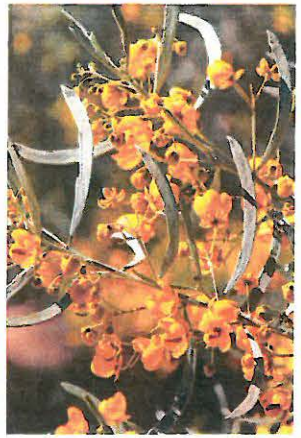
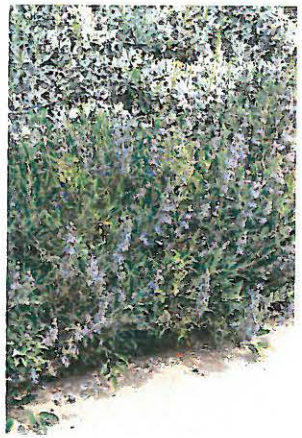
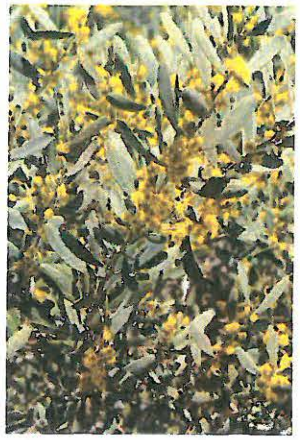
LEVEL 7 | ROOF DECK PLANTING

LOW WATER, SUN-LOVING, PASTEL COLORS, SHOWY







APPROACH:

- TALLER, FLOWERING SHRUBS AND PERENNIALS PAIRED WITH SMALL TREES TO PROVIDE SCREENING BETWEEN COMMUNAL PUBLIC AMENITY AREAS AND PRIVATE RESIDENCES.
- DROUGHT TOLERANT, HEAT-LOVING, DURABLE PLANTS TO WITHSTAND CHALLENGED CONDITIONS OF EXPOSED ROOF DECKS WITH LIMITED SOIL VOLUME

OLEA EUROPEA 'MONTRA'
LITTLE OLLIE DWARF OLIVE
4-6'H X 4-6'W, LOW WATER

SENNA PHYLLODINEA
SILVERY CASSIA
3-5'H X 4-6'W, LOW WATER
YELLOW BLOOMS IN WINTER, SPRING

ROMNEYA COULTERI
MATILIJA POPPY
3-5'H X 6-8'W, LOW WATER
WHITE BLOOMS IN SPRING, SUMMER

SALVIA 'BEE'S BLISS'
BEE'S BLISS SAGE
1-3'H X 5'W, LOW WATER
PURPLE BLOOMS IN SPRING

ACACIA REDOLENS
PROSTRATE ACACIA
1-2'H X 10-15'W, V LOW WATER
YELLOW BLOOMS IN SPRING

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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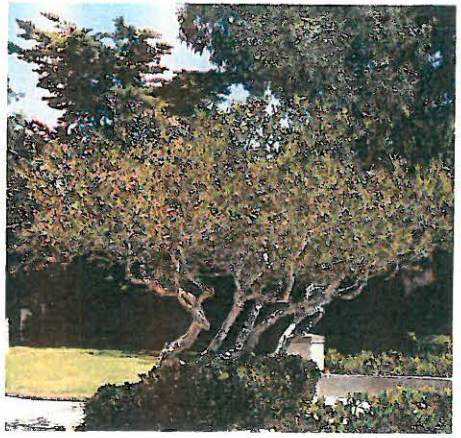
LEVEL 7 | ROOF DECK PLANTING

LOW WATER, SUN-LOVING, PASTEL COLORS, CONTAINER APPROPRIATE

ROOF DECK TREE

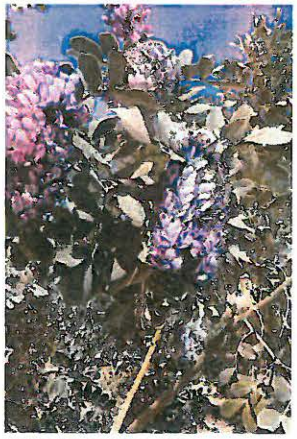
PLANTED POTS



APPROACH:

- SPECIMEN PLANTS WITH SCULPTURAL FORMS IN PLANTERS FOR VISUAL INTEREST.
- SMALL, SLOWER GROWING, CONTAINER APPROPRIATE PLANTS.
- SMALL SCALE TREES TO PROVIDE SOME SHADE, BUT MAINTAIN OPENNESS AND AIRINESS.

LYSILOMA WATSONII
FEATHER BUSH
12-15'H X 12-15'W, LOW WATER
WHITE BLOOMS IN SPRING



SOPHORA SECUNDIFLORA
SILVER TEXAS MOUNTAIN LAUREL
15'H X 15'W, LOW WATER
PURPLE BLOOMS IN SPRING

MELALEUCA NESOPHILA
PINK MELALEUCA
10-18'H X 15-20'W, LOW WATER
PINK AND WHITE BLOOMS IN SUMMER

KALANCHOE BEHARENSIS
FELT PLANT
5-7'H X 5-7'W, LOW WATER

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

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TREE REQUIREMENTS PER LOS ANGELES MUNICIPAL CODE, CITY PLANNING

LEVEL 01: 08 TREES
LEVEL 02: 41 TREES
LEVEL 07: 09 TREES

TOTAL NEW TREE COUNT: 58

NON-PROTECTED/SIGNIFICANT SITE TREES TO BE REMOVED: 3
139 UNITS/4 = 35

TOTAL TREES REQUIRED: 35

LANDSCAPE REQUIREMENTS PER LOS ANGELES MUNICIPAL CODE, CITY PLANNING

LEVEL 01: 2054 SF PLANTING
LEVEL 02: 1980 SF PLANTING
LEVEL 07: 312 SF PLANTING

TOTAL: 4,346 SF PLANTING OUT OF 2762 SF REQUIRED

- INCLUDES STREET TREES
- ALL TREES MUST BE 24" BOX MINIMUM INSIDE FIXED PLANTER
- 30" MIN. PLANTING DEPTH FOR SHRUBS AND TREES ON STRUCTURE
- 12" MIN. PLANTING DEPTH FOR GROUNDCOVER ON STRUCTURE
- 25% OF THE COMMON SPACE AREA SHALL BE PLANTED WITH GROUND COVER, SHRUBS OR TREES

OPEN SPACE CALCULATION

REQUIRED TOTAL OPEN SPACE			
UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 SF / UNIT	10,700 SF
= 3 H.R.*	32 UNITS	125 SF / UNIT	4,000 SF
> 3 H.R.*	-- UNITS	175 SF / UNIT	-- SF
TOTAL	139 UNITS	-	14,700 SF
TOC REDUCTION	TIER 3 25%	14,700 SF / 25	11,025 SF

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE		
NO. OF UNITS	MAX. OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
139 DWELLING UNITS	50 SF / UNIT	6,950 SF

* SEE "DWELLING UNIT MATRIX" FOR OPEN SPACE PROVIDED PER UNIT

OPEN SPACE CALCULATION

REQUIRED COMMON OPEN SPACE		
TOTAL OPEN SPACE REQ.	COMMON OPEN RATIO	COMMON OPEN SPACE REQ.
11,025 SF	50% OF TOTAL OPEN SPACE	5,513 SF

PROVIDED COMMON OPEN SPACE	
LOCATION	OPEN SPACE PROVIDED
POOL DECK, ROOF DECK AND CLUB HOUSE	6,267 SF + 932 SF
TOTAL	7,199 SF > 5,513 SF REQ.

PROVIDED TOTAL OPEN SPACE	
OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE (77 UNITS x 50)	3,850 SF
PROVIDED COMMON OPEN SPACE	7,199 SF
PROVIDED TOTAL OPEN SPACE	11,049 SF > 11,025 SF REQ.

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SALT
SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

EXHIBIT D

APPROVED PROJECT PLANS

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

KEVIN TSAI ARCHITECTURE

834 S. Broadway, Los Angeles, CA 90014
T. 310.486.9328 www.kevintsaiarchitecture.com

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SP-103	CAVITY BLOCKOUT PLAN	
SP-201	POOL PLAN VIEW, PLUMBING LAYOUT & SECTION VIEWS	
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SP-302	POOL DETAILS	
SP-401	EQUIPMENT ROOM LAYOUT, LIST & SCHEMATIC DIAGRAM	
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SP-503	PRODUCT SPECIFICATION CUT SHEETS	
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G011	LOWEST GRADE POINT	●
G012	SOIL REPORT	●
G100	PARKING EGRESS PLAN AND OCCUPANCY ANALYSIS	●
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G102	2ND FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS	●
G103	3RD FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS	●
G104	4TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS	●
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G106	6TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS	●
G107	7TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS	●
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L4.00	PLANTING NOTES & SCHEDULES	●
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A211	1ST FLOOR R.C.P.	●
A212	ENLARGED LOBBY PLAN	●
A213	ENLARGED LOBBY R.C.P.	●
A220	2ND FLOOR PLAN	●
A221	ENLARGED 2ND FLOOR PLAN - QUAD. A	●
A222	ENLARGED 2ND FLOOR R.C.P. - QUAD. A	●
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A224	ENLARGED 2ND FLOOR R.C.P. - QUAD. B	●
A225	ENLARGED 2ND FLOOR PLAN - QUAD. C	●
A226	ENLARGED 2ND FLOOR R.C.P. - QUAD. C	●
A227	ENLARGED 2ND FLOOR PLAN - QUAD. D	●
A228	ENLARGED 2ND FLOOR R.C.P. - QUAD. D	●
A230	3RD FLOOR PLAN	●
A231	ENLARGED 3RD FLOOR PLAN - QUAD. A	●
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A236	ENLARGED 3RD FLOOR R.C.P. - QUAD. C	●
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A555	REC ROOM 1 ID & CORRIDOR - PLANS & ELEVATIONS	●
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LEGAL DESCRIPTION

ADDRESS/LEGAL INFORMATION
10375 W WASHINGTON BLVD 90232
PIN NUMBER 117B165 217
LOT/PARCEL AREA (CALCULATED) 36,317 (SQ FT)
THOMAS BROTHERS GRID PAGE 672 - GRID F2
ASSESSOR PARCEL NO. (APN) 4208006026
TRACT FELLOWS TRACT
MAP REFERENCE M B 10-92
BLOCK NONE
LOT 15
ARB (LOT CUT REFERENCE) NONE
MAP SHEET 117B165

JURISDICTIONAL INFORMATION
COMMUNITY PLAN AREA PALMS - MAR VISTA - DEL REY
AREA PLANNING COMMISSION WEST LOS ANGELES
NEIGHBORHOOD COUNCIL PALMS
COUNCIL DISTRICT CD 5 - PAUL KORETZ
CENSUS TRACT # 2699.05
LADBS DISTRICT OFFICE WEST LOS ANGELES

PLANNING AND ZONING INFORMATION
SPECIAL NOTES NONE
ZONING C2-1
ZONING INFORMATION (ZI) NONE
GENERAL PLAN LAND USE GENERAL COMMERCIAL
GENERAL PLAN NOTE(S) YES
HILLSIDE AREA (ZONING CODE) NO
SPECIFIC PLAN AREA NONE
SPECIAL LAND USE / ZONING NONE
DESIGN REVIEW BOARD NO
HISTORIC PRESERVATION REVIEW NO
HISTORIC PRESERVATION OVERLAY ZONE NONE
OTHER HISTORIC DESIGNATIONS NONE
OTHER HISTORIC SURVEY INFORMATION NONE
MILLS ACT CONTRACT NONE
CDO: COMMUNITY DESIGN OVERLAY NONE
CPIO: COMMUNITY PLAN IMP. OVERLAY NONE
CUGU: CLEAN UP-GREEN UP NONE
HCR: HILLSIDE CONSTRUCTION REGULATION NO
NSO: NEIGHBORHOOD STABILIZATION OVERLAY NO
POD: PEDESTRIAN ORIENTED DISTRICTS NONE
RFA: RESIDENTIAL FLOOR AREA DISTRICT NONE
RIO: RIVER IMPLEMENTATION OVERLAY NO
SN: SIGN DISTRICT NO
STREETSCAPE NO
ADAPTIVE REUSE INCENTIVE AREA NONE
AFFORDABLE HOUSING LINKAGE FEE
RECENT ACTIVITY
DIR-2020-575-TOC-SPR
ENV-2020-576-EAF
CASE NUMBERS
CPC-2018-7547-CPU
CPC-2017-4268-DB-SPR
CPC-2005-8252-CA
ORD-60771
ORD-183497
DIR-2018-6322-TOC-SPR
ZA-1998-818-PAD
ENV-2017-4269-CE
ENV-2005-8253-ND
AFF-12896
AFF-12194
AF-93-230910-LT
RESIDENTIAL MARKET AREA HIGH
NON-RESIDENTIAL MARKET AREA HIGH
TRANSIT ORIENTED COMMUNITIES (TOC) TIER 3
RPA: REDEVELOPMENT PROJECT AREA NONE
CENTRAL CITY PARKING NO
DOWNTOWN PARKING NO
BUILDING LINE 10
20
500 FT SCHOOL ZONE NO
500 FT PARK ZONE NO

ASSESSOR INFORMATION
ASSESSOR PARCEL NO. (APN) 4208006026
APN AREA (CO. PUBLIC WORKS)* 0.833 (AC)
USE CODE 2600 - COMMERCIAL - AUTO, RECREATION EQUIPMENT, CONSTRUCTION EQUIPMENT SALES AND SERVICE - AUTO BODY REPAIR SHOP - ONE STORY
ASSESSED LAND VAL. $13,584,523
ASSESSED IMPROVEMENT VAL. $216,485
LAST OWNER CHANGE 01/15/2016
LAST SALE AMOUNT $12,750,127
TAX RATE AREA 67
DEED REF NO. (CITY CLERK) 53716
154139
1283609,11
BUILDING 1
YEAR BUILT 1949
NUMBER OF UNITS 0
NUMBER OF BEDROOMS 0
NUMBER OF BATHROOMS 0
BUILDING SQUARE FOOTAGE 7,373.0 (SQ FT)
BUILDING 2 NO DATA FOR BUILDING 2
BUILDING 3 NO DATA FOR BUILDING 3
BUILDING 4 NO DATA FOR BUILDING 4
BUILDING 5 NO DATA FOR BUILDING 5
RENT STABILIZATION ORDINANCE (RSO) NO [APN: 4208006026]

ADDITIONAL INFORMATION
AIRPORT HAZARD NONE
COASTAL ZONE NONE
FARMLAND AREA NOT MAPPED
URBAN AGRICULTURE INCENTIVE ZONE YES
VERY HIGH FIRE HAZARD SEVERITY ZONE NO
FIRE DISTRICT NO. 1 NO
FLOOD ZONE NONE
WATERCOURSE NO
HAZARDOUS WASTE / BORDER ZONE PROPERTIES NO
METHANE HAZARD SITE METHANE ZONE
HIGH WIND VELOCITY AREAS NO
SPECIAL GRADING AREA (BOE BASIC GRID MAP A13372) NO
WELLS NONE

SEISMIC HAZARDS
ACTIVE FAULT NEAR-SOURCE ZONE
NEAREST FAULT (DISTANCE IN KM) 1.82364888
NEAREST FAULT (NAME) NEWPORT - INGLEWOOD FAULT ZONE (ONSHORE)
REGION TRANSVERSE RANGES AND LOS ANGELES BASIN
FAULT TYPE B
SLIP RATE (MM/YEAR) 1.00000000
SLIP GEOMETRY RIGHT LATERAL - STRIKE SLIP
SLIP TYPE POORLY CONSTRAINED
DOWN DIP WIDTH (KM) 13.00000000
RUPTURE TOP 0.00000000
RUPTURE BOTTOM 13.00000000
DIP ANGLE (DEGREES) 90.00000000
MAXIMUM MAGNITUDE 7.10000000
ALQUIST-PRIOLO FAULT ZONE NO
LANDSLIDE NO
LIQUEFACTION NO
PRELIMINARY FAULT RUPTURE STUDY AREA NO
TSUNAMI INUNDATION ZONE NO

ECONOMIC DEVELOPMENT AREAS
BUSINESS IMPROVEMENT DISTRICT NONE
HUBZONE NOT QUALIFIED
OPPORTUNITY ZONE NO
PROMISE ZONE NONE
STATE ENTERPRISE ZONE NONE

HOUSING
DIRECT ALL INQUIRIES TO HOUSING+COMMUNITY INVESTMENT DEPARTMENT
TELEPHONE (866) 557-7368
WEBSITE HTTP://HCIDLA.LACITY.ORG
RENT STABILIZATION ORDINANCE (RSO) NO [APN: 4208006026]
ELLIS ACT PROPERTY NO

PUBLIC SAFETY
POLICE INFORMATION
BUREAU WEST
DIVISION / STATION PACIFIC
REPORTING DISTRICT 1407
FIRE INFORMATION
BUREAU SOUTH
BATALLION 18
DISTRICT / FIRE STATION 43
RED FLAG RESTRICTED PARKING NO

PROJECT TEAM

OWNER
GR PROPERTIES USA INC
12100 WILSHIRE BLVD, SUITE 1180
LOS ANGELES, CA 90025
OFFICE: (626)566-7915
www.grproperties.com.hk

ARCHITECT
KEVIN TSAI ARCHITECTURE
834 S. BROADWAY, SUITE 1206
LOS ANGELES CA, 90014
CONTACT: KEVIN TSAI
kt@kevintsaiarchitecture.com
[310] 486-9328

CIVIL ENGINEER
JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245
CONTACT: JOHN LABIB
info@labibse.com
[213] 239-9600

LANDSCAPE ARCHITECT
S.A.L.T. LANDSCAPE ARCHITECTS
423 GIN LING WAY
LOS ANGELES, CA 90012
CONTACT: ALLEN COMPTON
allen@s-a-l-t.com
[213] 617-0075 ex. 102

STRUCTURAL ENGINEER
ENGELKIRK STRUCTURAL ENGINEERS
888 S. FIGUEROA STREET, 18TH FLOOR
LOS ANGELES, CA 90017
CONTACT: TONY GHODSI
tony.ghodsi@englekirk.com
[323] 733-6673

MECHANICAL AND PLUMBING
TAD CONSULTING
1401 N. BATAVIA STREET, SUITE 103
ORANGE, CA 92867
CONTACT: HUEY CAO
hc@tadengineering.com
[714] 538-3802

ELECTRICAL
ABRARI & ASSOCIATES
1713 STANDARD AVENUE
GLENDALE, CA 91201
CONTACT: HENRY ABRARI
info@abrari.com
[818] 497-0330

SHORING ENGINEER
CEFALI AND ASSOCIATES INC.
4344 LAUREL CANYON, Ste 3
STUDIO CITY, CA 91604
CONTACT: DAVID CEFALI S.E.
dcefali@cefali.com
[818] 752-1813

DRY UTILITIES
MUROW/CM CONSTRUCTION OVERSIGHT CONSULTANTS
1151 DURYEA AVENUE
IRVINE, CA 92614
CONTACT: STEVE MUROW
smurow@dirtexpert.com
[949] 988-3271

POOL CONSULTANT
AQUATIC TECHNOLOGIES
32232 PASEO ADELANTO Ste A
SAN JUAN CAPISTRANO CA, 92675
CONTACT: DANNY HART
Danny@aquatictechnologies.com
[949] 276-7605

SURVEYOR
CAL VADA SURVEYING, INC.
411 JENKS CIRCLE, SUITE 205
CORONA, CA 92880
[951] 280-9960

FUNDING NOTE
THIS PROJECT IS 100% PRIVATELY FUNDED. NO TAX CREDIT INCENTIVES GIVEN. NO PUBLIC HOUSING.

SCOPE OF WORK
5 STORIES TYPE IIIA OVER 2 SOTRIES TYPE IA BUILDING, 139 UNITS MIXED-USE WITH GROUND FLOOR RETAIL SPACE AND 1 LEVEL OF SUBTERRANEAN PARKING GARAGE.

PROJECT ADDRESS AND LEGAL DESCRIPTION
REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 11, 12, 13, 14 AND 15 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SITE ADDRESS	10375 W. WASHINGTON BOULEVARD LOS ANGELES, CA 90232
JURISDICTION	CITY OF LOS ANGELES
ZONING DISTRICT	C2-1 GENERAL COMMERCIAL
	TRNASIT PRIORITY AREA IN THE CITY OF LOS ANGELES
LOT/PARCEL AREA	36,317 S.F.
ASSESSOR PARCEL #	4208-006-026
TRACT	FELLOWS TRACT
MAP SHEET	117B165
BLOCK	NONE
LOT	11, 12, 13, 14, AND 15
ARB (LOT CUT REFERENCE)	NONE
BUILDING OCCUPANCY	PARKING GARAGE: GROUP S-2 OCCUPANCY RESIDENTIAL: GROUP R-2 OCCUPANCY

APPLICABLE CODES

LOS ANGELES MUNICIPAL CODE (LAMC)
2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
2016 CALIFORNIA BUILDING CODE VOLUMES 1 & 2, PART 2, TITLE 24 C.C.R.
2016 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
2016 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
2016 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
2016 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
2016 CALIFORNIA ENERGY CODE, PART 6, TITLE 24 C.C.R.
2016 CALIFORNIA HISTORICAL BUILDING CODE, PART 8, TITLE 24 C.C.R.
2016 CALIFORNIA HISTORICAL BUILDING CODE, PART 9, TITLE 24 C.C.R.
2016 CALIFORNIA EXISTING BUILDING CODE, PART 10, TITLE 24 C.C.R.
2017 CALIFORNIA GREEN BUILDING CODE, PART 11, TITLE 24 C.C.R.
2016 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R.
2016 AMERICAN WITH DISABILITIES ACT (ADA) STANDARDS
2016 NFPA 13 - INSTALLATION OF FIRE SPRINKLERS
LAFC - ERRC SYSTEM TO BE PROVIDED PER LAFC 510 AND FPB REQUIREMENT #105.

DEFERRED SUBMITTALS

1	ELEVATORS
2	LANDSCAPE
3	FIRE PROTECTION (PUMPS, WATER TANK, AND FIRE SUPPRESSION)
4	CIVIL (WASTE WATER MANAGEMENT)
5	CIVIL (STORM WATER MANAGEMENT PLAN)
6	FIRE ALARM (SMOKE DETECTORS)
7	METAL STAIRS

ALL DEFERRED SUBMITTAL ITEMS SHALL HAVE PRIOR APPROVAL OF THE BUILDING OFFICIAL. THE ARCHITECT AND/OR ENGINEER OF RECORD SHALL LIST THE DEFERRED ITEMS ON THE PLANS. SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTALS SHALL BE SUBMITTED TO THE ARCHITECT AND ENGINEER OF RECORD WHO SHALL REVIEW THEM AND PROVIDE A NOTATION ON THE PLANS AND ANY SUPPORTING CALCULATIONS INDICATING THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND HAVE BEEN FOUND TO BE IN GENERAL CONFORMANCE WITH THE DESIGN OF THE BUILDING. PLANS SHALL THEN BE FORWARDED TO THE LOS ANGELES BUILDING AND SAFETY DIVISION FOR REVIEW AND ADDITIONAL PLAN CHECK AND PERMIT FEES SHALL APPLY.

CONSTRUCTION SUBMITTAL LIST

SUBMITTAL	MFR. SPECS.	SAMPLE MOCK-UP	SHOP DWGS.
STRUCTURAL STEEL			•
MISCELLANEOUS DECORATIVE IRON WORK		•	•
STAIR RAILINGS AND SPECIAL MILLWORK		•	•
ELEVATORS	•		•
WATERPROOFING MEMBRANE	•		
MARBLE AND DECORATIVE STONEWORK	•	•	•
PROTECTION SYSTEMS	•		
CAULK AND SEALANTS	•		
TILE AND GROUT	•	•	
ROOFING	•		
SHEET METAL GUTTERS AND DOWNSPOUTS	N/A		
DOOR AND WINDOWS	•		•
TUB AND SHOWER ENCLOSURE	•		
FINISH HARDWARE	•	•	
FLOORING	•	•	
MECHANICAL EQUIPMENT	•		
THERMOSTAT, MECH. REGISTERS AND DIFFUSERS	•	•	
PLUMBING FIXTURES AND FITTINGS	•	•	
ELECTRICAL EQUIPMENT AND DEVICES	•	•	
PAINTS AND STAINS	•	•	
MISC. SPECIALTY ITEMS REQUIRING ARCH. APPROVAL	•	•	•

SITE CONSTRUCTION NOTES

THE CONTRACTOR SHALL SUBMIT WITH SUCH PROMPTNESS AS TO CAUSE NO DELAY IN HIS OWN WORK OR THAT OF ANY OTHER CONTRACTOR, ONE REPRODUCIBLE DIGITAL OR AT LEAST THREE PRINTS COPIES OF ALL SHOP DRAWINGS AND SCHEDULES REQUIRED FOR THE WORK OF THE VARIOUS TRADES AND SAMPLES TEMPLATES AND MODELS AS REQUIRED, THE ARCHITECT SHALL REVIEW IT WITH REASONABLE PROMPTNESS. THE CONTRACTOR SHALL MAKE ANY CORRECTIONS REQUIRED BY THE ARCHITECT, FILE WITH HIM TWO CORRECTED COPIES AND FURNISH SUCH OTHER COPIES AS MAY BE NEEDED.
a. "IMMEDIATELY UPON BEING AWARDED THE CONTRACT THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ARCHITECT A CONSTRUCTION PROGRESS SCHEDULE. THE CONSTRUCTION SCHEDULE SHALL BE UPDATED ON A MONTHLY BASIS AND POSTED ON THE JOBSITE AT ALL TIMES. THE CONTRACTOR SHALL IDENTIFY CRITICAL DATES FOR OWNER SELECTIONS TO BE PURCHASED AND INSTALLED BY THE CONTRACTOR.
b. CONTRACTOR RECEIPT OF OWNER PURCHASED ITEMS TO BE INSTALLED BY THE CONTRACTOR
c. LIST OF MILESTONES DATES FOR APPROVAL OF MAJOR CONSTRUCTION COMPONENTS ITEMS (IE. DOORS, WINDOWS, FINISH HARDWARE, ETC)"

EMERGENCY EVACUATION PLAN

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE APPLICANT SHALL DEVELOP AN EMERGENCY RESPONSE PLAN IN CONSULTATION WITH THE FIRE DEPARTMENT. THE EMERGENCY RESPONSE PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: MAPPING OF EMERGENCY EXITS, EVACUATION ROUTES FOR VEHICLES AND PEDESTRIANS, LOCATION OF NEAREST HOSPITALS, AND FIRE DEPARTMENTS.

INCREASED NOISE LEVELS

a. THE PROJECT SHALL COMPLY WITH THE CITY OF LOS ANGELES NOISE ORDINANCE NO. 161,574 AND ANY SUBSEQUENT ORDINANCES, WHICH PROHIBIT THE EMISSION OR CREATION OF NOISE BEYOND CERTAIN LEVELS AT ADJACENT USES UNLESS TECHNICALLY INFEASIBLE.
b. 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 8:00 PM ON SATURDAY.
c. DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED SO AS TO AVOID OPERATING SEVERAL PIECES OF EQUIPMENT SIMULTANEOUSLY, WHICH CAUSES HIGH NOISE LEVELS.
d. THE PROJECT GENERAL CONTRACTOR SHALL USE POWER CONSTRUCTION EQUIPMENT AND STATE-OF-THE-ART NOISE SHIELDING AND MUFFLING DEVICES. PUBLIC SERVICES (SCHOOLS AFFECTED BY HAUL ROUTE)
e. LADBS SHALL ASSIGN SPECIFIC HAUL ROUTE HOURS OF OPERATION BASED UPON LOS ANGELES SCHOOL HOURS OF OPERATION.
f. HAUL ROUTE SCHEDULING SHALL BE SEQUENCED TO MINIMIZE CONFLICTS WITH PEDESTRIANS, SCHOOL BUSES AND CARS AT THE ARRIVAL AND DISMISSAL OF THE SCHOOL DAY. HAUL ROUTE TRUCKS SHALL NOT BE ROUTED PAST THE SCHOOL DURING PERIODS WHEN SCHOOL IS IN SESSION ESPECIALLY WHEN STUDENTS ARE ARRIVING OR DEPARTING FROM THE CAMPUS

TRANSPORTATION (HAUL ROUTE)

a. THE DEVELOPER SHALL INSTALL TRAFFIC SIGNS IN ACCORDANCE WITH THE LAMC AROUND THE SITE TO ENSURE PEDESTRIAN AND VEHICLE SAFETY.
b. (NON-HILLSIDE): PROJECTS INVOLVING THE IMPORT/EXPORT OF 20,000 CUBIC YARDS OR MORE OF DIRT SHALL OBTAIN HAUL ROUTE APPROVAL BY THE DEPARTMENT OF BUILDING AND SAFETY.

K T A

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LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:

all designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
01	08/16/2019	100% SCHEMATIC DESIGN
02	09/06/2019	50% DESIGN DEVELOPMENT
03	09/30/2019	100% DESIGN DEVELOPMENT
04	18/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:
SHEET INDEX & PROJECT INFORMATION

SHEET NO.:
G001

4/22/2020 9:17:58 PM

FUNDING NOTE

THIS PROJECT IS 100% PRIVATELY FUNDED. NO TAX CREDIT INCENTIVES GIVEN. NO PUBLIC HOUSING.

BUILDING CODE ANALYSIS

TABLE 508.4 REQUIRED SEPARATION OF OCCUPANCIES (SPRINKLERED BUILDING)		
CONSTRUCTION TYPE	TYPE "III-A" - FIVE STORIES RESIDENTIAL OVER / TYPE "I-A" - SUBTERRANEAN PARKING & 2 STORIES PODIUM PER CBC 510.2	
OCCUPANCY SEPARATION	TYPE I-A (S-2, B, M BELOW PODIUM)	1HR
	TYPE III-A (R-2, B, A-4 ABOVE PODIUM)	1 HR

TABLES 504.3, 504.4 & 506.2: BUILDING HEIGHT AND AREAS

GROUP	TYPE I-A		TYPE "III-A"	
	HEIGHT: UL.		HEIGHT: 85'	
S-2, B, M	STORIES: UL.	AREA: UL.	STORIES: NA	AREA: NA
R-2, B, A-4	STORIES: UL	AREA: UL	STORIES: 5	AREA: 24,000*

FIRE RESISTIVE REQUIREMENTS (TYPE I-A) - SEE G100 - G102

STRUCTURAL FRAMING	3 HOUR
BEARING WALLS - EXTERIOR	3 HOUR
BEARING WALLS - INTERIOR	3 HOUR
NON-BEARING WALLS - EXTERIOR	1 HOUR UNDER 20'; 0 HOUR OVER 20'
NON-BEARING WALLS - INTERIOR	0 HOUR
FLOOR CONSTRUCTION	2 HR
ROOF CONSTRUCTION	N/A

FIRE RESISTIVE REQUIREMENTS (TYPE "III-A") - SEE G103 - G107

STRUCTURAL FRAMING	1 HOUR
BEARING WALLS - EXTERIOR	2 HOUR
BEARING WALLS - INTERIOR	1 HOUR
NON-BEARING WALLS - EXTERIOR	1 HOUR UNDER 20'; 0 HOUR OVER 20'
NON-BEARING WALLS - INTERIOR	0 HOUR
FLOOR CONSTRUCTION	1 HR
ROOF CONSTRUCTION	1 HR

AUTOMATIC FIRE SPRINKLERS

FULLY SPRINKLERED: NFPA 13 (903.3.1.1)

ADDITIONAL FIRE PROTECTION

FIRE STANDPIPES AT EACH STAIR EXIT STAIR CORE - SEE A600, A601, A602

_F.A.R. CALCULATION - PER T.O.C. TIER III.

ZONING	LOT DEPTH*	LOT WIDTH*	F.A.R.	F.A.R. CALCULATION
C2-1	(238.57' + 245.66') / 2 = 242.11' (-20 BLDG. LINE) = 222.11'	= 150'-2"+150' /2 =150'-1" (-3 DEDICATION) = 147'-1"	3.75	36,317x 3.75 = 136,189

DENSITY CALCULATION - PER T.O.C. TIER III.

ZONING	LOT AREA*		RATIO	DENSITY CALCULATION
C2-1	36,317 SF		400	36,317/400 = 90 x 1.70 153 D.U. ALLOWED 139 D.U. PROPOSED

* SEE ALTA SURVEY ON "G010" FOR LOT AREA INFORMATION

ZONING BUILDING HEIGHT - SEE 2/G002

TOP OF FINISHED 1 FLOOR LEVEL	84.58' [84'-7"]
LOWEST POINT OF SITE - (SEE G011)	83.91' [83'- 11"]
TOP OF ROOF PARAPET	168.91" [168'-11"]
TOTAL BUILDING HEIGHT	85' - 0"

GRADE PLANE BULDG HEIGHT CALC- SEE G011 & 3/G002

LOCATION		TOTAL	SURVEY POINTS
NORTH SIDE	7	622.72	87.24+88.26+88.53+94.03+88.54+88.42+87.70
SOUTH SIDE	13	1093.41	84.14+84.31+84.02+84.14+84.05+84.21+83.96+83.91+83.98+83.99+84.04+84.15+84.51
EAST SIDE	5	429.57	87.70+87.45+85.24+84.67+84.51
WEST SIDE	6	518.19	87.24+86.68+86.68+86.55+84.14+86.90
TOTAL	31	2663.89	
AVERAGE GRADE		**85.93**	**85.93 + 85' = 170.93' > 165.41' BLDG HEIGHT**
MAXIMUM BUILDING HEIGHT 85' ("III-A") *			PROPOSED BUILDING HEIGHT 83'-1" < 85'-0" *

* SEE 2/G002 FOR ELEVATION AND TOPOGRAPHIC SURVEY ON G011

VEHICULAR PARKING - PER T.O.C. TIER III.

REQUIRED VEHICULAR PARKING

UNIT CATEGORY	UNIT COUNT	PARKING RATIO	REQUIRED PARKING
STUDIO	13 UNITS	1/2 SPACE / UNIT	7 SPACES
1 BEDROOM	94 UNITS	1/2 SPACE / UNIT	47 SPACES
2 BEDROOMS	32 UNITS	1/2 SPACE / UNIT	16 SPACES
TOTAL RESIDENTIAL			70 REQUIRED
ADDITIONAL			65 COMPACT
TOTAL COMMERCIAL	1969 SF	1/250 SF	8 X 30% (T.O.C. REDUCTION)...

SUMMARY OF VEHICULAR PARKING

PARKING CATEGORY	STANDARD	COMPACT
RESIDENTIAL (135)	70 SPACES	64 SPACES
SUB-TOTAL RESIDENTIAL	**70 SPACES**	**64 SPACES**
RETAIL (6)	6 SPACES	
SUB-TOTAL RETAIL	**6 SPACES**	
TOTAL	**76 SPACES**	**64 SPACES**

TOTAL PROVIDED: 134 SPACES FOR RESIDENTIAL + 6 SPACES FOR RETAIL = 140 SPACES

REQUIRED ACCESSIBLE PARKING (PER CBC SEC. 1109A)

PARKING CATEGORY	PROVIDED...	PARKING...	REQ....	REQ....
ASSIGNED	139 D.U.	2% OF D.U.	3 SPACES*	
VISITOR	4 SPACES	5%		1 VAN SPACE
RETAIL	6 SPACE		1 SPACE	1 VAN SPACE
TOTAL ACCESSIBLE				**6 SPACES**

* ONE ACCESSIBLE SPACE TO BE VAN ACCESSIBLE PER CBC SEC. 1109A.8.6

REQUIRED ELECTRIC VEHICLE CHARGIN STATION (EVCS)

PARKING CATEGORY	PROVIDED PARKING	PARKING RATIO	REQUIRED EVCS	PROVIDED EVCS
RESIDENTIAL	134 SPACES	5%	5 SPACES*	7 SPACES
RETAIL	6 SPACES	5%	1 SPACE	1 SPACE**
TOTAL EVCS				**8 SPACES**

* ONE EVCS SPACE SHALL BE PROVIDED AN 8 FOOT WIDE ACCESS AISLE.
** FOR EV SPACE REQUIREMENTS, SEE "REQUIRED ELECTRIC VEHICLE PARKING

BICYCLE PARKING

REQUIRED BICYCLE STALLS		PROVIDED BICYCLE STALLS	
PARKING TYPE	REQUIRED	PARKING TYPE	PROVIDED
RESIDENTIAL	TABLE 12.21 = 95 REQUIRED	LONG TERM	95 PROVIDED*
RESIDENTIAL	TABLE 12.21 = 10 REQUIRED	SHORT TERM	10 PROVIDED**
RETAIL	1 /2000 S.F. (MIN 2 REQ'D)	LONG TERM	2 PROVIDED
RETAIL	1 /2000 S.F. (MIN 2 REQ'D)	SHORT TERM	4 PROVIDED
TOTAL	109 REQUIRED		111 PROVIDED

* LONG TERM STALLS PROVIDED AT PARKING LEVEL AND 1ST FLOOR
** 14 SHORT TERM STALLS PROVIDED AT BUILDING ENTRANCE

OPEN SPACE REQUIREMENT - REFER TO G110-G111 FOR DIAGRAMS

FOR SIX OR MORE RESIDENTIAL UNITS. (BY ORD. NO. 171,753, EFF. 11/17/97.)
(A) COMMON OPEN SPACE:

(1) COMMON OPEN SPACE SHALL MEET EACH OF THE FOLLOWING REQUIREMENTS:
(I) BE OPEN TO THE SKY
(II) BE READILY ACCESSIBLE TO ALL THE RESIDENTS OF THE SITE,
(III) HAVE A MINIMUM AREA OF 400 SQ. FT. WITH NO HORIZONTAL DIMENSION LESS THAN 15 FEET
(IV)CONSTITUTE AT LEAST 50% OF THE TOTAL REQUIRED USABLE OPEN SPACE IN DEVELOPMENTS BUILT AT AN R3,
(V) BE LOCATED AT THE GRADE LEVEL OR FIRST HABITABLE ROOM LEVEL, EXCEPT IN DEVELOPMENTS BUILT AT AN R3,

(2) COMMON OPEN SPACE AREAS SHALL INCORPORATE RECREATIONAL AMENITIES SUCH AS SWIMMING POOLS, SPAS, PICNIC TABLES, BENCHES,CHILDREN'S PLAY AREAS, BALL COURTS, BARBECUE AREAS AND SITTING AREAS. AMENITIES THAT MEET THE DEPARTMENT OF RECREATION AND PARKS SPECIFICATIONSPURSUANT TO SECTION 17.12 F. OF THIS CODE MAY BE CREDITED AGAINST FEES REQUIRED UNDER SECTION 12.33 OF THIS CODE.

(3) A MINIMUM OF 25 PERCENT OF THE COMMON OPEN SPACE AREA SHALL BE PLANTED AT LEAST ONE 24 INCH BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY.

(4) NOTWITHSTANDING THE PROVISIONS SET FORTH IN THIS PARAGRAPH:
(I) RECREATION ROOMS AT LEAST 600 SQUARE FEET IN AREA FOR A DEVELOPMENT OF 16 OR MORE DWELLING UNITS, MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25 PERCENT OF THE TOTAL REQUIRED USABLE OPEN SPACE.
(II) ROOF DECKS IN DEVELOPMENTS BUILT AT AN R3 DENSITY, REGARDLESS OF THE UNDERLYING ZONE, MAY BE USED AS COMMON OPEN SPACE, EXCLUDING THAT PORTION OF THE ROOF WITHIN TEN FEET FROM THE PARAPET WALL. (AMENDED BY ORD. NO. 174,999, EFF. 1/15/03.)

(B) PRIVATE OPEN SPACE.
PRIVATE OPEN SPACE IS AN OPEN SPACE AREA WHICH IS CONTIGUOUS TO AND IMMEDIATELY ACCESSIBLE FROM A SINGLE DWELLING UNIT AND WHICH MEETS ALL OF THE FOLLOWING REQUIREMENTS OF THE ZONES HEREIN SPECIFIED:

(1) IN THE RD 1.5 AND MORE RESTRICTIVE ZONES:
(I) PRIVATE OPEN SPACE SHALL BE LOCATED AT GRADE LEVEL OR THE FIRST HABITABLE ROOM LEVEL AND BE OPEN TO THE SKY. STRUCTURES MAY PROJECT NO MORE THAN THREE FEET INTO THE PRIVATE OPEN SPACE AREA, PROVIDED THERE IS A MINIMUM EIGHT FOOT VERTICAL CLEARANCE UNDER THE PROJECTION, EXCEPT AS PROVIDED IN SECTION 12.22 C.20.(B);
(II) PRIVATE OPEN SPACE SHALL BE ENCLOSED BY A SOLID FENCE AT LEAST FOUR FEET IN HEIGHT; AND
(III) THE PRIVATE OPEN SPACE AREA SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN EIGHT FEET, WHEN MEASURED PERPENDICULAR FROM ANY POINT ON EACH OF THE BOUNDARIES OF THE OPEN SPACE AREA AND CONTAIN A MINIMUM OF 100 SQUARE FEET OF WHICH NO MORE THAN 100 SQUARE FEET PER DWELLING UNIT SHALL BE ATTRIBUTABLE TO THE TOTAL REQUIRED OPEN SPACE.

(2) (AMENDED BY ORD. NO. 174,999, EFF. 1/15/03.) IN DEVELOPMENTS BUILT AT AN R3, DENSITY , PRIVATE OPEN SPACE MAY BE PROVIDED ABOVE THE FIRST HABITABLE ROOM LEVEL. WHEN SO PROVIDED, IT SHALL:
(I) MINIMUM OF 50 SQUARE FEET OF WHICH NO MORE THAN 50 SQUARE FEET PER DWELLING UNIT SHALL BE ATTRIBUTABLE TO THE TOTAL REQUIRED OPEN SPACE;
(II) HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET AND
(III) PROVIDE A MINIMUM EIGHT FOOT VERTICAL CLEARANCE UNDER ANY PROJECTION, EXCEPT AS PROVIDED IN SECTION 12.22 C.20.(B); AND
(IV)THAT PORTION OF A BALCONY WHICH EXTENDS OR PROJECTS INTO A REQUIRED FRONT YARD IN COMPLIANCE WITH SECTION 12.22 C.20.(D) MAY QUALIFY AS USABLE OPEN SPACE PROVIDED IT MEETS EACH OF THE ABOVE SPECIFIED REQUIREMENTS SET FORTH IN THIS SUBPARAGRAPH.

OPEN SPACE CALCULATION - SEE DIAGRAMS G112 & G113

REQUIRED TOTAL OPEN SPACE - REFER TO G110 AND G111 FOR DIAGRAMS

UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 S.F. / UNIT	10,700 S.F.
= 3 H.R.*	32 UNITS	125 S.F. / UNIT	4,000 S.F.
> 3 H.R.*	--	175 S.F. / UNIT	--
TOTAL	139 UNITS		14,700 S.F.
T.O.C. REDUCTION	TIER 3 (25% REDUCTION)	14,700 S.F. / 25	11,025 S.F.

SEE 'DWELLING UNIT MATRIX' FOR UNIT TYPE BREAKDOWN

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE

NUMBER OF UNITS	MAXIMUM OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
63 DWELLING UNITS	50 S.F. / UNIT	6,950 S.F.

SEE G112 - G113 FOR 'DWELLING UNIT MATRIX' FOR OPEN SPACE PROVIDED PER UNIT

REQUIRED COMMON OPEN SPACE

TOTAL OPEN SPACE REQUIRED	COMMON OPEN RATIO	COMMON OPEN SPACE REQUIRED
11,025 S.F.	50% OF TOTAL OPEN SPACE	5,512.5 S.F.

PROVIDED COMMON OPEN SPACE

LOCATION	OPEN SPACE PROVIDED
POOL AREA	3,831 S.F.
PUBLIC DECK AT 7TH FLOOR (735 S.F. + 735S.F.)	1,470 S.F.
GYM AND REC. ROOM * (1,135 S.F. +735 S.F. + 711 S.F.)	2,581 S.F. < 2,756 S.F.
TOTAL	7,882 S.F. > 5,512.5 S.F. REQ.

* PER 12.21G.2(a)(4)(i), RECREATION ROOMS OF AT LEAST 600 SF MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF TOTAL REQUIRED OPEN SPACE AS SHOWN:

(11,025 SF TOTAL REQUIRED OPEN SPACE) (0.25) = 2,756 SF MAXIMUM RECREATION ROOM CREDIT...

PROVIDED TOTAL OPEN SPACE

OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE	3,150 S.F.
PROVIDED COMMON OPEN SPACE	7,882 S.F.
PROVIDED TOTAL OPEN SPACE	11,032 S.F. > 11,025 S.F.

ALLOWABLE BUILDING AREA CALCULATION - REFER TO AREA DIAGRAMS ON G114 & G115

BUILDING "A"
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L1 +L10 = 137.08' +78.16' = 215.24'
P BUILDING PERIMETER:L1 +L2 +L8 +L9 +L10 +L11 = 137.15' +105.46' +33.08' +67.51' +78.14' +66.14' = 488.40 '
506.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W =(L1 × w1 + L10 × w4)/F
W =(137.08' x30 + 78.16'x30) / 215.24'
W =(4112.4 +2344.8)/ 215.24'
W = 6457.2 / 215.24' = 30.00
506.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
If = [F/P - 0.25]W/30
If = [215.24' / 488.40' - 0.25] 30/30
If = [0.19] *1 = 0.19
506.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA
EQUATION 5-3: Aa = [At +(NS × If)]
Aa = [24,000 + (24,000 x 0.19)] = [24,000 + 4,560] =28,560

BUILDING "B"
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L5 = 66.83'
P BUILDING PERIMETER L3 + L4 + L5 +L6 + L7 + L11 = 104.60' +135.29' +66.83' +69.85' +36.67' +66.14' = 482.40 '
506.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W =(L5 × w5)/F
W =(66.83' x30)/ 66.83'
W =2004.9 / 66.83' = 30
506.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
If = [F/P - 0.25] W/30
If = [66.83' / 482.40 - 0.25] 30 /30
If = [0.11] *1 = 0.11
506.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA...

AGGREAGATE AREA CALCULATION

LEVEL	GROSS AREA BUILDING A		GROSS AREA BUILDING B	
LEVEL P1 - BASEMENT	UNLIMITED		UNLIMITED	
LEVEL 01 - LOBBY / COM.	UNLIMITED		UNLIMITED	
LEVEL 02 - RESIDENTIAL	UNLIMITED		UNLIMITED	
LEVEL 03 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 04 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 05 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 06 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 07 - RESIDENTIAL	10,203 SF / 28,560	0.35	10,061 SF / 26,640	0.37
TOTAL FLOOR AREA	55,811 SF		53,189 SF	
TOTAL (SHALL NOT EXCEED 2)		1.91		1.97

PROPOSED PROJECT FLOOR AREA PER BUILDING CODE

LEVEL	PARKING - S-2 [NOT F.A.R.]	MECHANICAL [NOT F.A.R.]	STORAGE - S-2 [NOT F.A.R.]	F.A.R. AREA (TOTAL)	GROSS AREA (PORTION A)	GROSS AREA (PORTION B)	GROSS AREA (TOTAL)	MAX. F.A.R. PER TABLE 506.2
LEVEL P1 - PARKING	31,119 SF	569 SF	624 SF	N/A			32,312 SF	UNLIMITED
LEVEL 01 - LOBBY / PARKING/ RETAIL	23,601 SF	720 SF	1,534 SF	5,610 SF			30,561 SF	UNLIMITED
LEVEL 02 - RESIDENTIAL	0 SF	0 SF	0 SF	21,779 SF			23,207 SF	UNLIMITED
LEVEL 03 - RESIDENTIAL	0 SF	0 SF	0 SF	21,924 SF	13,421 SF	9,430 SF	23,074 SF	24,000 SF*
LEVEL 04 - RESIDENTIAL	0 SF	0 SF	0 SF	21,924 SF	13,421 SF	9,430 SF	23,074 SF	
LEVEL 05 - RESIDENTIAL	0 SF	0 SF	0 SF	21,924 SF	13,421 SF	9,430 SF	23,074 SF	
LEVEL 06 - RESIDENTIAL	0 SF	0 SF	0 SF	21,893 SF	13,274 SF	9,430 SF	22,904 SF	
LEVEL 07 - RESIDENTIAL	0 SF	0 SF	0 SF	20,124 SF	12,198 SF	8,633 SF	21,087 SF	
SUB-TOTAL	-	-	-		65,735 SF	46,353 SF		-
TOTAL	54,720 SF	1,289 SF	2,158 SF	135,178 SF*			200,828 SF	

EXTERIOR WALLS FIRE RESISTANCE BASED ON SEPARATION DISTANCE PER TABLE 602

DISTANCE	OCCUPANCY R & S2
5' < X < 10'	1 HR
10' < X < 30'	1 HR

FIRE DEPT. GENERAL NOTES

1. AN AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED AT THE TOP OF RUBBISH ND LINEN CHUTES AND IN THEIR TERMINAL ROOMS. CHUTES SHALL HAVE ADDITIONAL SPRINKLER HEADS INSTALLED AT ALTERNATE FLOORS AND AT THE LOWEST INTAKE. {LAFC 903.2.11.2}

2. CARBON MONOXIDE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS IN THE INDIVIDUAL UNIT. REQUIRED CARBON MONOXIDE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. {CBC.916.4.2/4}

3. SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS IN THE INDIVIDUAL UNIT. REQUIRED SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. {CBC.907.2.11.5-6}

4. PROVIDE EMERGENCY RESPONDER RADIO COVERAGE IN ACCORDANCE WITH LAFC 510 {CBC 916.1} 510.1 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.

5. MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THAT THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED. THE ILLUMINATION LEVEL SHALL NOT BE <1 FOOT CANDLE AT THE WALKING SURFACE. {CBC 1008.1}

6. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE ALL OF THE FOLLOWING AREAS FOR A DURATION OF NOT <90 MIN. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS NOT LESS THAN AN AVERAGE OF 1 FOOTCANDLE AND A MIN AT ANY POINT OF .1 FOOTCANDLE {CBC 1008.2}:

I.AISLES
II.CORRIDORS
III.EXIT ACCESS STAIRWAYS AND RAMPS
IV.INTERIOR AND EXTERIOR EXIT STAIRWAYS AND RAMPS
V.EXIT PASSAGEWAYS
VI.VESTIBULES AND AREAS ON THE LEVEL OF DISCHARGE USED FOR EXIT DISCHARGE
VII.ELECTRICAL EQUIPMENT ROOMS
VIII.FIRE COMMAND CENTERS.
IX.FIRE PUMP ROOMS.
X.GENERATOR ROOMS.
XI.PUBLIC RESTROOMS >300 SF.

7. PROVIDE TWO-WAY COMMUNICATION AT THE LANDING SERVING EACH ELEVATOR OR BANK OF ELEVATORS ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE. {CBC 1009.8}

8. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED.{CBC 1013.3}

9. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS: (CBC 1013.4}
G. "EXIT" SIGN AT EACH GRADE-LEVEL EXTERIOR DOOR.
H. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIR WAY OR RAMP SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPRIATE:
i . "EXIT STAIR DOWN"
ii . "EXIT RAMP DOWN"
iii . "EXIT STAIR UP"
iv . "EXIT RAMP UP"
I. "EXIT ROUTE" AT EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY.
J. "EXIT ROUTE" AT EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM AREA TO A CORRIDOR OR HALLWAY.
K. "TO EXIT" AT EACH EXIT DOOR THROUGH A HORIZONTAL EXIT.

10. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. {CBC 1013.5}

11. THE FACE OF AN EXIT SIGN ILLUMINATED FROM AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF ≥5 FOOTCANDLES. {CBC 1013.6.2}...

SCHOOL DISTRICT FEE - FLOOR AREA

LEVEL	TOTAL ASSESSABLE*
LEVEL P1 - PARKING UNDERGROUND	32,967 SF
LEVEL 01 - RESIDENTIAL LOBBY /PARKING / RETAIL	3,778 SF
LEVEL 02 - RESIDENTIAL	20,789 SF
LEVEL 03 - RESIDENTIAL	20,790 SF
LEVEL 04 - RESIDENTIAL	20,790 SF
LEVEL 05 - RESIDENTIAL	20,790 SF
LEVEL 06 - RESIDENTIAL	20,620 SF
LEVEL 07 - RESIDENTIAL	18,803 SF
TOTAL ASSESSABLE AREA	126,360 SF

FOR RESIDENTIAL DEVELOPMENT, THE FEES SHALL BE DETERMINED BY USING THE ASSESSABLE SPACE OF ALL BUILDINGS WITH "R" OCCUPANCY DESIGNATION. A HOTEL, INN, MOTEL, TOURIST HOME, OR OTHER LODGING WHERE OCCUPANCY DOES NOT EXCEED 30 DAYS IS DEFINED AS COMMERCIAL DEVELOPMENT.

*ASSESSABLE SPACE IS ALL OF THE SQUARE FOOTAGE WITHIN THE PERIMETER OF A RESIDENTIAL STRUCTURE, NOT INCLUDING ANY CARPORT, WALKWAY, GARAGE, OVERHANG, PATIO, ENCLOSED PATIO, DETACHED ACCESSORY STRUCTURE OR SIMILAR AREA. FEES SHALL BE EXEMPT FOR ANY INCREASES TO RESIDENTIAL DEVELOPMENT WITH 500 SQUARE FEET OR LESS OF ASSESSABLE AREA.

PERIMETER OF A STRUCTURE SHALL BE MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS AND EXTERIOR FACES OF WALLS SEPARATING ASSESSABLE AND NON-ASSESSABLE SPACES.

FIRE SEPARATION NOTES - SEE DIAGRAMS G100 THRU G107

1HR FIRE SEPARATION REQUIRED FOR ALL SLEEPING UNITS

420.2 WALLS SEPARATING DWELLING UNITS AND SLEEPING UNITS AND WALLS SEPARATING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS FIRE PARTITIONS IN ACCORDANCE WITH SECTION 708.

420.3 HORIZONTAL SEPARATION. FLOOR ASSEMBLIES SEPARATING DWELLING UNITS IN THE SAME BUILDINGS, FLOOR ASSEMBLIES SEPARATING SLEEPING UNITS IN THE SAME BUILDING AND FLOOR ASSEMBLIES SEPARATING DWELLING OR SLEEPING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS HORIZONTAL ASSEMBLIES IN ACCORDANCE WITH SECTION 711.

420.5 SMOKE DETECTION AND FIRE ALARM SYSTEMS. FIRE ALARM SYSTEMS AND SMOKE ALARMS SHALL BE PROVIDED IN GROUP R -2 OCCUPANCIES IN ACCORDANCE WITH SECTIONS 907.2.6,907.2.8 AND 907.2.9, RESPECTIVELY.

420.6.1.2 POWER SUPPLY. CARBON MONOXIDE ALARMS WIRING SHALL BE DIRECTLY CONNECTED TO THE PERMANENT BUILDING WIRING WITHOUT A DISCONNECTING SWITCH OTHER THAN AS REQUIRED FOR OVERCURRENT PROTECTION AND SHALL BE EQUIPPED WITH A BATTERY BACK-UP.

713.4 SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 2 HOURS WHERE CONNECTING FOUR STORIES OR MORE.

ELEVATOR AND SHAFTS: 2 HOURS (713.4)
STAIR ENCLOSURES: 2 HOURS ()
BEARING WALLS: 1 HOUR (TABLE 601)

AUTOMATIC FIRE SPRINKLER:
FULLY SPRINKLERED: NFPA 13 (903.3.1.1)
BUILDING: YES - PER CBC 903.2.8 & 903.2.10
MANUAL FIRE ALARM: YES - PER CBC 907.2.9
STAND PIPE: YES - PER CBC 905.3

FLOOR FINISH REQ'D BY OCCUPANCY PER CBC 804.4
S OCCUPANCY: CLASS II
R-2 OCCUPANCY: CLASS II

WALL FINISH REQ'D BY OCCUPANCY PER TABLE 803.9
S OCCUPANCY: CLASS "C"
R-2 OCCUPANCY: CLASS "C"

CEILING FINISH REQ'D BY OCCUPANCY PER TABLE 803.9
S OCCUPANCY: CLASS "C"
R-2 OCCUPANCY: CLASS "C"

PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED IN THE IN GROUP
ERRC SYSTEM TO BE PROVIDED PER LAFC 510 AND FPB REQUIREMENT #105.
R-2, AND S OCCUPANCIES.PER CBC 906.1
EXCEPTION: IN GROUP R-2 OCCUPANCIES, PORTABLE FIRE EXTINGUISHERS SHALL BE REQUIRED ONLY IN LOCATIONS SPECIFIED IN ITEMS 2 THROUGH 6 WHERE EACH DWELLING UNIT IS PROVIDED WITH A PORTABLE FIRE EXTINGUISHER HAVING A MINIMUM RATING OF I-A.

FIRE PROTECTION SYSTEMS

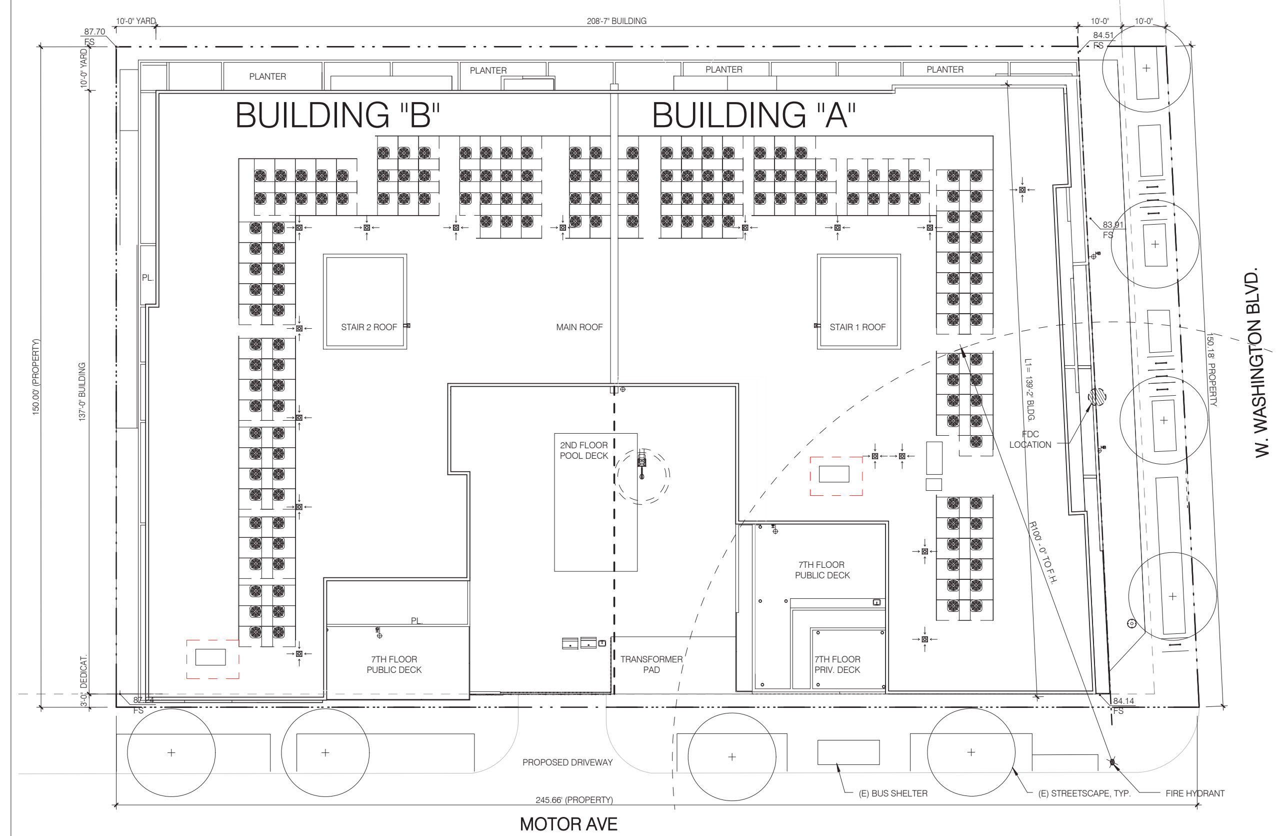
1.PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED: (SIZE AND DISTRIBUTION SHALL BE IN ACCORDANCE WITH SECTIONS 906.3.1-906.3.4) {LAFC 906.1}:
I.IN GROUP A, R-2, OCCUPANCIES.
II.ON EACH FLOOR OF STRUCTURES UNDER CONSTRUCTION.
III.WHERE REQUIRED BY THE T906.1
IV.SPECIAL-HARZARD AREAS, WHERE REQUIRED BY THE FIRE CODE OFFICIAL.

2.APPROVED FIRE ALARM SYSTEM SHALL BE PROVIDED THROUGHOUT BUILDINGS IN ACCORDANCE WITH LAFC 907.2.1-907.2.23. SPECIFY TYPE OF ALARM ON PLANS {LAFC 907.2}:
A.MANUAL FIRE ALARM SYSTEM. (GROUP A, B, M)
B.AUTOMATIC FIRE ALARM SYSTEM (GROUP A, B)
C.EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM. (GROUP A>1000, E)

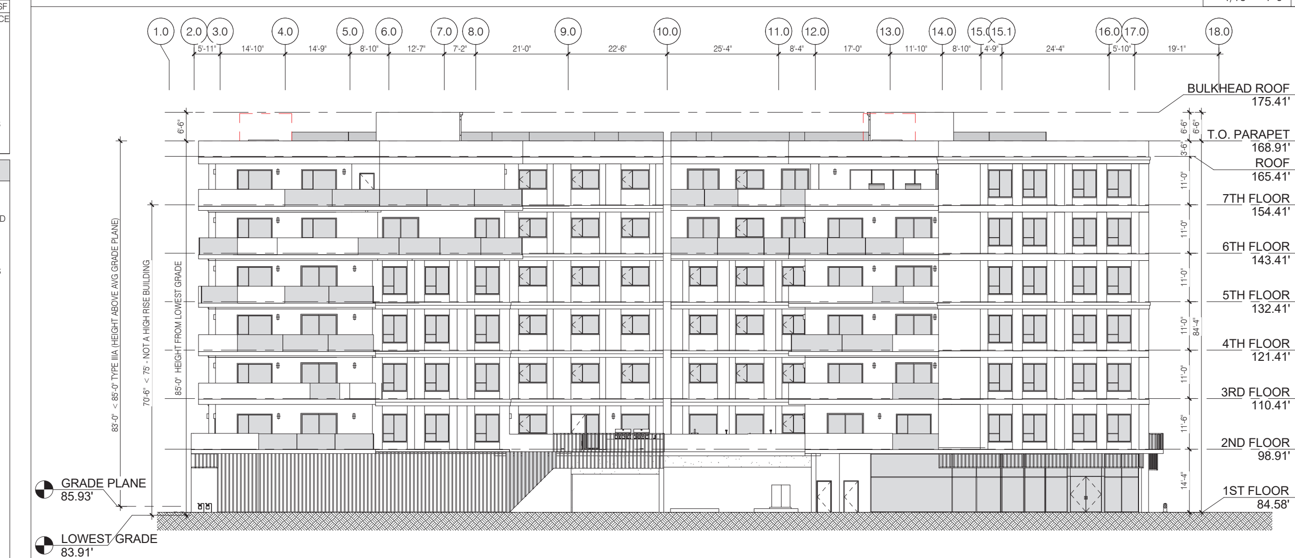
3.METHANE ZONE HAZARD LEVEL II SITE MITIGATION FILED UNDER SEPARATE APPLICATION

FIRE RESISTANCE RATING PER TABLE 601

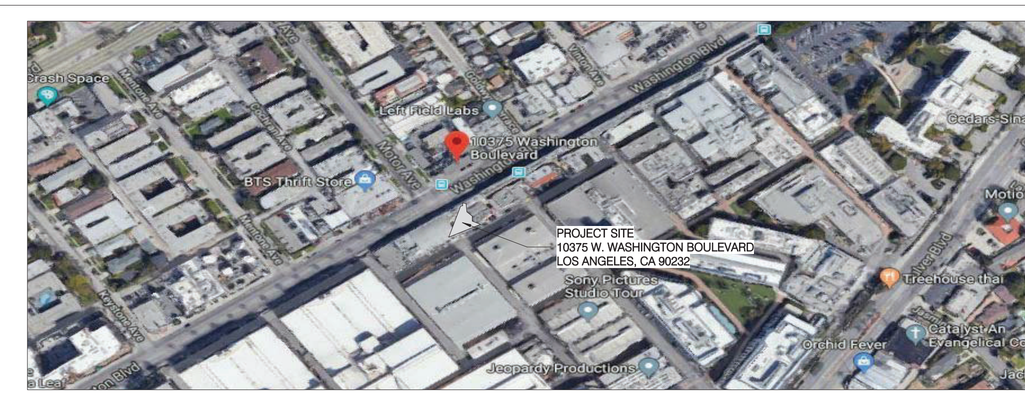
ELEMENT	TYPE I A	TYPE IIIA
BEARING WALLS	3 HR	1 HR
EXTERIOR WALLS	3 HR	2 HR
INTERIOR WALLS	3 HR	1 HR
FLOOR CONSTRUCTION	2 HR	1 HR
ROOF CONSTRUCTION	1½ HR	1 HR



SITE PLAN & HYDRANT LOCATION — SCALE 1/16" = 1'-0" — 3



WEST ELEVATION - BUILDING HEIGHT & ZONING HEIGHT — SCALE 1/16" = 1'-0" — 2



VICINITY MAP — SCALE N.T.S. — 01

KTA

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LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:

all designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
01	08/16/2019	100% SCHEMATIC DESIGN
02	09/06/2019	50% DESIGN DEVELOPMENT
03	09/30/2019	100% DESIGN DEVELOPMENT
04	18/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
ZONING AND BUILDING CODE ANALYSIS

SHEET NO.:
G002

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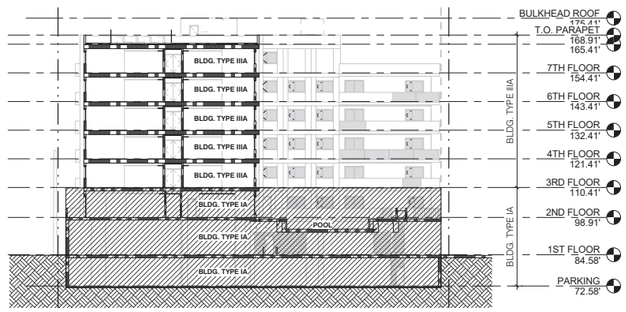
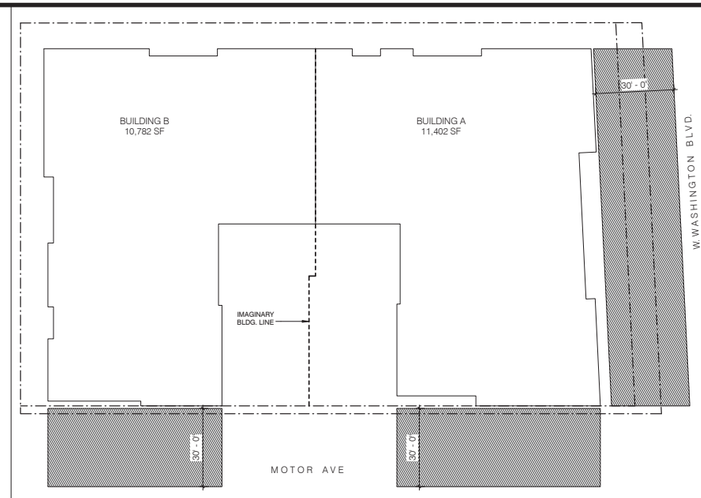
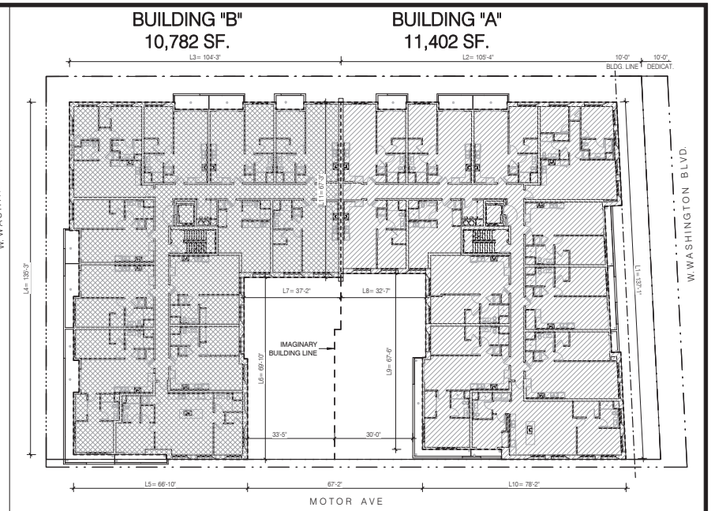


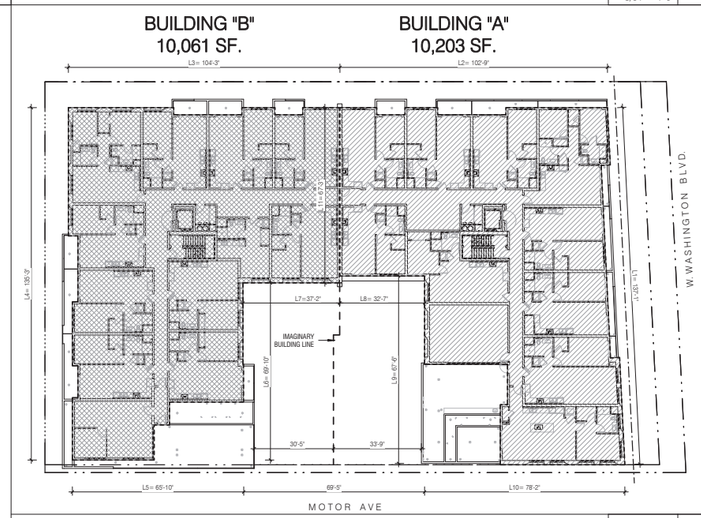
SECTION THROUGH POOL | SCALE 3/64" = 1'-0" | 7



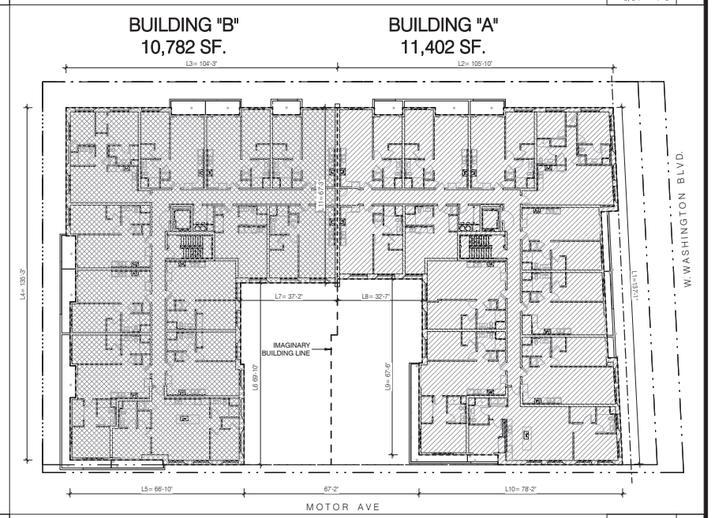
ALLOWABLE BUILDING AREA DIAGRAM (30' CLEAR) | SCALE 3/64" = 1'-0" | 6



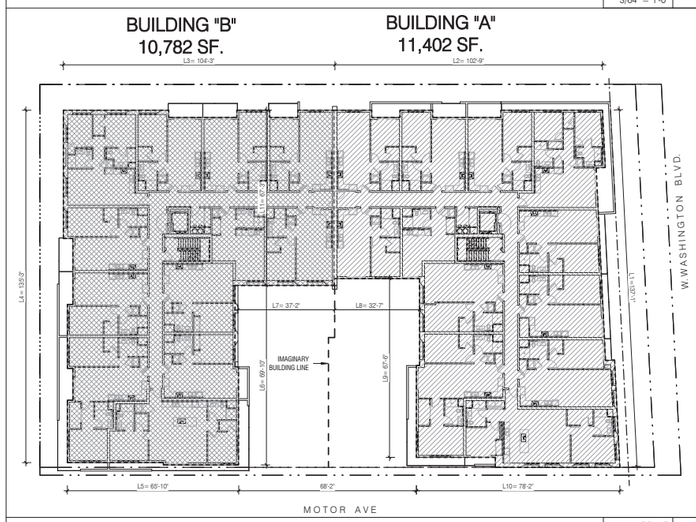
5TH FLOOR | SCALE 3/64" = 1'-0" | 3



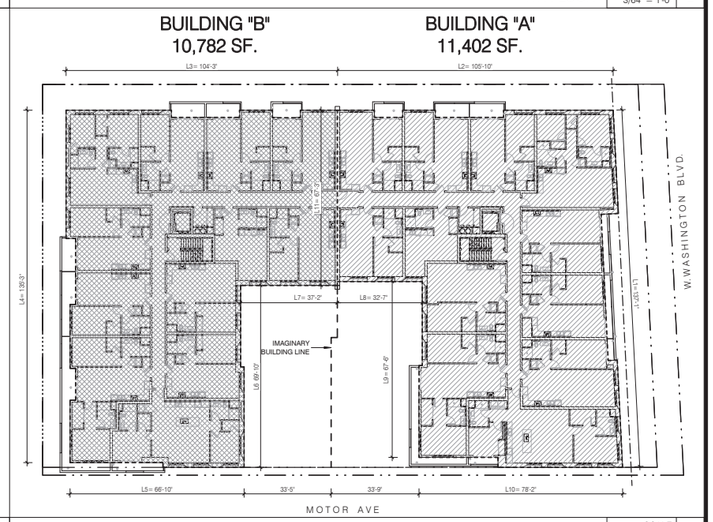
7TH FLOOR | SCALE 3/64" = 1'-0" | 5



4TH FLOOR | SCALE 3/64" = 1'-0" | 2



6TH FLOOR | SCALE 3/64" = 1'-0" | 4



3RD FLOOR | SCALE 3/64" = 1'-0" | 1

ALLOWABLE BUILDING AREA CALCULATION - REFER TO AREA DIAGRAMS ON G114 & G115

BUILDING "A"
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L1 +L10 = 137.08' +78.16' = 215.24'
P BUILDING PERIMETER L1 +L2 +L8 +L9 +L10 +L11 = 137.15' +105.46' +33.08' +67.51' +78.14' +66.14' = 488.40'
506.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W =[L1 × w1 + L10 × w4]/F
W =[137.08 x30 + 78.16x30] / 215.24'
W = [4112.4 +2344.8]/ 215.24'
W = 6457.2 / 215.24' = 30.00
506.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
If = [F/P - 0.25]W/30
If = [215.24' / 488.40' - 0.25] 30/30
If = [0.19] *1 = 0.19
506.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA
EQUATION 5-3: Aa = [At +(NS × If)]
Aa = [24,000 + (24,000 x 0.19)] = [24,000 + 4,560] =28,560

BUILDING "B"
F = PERIMETER THAT FRONTS A PUBLIC WAY OR OPEN SPACE HAVING MINIMUM DISTANCE OF 20'
F = L5 = 66.83'
P BUILDING PERIMETER L3 + L4 + L5 +L6 + L7 + L11 = 104.60' +135.29' +66.83' +69.85' +36.67' +66.14' = 482.40'
506.3.2 FRONTAGE INCREASE - EQUATION 5-4:
W =[L5 × w5]/F
W =[66.83 x30]/ 66.83'
W =2004.9 / 66.83' = 30
506.3.3 AMOUNT OF INCREASE - EQUATION 5-5:
If = [F/P - 0.25] W/30
If = [66.83' / 482.40 - 0.25] 30 /30
If = [0.11] *1 = 0.11
506.2.4 MIXED-OCCUPANCY MULTISTORY BUILDING ALLOWABLE AREA...

AGGREAGATE AREA CALCULATION

LEVEL	GROSS AREA BUILDING A		GROSS AREA BUILDING B	
LEVEL P1 - BASEMENT	UNLIMITED		UNLIMITED	
LEVEL 01 - LOBBY / COM.	UNLIMITED		UNLIMITED	
LEVEL 02 - RESIDENTIAL	UNLIMITED		UNLIMITED	
LEVEL 03 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 04 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 05 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 06 - RESIDENTIAL	11,402 SF / 28,560	0.39	10,782 SF / 26,640	0.40
LEVEL 07 - RESIDENTIAL	10,203 SF / 28,560	0.35	10,061 SF / 26,640	0.37
TOTAL FLOOR AREA	55,811 SF		53,189 SF	
TOTAL (SHALL NOT EXCEED 2)		1.91		1.97

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K T A

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architect's stamp

consultant

KEY PLAN:

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#	DATE	ISSUE RECORD
01	2/20/2020	SCHEMATIC DESIGN
02	3/18/2019	50% DESIGN DEVELOPMENT
03	5/31/2019	100% DESIGN DEVELOPMENT
04	7/15/2019	50% CONSTRUCTION DOCUMENT

DRAFT
NOT FOR CONSTRUCTION

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

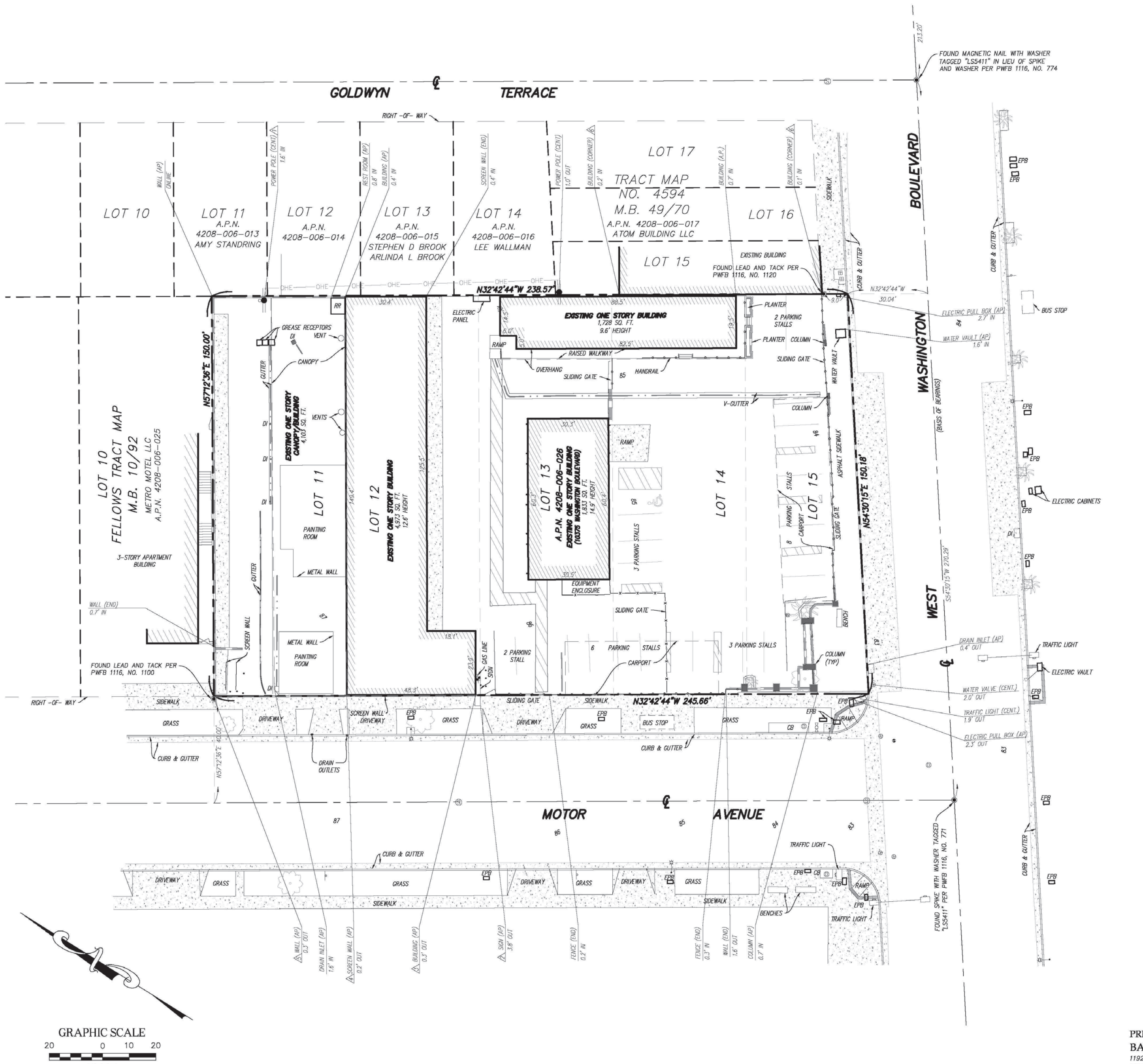
PC/PM:	Designer
DRAWN BY:	Author
JOB NO.:	19-09

DRAWING TITLE:
ALLOWABLE BUILDING AREA

SHEET NO.:
G003

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

10375 WASHINGTON BOULEVARD, LOS ANGELES, CA 90232



LEGEND

CB	CATCH BASIN		BREAK		CENTER LINE
D.I.	DRAIN INLET		CENTER LINE		CHAIN LINK FENCE
EPB	ELECTRIC PULL BOX		CONCRETE PAVEMENT		EDGE OF PAVEMENT
FD	FOUND MONUMENT		GATE		IRON FENCE
FF	FINISH FLOOR	GV	GAS VALVE		PROPERTY LINE
FS	FINISH FLOOR		GUARD POST		RETAINING/CONCRETE WALL RETAINING/BLOCK WALL BRICK WALL SCREEN/BLOCK/WOOD/WALL
INV	INVERT		HANDICAP PARKING		
RR	RESTROOM		IRRIGATION CONTROL VALVE		
SQ.FT.	SQUARE FEET		MANHOLE SEWER		
	STEPS		MANHOLE STROMDRAIN		
			STREET LIGHT		
			SIGN		
			TREE		
			TREE PINE		
			TREE PALM		
			WATER FACUET		
			WATER METER		
			WATER VALVE		

UTILITY STATEMENT

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NO PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

POSSIBLE ENCROACHMENT NOTES

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES, STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING

1. THE OVERHEAD ELECTRICAL OVERLAPS THE NORTHEASTERLY LINE AS SHOWN
2. THE SIGN OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
3. THE BUILDING OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
4. THE SCREEN WALL OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
5. THE WALL OVERLAPS THE SOUTHWESTERLY LINE AS SHOWN
6. THE BUILDING OVERLAPS INTO THE SUBJECT PROPERTY

NOTES

- THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
- THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

ZONING RESTRICTIONS

NOTE: INDICATED ZONING INFORMATION ARE FROM THE CITY OF LOS ANGELES ZONING ORDINANCES IN EFFECT AS OF THE DATE OF THIS SURVEY.
ZONING AND RESTRICTIONS SHOWN HEREON WERE OBTAINED BY A GENERAL REQUEST AT THE PUBLIC COUNTER OF THE ABOVE NAMED DEPARTMENT. NO REPRESENTATION IS MADE FOR THE ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION. THIS FIRM IS NOT AN EXPERT IN THE REPRESENTATION OF COMPLEX ZONING ORDINANCES, COMPLIANCE IS BEYOND THE SCOPE OF THE SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

ZONE: C2 (COMMERCIAL ZONE)

MINIMUM SETBACKS: NONE

HEIGHT RESTRICTIONS: NOT SPECIFIED

FLOOD NOTE: By graphic plotting only, this property is in Zone "X" of the Flood Insurance Rate Map, panel No. 06037C1595F, Panel dated September 26, 2008. This property is not located in an area where Flood Hazards exist as determined by FEMA. By telephone call to the National Flood Insurance Program (800-638-6620) we have learned this community does currently participate in the program. No field surveying was performed to determine this zone and an elevation certificate may be needed to verify this determination or apply for a variance from the Federal Emergency Management Agency.

VICINITY MAP

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 11, 12, 13, 14 AND 15 OF FELLOWS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTES CORRESPONDING TO SCHEDULE B ITEMS

BASED UPON TITLE REPORT NO. NCS-752864-LA2, DATED AUGUST, 2015 AND PREPARED BY AMERICAN TITLE COMPANY.

1. GENERAL AND SPECIAL TAXES.
2. THE LIEN OF SUPPLEMENTAL TAXES.
3. AN AGREEMENT OR COVENANT TO HOLD LAND AS ONE PARCEL RECORDED DECEMBER 07, 1993 AS INSTRUMENT NO. 93-2390910 OF OFFICIAL RECORDS.
4. AN UNRECORDED LEASE DATED DECEMBER 18, 1996, EXECUTED BY KEVAN D. BALTZER AND LISA BALTZER AS LESSOR AND AUTO BODY MASTERS, INC., A CALIFORNIA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED JANUARY 29, 1997 AS INSTRUMENT NO. 97-154147 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS ARE NOT SHOWN HEREIN.
5. TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED DECEMBER 18, 1996, BY AND BETWEEN KEVAN BALTZER AND LISA BALTZER AS LESSOR AND AUTO BODY MASTERS, INC., A CALIFORNIA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED JANUARY 29, 1997 AS INSTRUMENT NO. 97-154148 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS ARE NOT SHOWN HEREIN.
6. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MASTER COVENANT AND AGREEMENT" RECORDED MAY 12, 1999 AS INSTRUMENT NO. 1999-0862200 OF OFFICIAL RECORDS.
7. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
8. RIGHTS OF PARTIES IN POSSESSION.

SITE INFORMATION

SITE ADRESS: 10375 WASHINGTON BOULEVARD, LOS ANGELES, CA 90232

AREA: 0.833 AC. 36,317 SQ. FT.

TOTAL GROUND FLOOR AREA OF BUILDINGS:	8,535 SQ. FT.
CANOPY/BUILDING:	4,103 SQ. FT.
TOTAL:	12,638 SQ. FT.

PARKING:
8 REGULAR PARKING STALLS
16 CARPORT PARKING STALLS
1 HANDICAP PARKING STALLS
25 TOTAL PARKING STALLS

ASSESSOR'S PARCEL NO.: 4208-006-026

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTER LINE OF WASHINGTON BOULEVARD, BEING S54°30'15"W PER MAP RECORDED IN BOOK 243 PAGE 24 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

SURVEYOR'S CERTIFICATE

TO KEVAN D. BALTZER AND LISA M. BALTZER, TRUSTEES, OR THEIR SUCCESSORS IN TRUST, UNDER THE BALTZER LIVING TRUST DATED MARCH 18, 2004, AND ANY AMENDMENTS THERETO AND FIRST AMERICAN TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 11(a), 13, 14, 16, 17 AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 27, 2015.

DATE OF PLAT OR MAP: DECEMBER 16, 2019.

LICENSED LAND SURVEYOR Armando D. DuPont L.S. 7780 Exp. 12-31-21 STATE OF CALIFORNIA

Armando D. DuPont
Registration No. 7780
in the State of California

DATE OF SURVEY: SEPTEMBER 27, 2015

PREPARED FOR:
BASTION DEVELOPMENT
11924 A WASHINGTON BLVD.
CULVER CITY, CA 90066

NO.	DATE	REVISIONS	BY
2	12-16-19	CLIENT COMMENTS	RG
1	10-19-16	CLIENT COMMENTS	HP

CALVADA SURVEYING, INC.
411 Jenks Cir., Suite 205, Corona, CA 92880
Phone: 951-280-9960 Fax: 951-280-9746
Toll Free: 800-CALVADA www.calvada.com
JOB NO. 15651

DATE: OCTOBER 20, 2015_BF/HN SHEET 1 OF 2

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LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 05/31/21 RENEWAL DATE STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:

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#	DATE	ISSUE RECORD
01	08/16/2019	100% SCHEMATIC DESIGN
02	09/06/2019	50% DESIGN DEVELOPMENT
03	09/30/2019	100% DESIGN DEVELOPMENT
04	18/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
ALTA SURVEY

SHEET NO.:
G010

ALTA SURVEY SCALE 1" = 10'-0" 1

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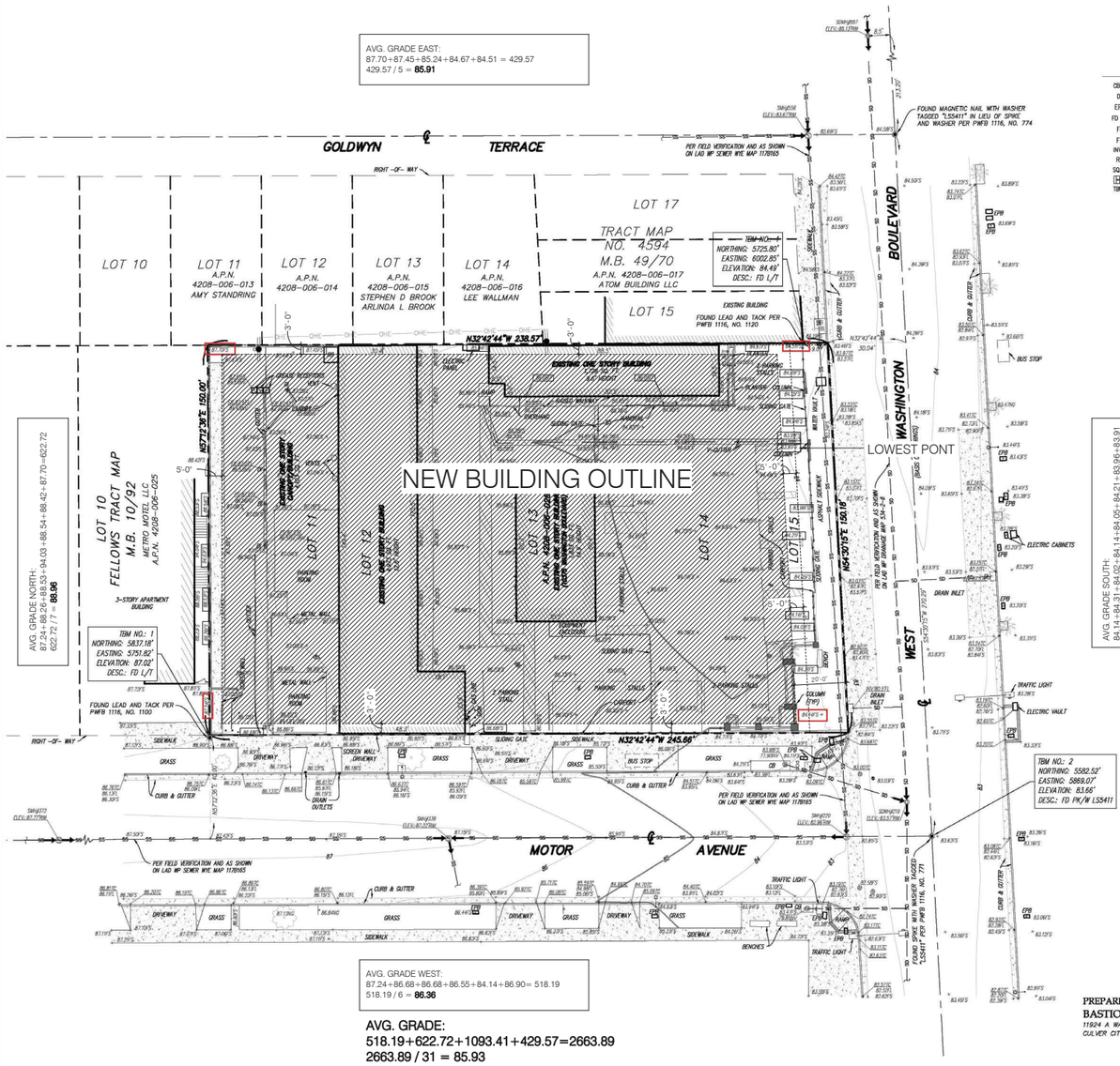
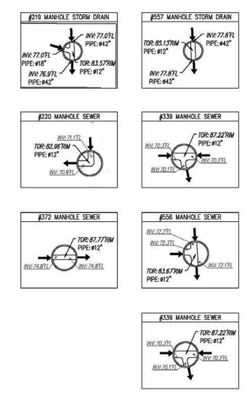
TOPOGRAPHIC SURVEY

10375 WASHINGTON BOULEVARD, LOS ANGELES, CA 90232



LEGEND

CB	CATCH BASIN	BREAK	CENTER LINE
D.I.	DRAIN INLET	CENTER LINE	CHAIN LINK FENCE
EPB	ELECTRIC PULL BOX	CONCRETE PAVEMENT	EDGE OF PAVEMENT
FD	FOUND MONUMENT	GATE	IRON FENCE
FF	FINISH FLOOR	GAS VALVE	PROPERTY LINE
FS	FINISH FLOOR	GUARD POST	RETAINING/CONCRETE WALL
INV	INVERT	HANDICAP PARKING	RETAINING/BLOCK WALL
RR	RESTROOM	IRRIGATION CONTROL VALVE	BRICK WALL
SQ.FT.	SQUARE FEET	MANHOLE SEWER	SCREEN/BLOCK/WOOD/WALL
	STEPS	MANHOLE STROMDRAIN	
TBM	TEMPORARY BENCHMARK	STREET LIGHT	
		SIGN	
		TREE	
		TREE PINE	
		TREE PALM	
		WATER FAUCET	
		WATER METER	
		WATER VALVE	



VICINITY MAP

BENCH MARK

ELEVATIONS SHOWN HEREON ARE BASED UPON LOS ANGELES BENCH MARK 13-02989, ELEVATION 77.78 FEET (NAVD 88).

DESCRIPTION: SPIKE IN CURB ON WASHINGTON BOULEVARD, 6 FEET EAST OF B.C.R. OF OVERLAND AVENUE, WEST END OF CATCH BASIN.

BASIS OF BEARINGS

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UTILITY STATEMENT

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

Underground Service Alert
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE
20 0 10 20
FEET

PREPARED UNDER MY SUPERVISION:

LICENSED LAND SURVEYOR
Armando D. DuPont
L.S. 7780
Exp. 12-31-21
STATE OF CALIFORNIA

Armando D. DuPont
Registration No. 7780
in the State of California

DATE OF SURVEY: SEPTEMBER 27, 2015

PREPARED FOR:
BASTION DEVELOPMENT
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CULVER CITY, CA 90066

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Toll Free: 800-CALVADA www.calvada.com
JOB NO. 15651
DATE: OCTOBER 20, 2015_BF/HN SHEET 2 OF 2

TOPHOGRAPHIC SURVEY | SCALE 12" = 1'-0" | 1

4/22/2020 9:20:36 PM

Kevin Tsai Architecture
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architect's stamp

consultant

KEY PLAN:

#	DATE	ISSUE RECORD
01	3/30/2020	SCHEMATIC DESIGN
02	5/18/2020	50% DESIGN DEVELOPMENT
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DRAFT
NOT FOR CONSTRUCTION

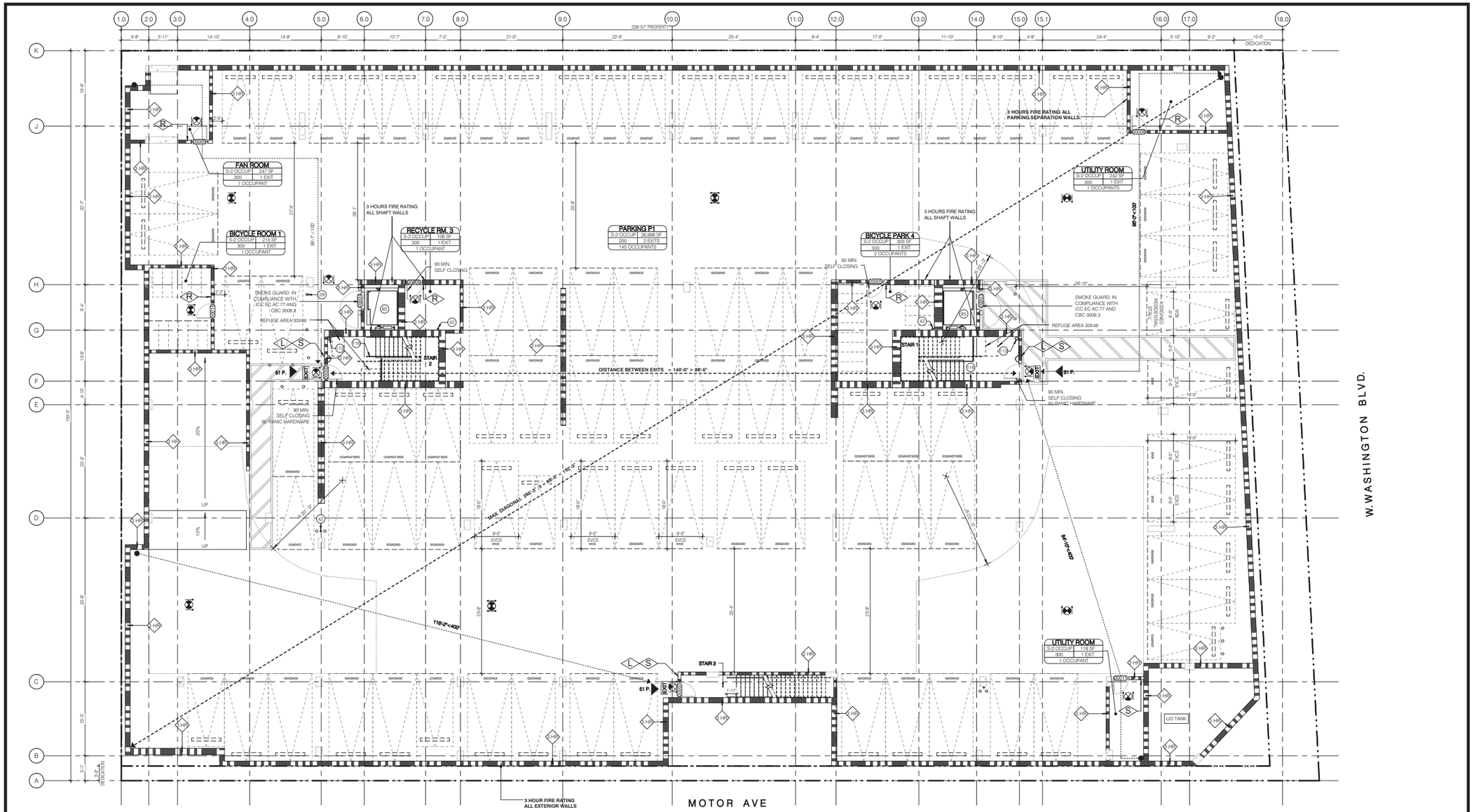
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

DRAWING TITLE:
LOWEST GRADE POINT

SHEET NO.:
G011



52 STD STALLS. (1ADA - 6 EVCS) 35 COMPACTS

PARKING FLOOR PLAN

SCALE 1/8" = 1'-0"

1

SYMBOL LEGEND

- S/C — COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FD — FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FD — FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- G — GAS HOOKUP
- EV — EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

29 BOLLARDS - SEE DETAIL ON AD020
42 2" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS

NOTE
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT.

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 8 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501–1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR					STAIR DOOR					
	FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	46"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
STAIR 2	2HR	46"	0.3	153	44"	90 MIN.	36'	0.2	180	32"	142
STAIR 3	2HR	46"	0.3	153	44"	90 MIN.	36'	0.2	180	32"	51

*** 2016 CALIFORNIA BUILDING CODE 1020.4 EXCEPTION 2**
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 50 FEET.

**** 2016 CALIFORNIA BUILDING CODE 303.1.1 EXCEPTION 2**
SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY".
303.1.2 SMALL ASSEMBLY SPACES. THE FOLLOWING ROOMS AND SPACES SHALL NOT BE CLASSIFIED AS ASSEMBLY OCCUPANCIES:
1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER.	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	283 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	279 PER.	2 EXITS

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K T A

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architect's stamp

consultant

KEY PLAN:

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DRAFT
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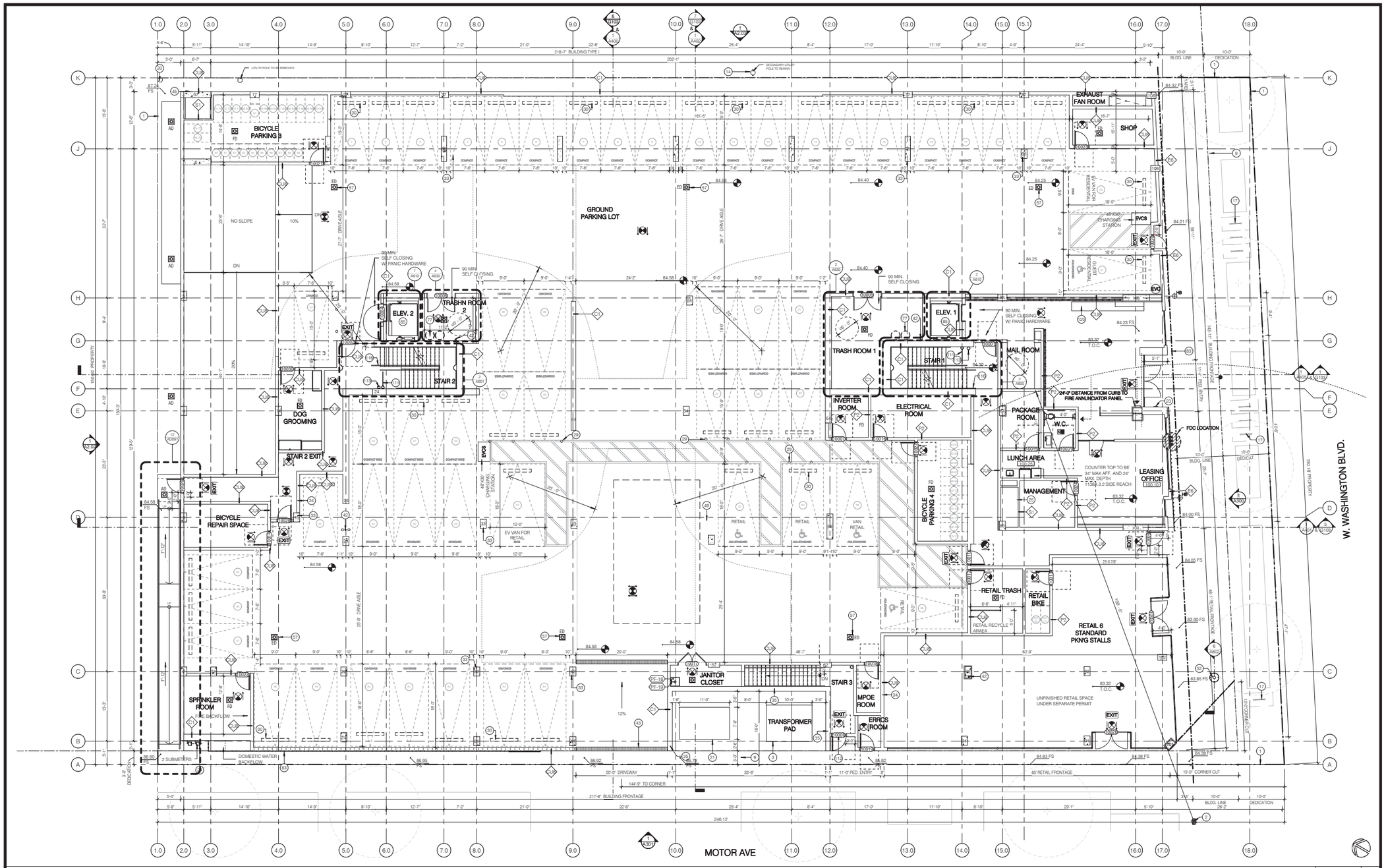
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

DRAWING TITLE:
PARKING EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G100



1ST FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
6. OPERABLE PORTION OF ANY WINDOW MUST BE 3" MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH, C/PDE TERMINATION OF ENVIRONMENAL AIR DUCTS.
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
9. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A930'S FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
15. CARBON MONXIOE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
16. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS 'EV CAPABLE' IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
17. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED 'EVSE' SPACES AT THE FULL RATED AMPERAGE. OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR ALL ELECTRICAL CHARGING SYSTEM.

KEYNOTES

1 PROPERTY LINE
2 EXISTING FIRE HYDRANT
3 TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
9 HIGHWAY DEDICATION
14 EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
20 NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21 SWITCHBOARD - REFER TO DWP PLANS
23 BUILDING INTERCOM - BY OTHERS
24 GAS METERS (3) - REFER TO PLUMBING
25 GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
29 BOLLARDS - SEE DETAIL ON AD020
30 PRECAST WHEEL STOP - SEE DETAIL ON G302
33 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
34 REINFORCED CONCRETE MASONRY UNIT WALL - REFER TO STRUCTURAL
35 SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
43 TRENCH DRAIN - REFER TO PLUMBING PLANS

KEYNOTES

45 FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
49 EVCS STALL W/ RACEWAY TERMINATION POINT
52 TANK MANHOLE
57 EMERGENCY DRAIN - REFER TO PLUMBING PLANS
77 TRASH CHUTE ON 2HR RATED SHAFT WALL
83 DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
111 STAIR BARRIER PER CBC 1023.8 - SEE DETAIL ON AD130
112 90-MIN FIRE DOOR - PER DOOR SCHEDULE
113 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS
120 FIRE PLACE BY OTHERS. PROVIDE DIRECT VENT, SEALED COMBUSTION TYPE.

MOTOR AVE RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	217.66'
PEDESTRIAN ENTRIES	- 11.00'
DRIVEWAY	- 20.00'
TOTAL	186.66' x 35%
RETAIL FRONTAGE REQ'D	65.00'
RETAIL FRONTAGE PROVIDED	65.00'

WASHINGTON BLVD. RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	143.91'
PEDESTRIAN ENTRIES	-11.33'
TOTAL	132.58' x 35%
RETAIL FRONTAGE REQ'D	46.40'
RETAIL FRONTAGE PROVIDED	48.08'

NOTE:

MIXED-USE EXCEPTION FOR YARDS PURSUANT TO LAMC SECTION 12.22-A, 18(C)(3). SUBJECT TO VERIFICATION BY THE LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY (SEE 'TOC' LETTER OF DETERMINATION HIGHLIGHTS' IN SHEET G004.

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
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6/4/2020 7:13:55 PM

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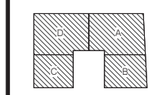
LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 05/31/21 RENEWAL DATE STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:



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PLAN CHECK

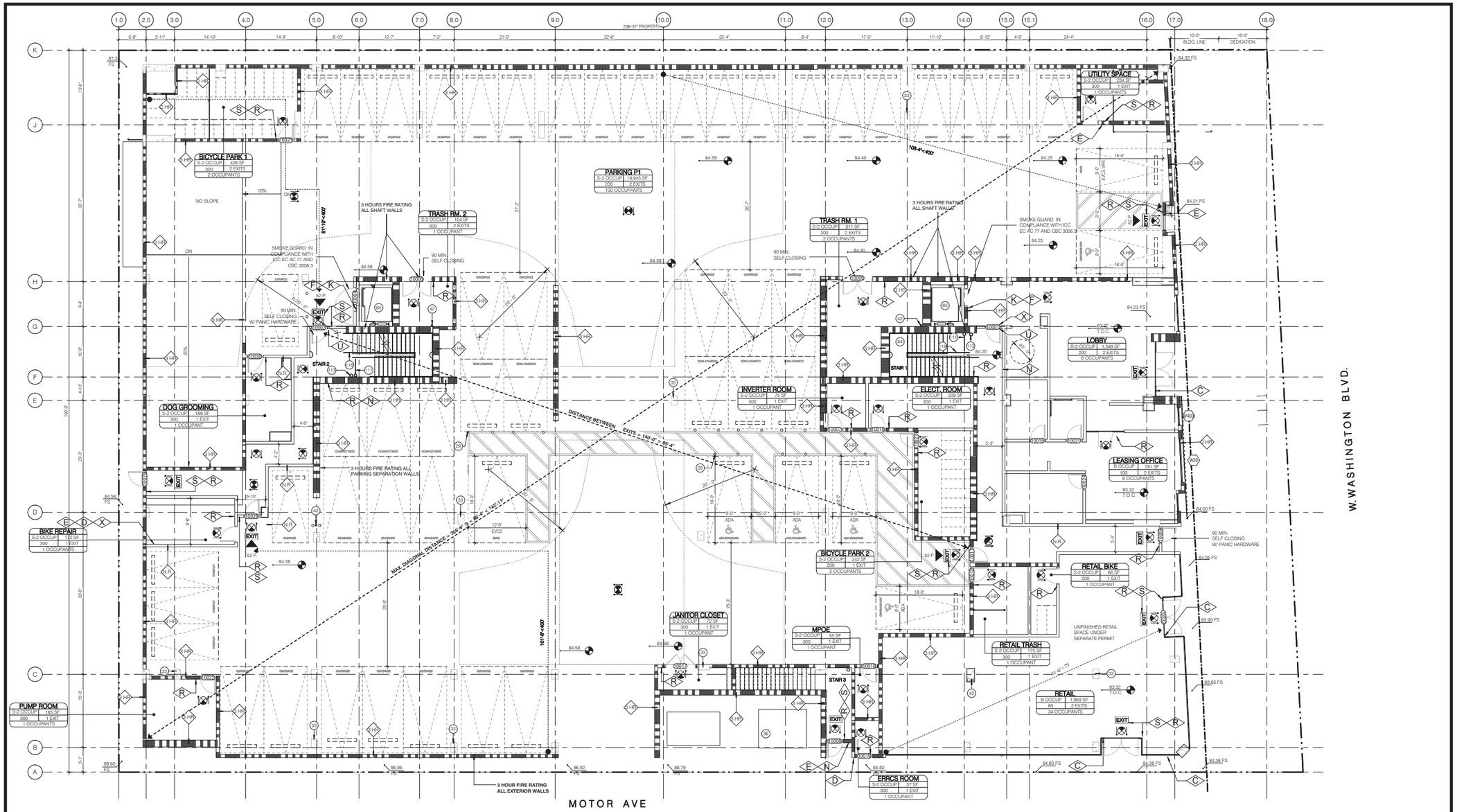
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
1ST FLOOR PLAN

SHEET NO.:
A210



24 STD STALLS. (5 ADA - 2 EVCS) 30 COMPACTS

1ST FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
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- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
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KEYNOTES

3 TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
29 BOLLARDS - SEE DETAIL ON AD020
33 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
36 CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
42 2" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
84 STAIR OPENING
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
111 STAIR BARRIER PER CBC 1023.8 - SEE DETAIL ON AD130
113 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 8 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT.

MINIMUM NUMBER OF EXITS

OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501–1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM

OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR					STAIR DOOR				
	FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	46"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
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SMALL BUILDINGS AND TENANT SPACES. A BUILDING OR TENANT SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A "GROUP B OCCUPANCY".
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OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER.	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	283 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	279 PER.	2 EXITS

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architect's stamp

consultant

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DRAFT
NOT FOR CONSTRUCTION

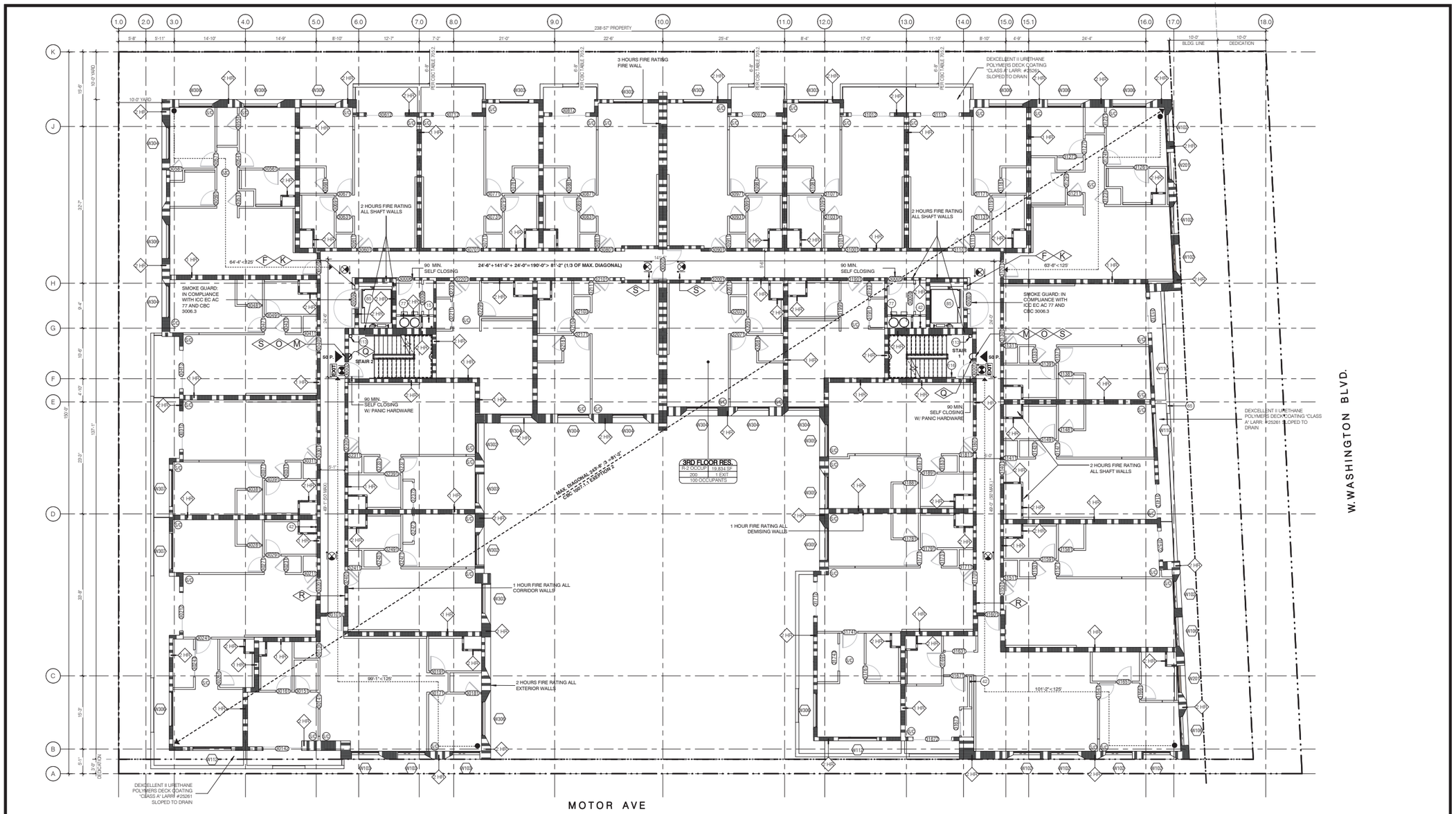
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

DRAWING TITLE:
1ST FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G101



3RD FLOOR PLAN — SCALE 1/8" = 1'-0" — 1

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
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- WINDOW TAG
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KEYNOTES

15 REFUSE CHUTE VENT SHAFT
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77 TRASH CHUTE ON 2HR RATED SHAFT WALL
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113 STANDPIPE - REFER TO FIRE PROTECTION
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WALL TYPES LEGEND

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WITH SPRINKLERED SYSTEM

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LOCATION	EXIT STAIR					STAIR DOOR				
	FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
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REFUGE AREA FOR BUILDING "A":
BUILDING "A" OCCUPANCY LOAD ÷ HALF OF DOOR CAPPACITY x 3 SQ.FT.
50 PER. ÷ 180 PER = 230 x 3 = 690 SQ. FT.
BUILDING "A" CORRIDOR 5.5 x 130' = 715 SQ.FT. > 690

REFUGE AREA FOR BUILDING "B":
BUILDING "B" OCCUPANCY LOAD ÷ HALF OF DOOR CAPPACITY x 3 SQ.FT.
50 PER. ÷ 180 PER = 230 x 3 = 690 SQ. FT.
BUILDING "B" CORRIDOR 5.5 x 130' = 715 SQ.FT. > 690

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER.	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	283 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	279 PER.	2 EXITS

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architect's stamp

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LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

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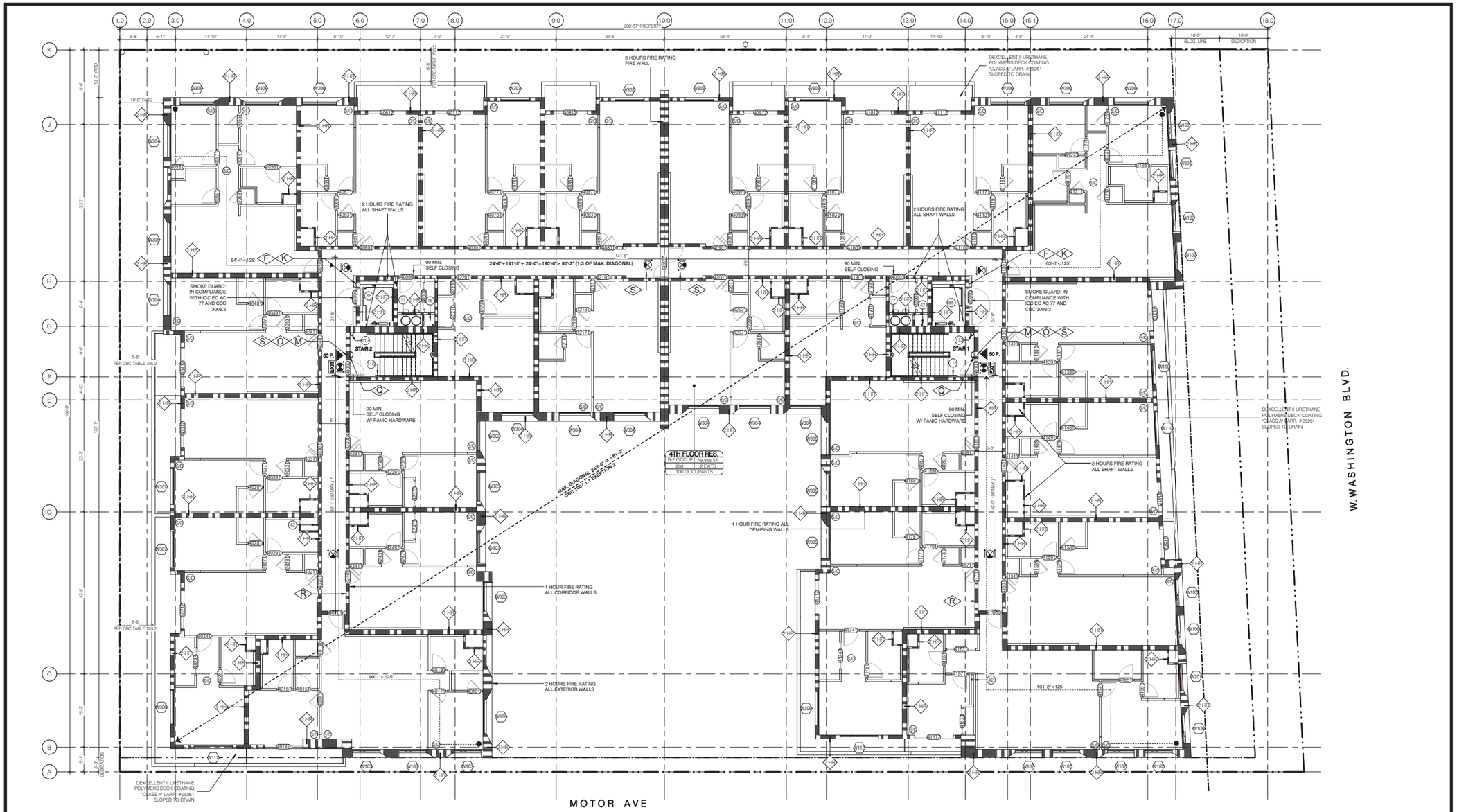

4TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

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MINIMUM NUMBER OF EXITS	
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REFUGE AREA FOR BUILDING "B":
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LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
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architect's stamp

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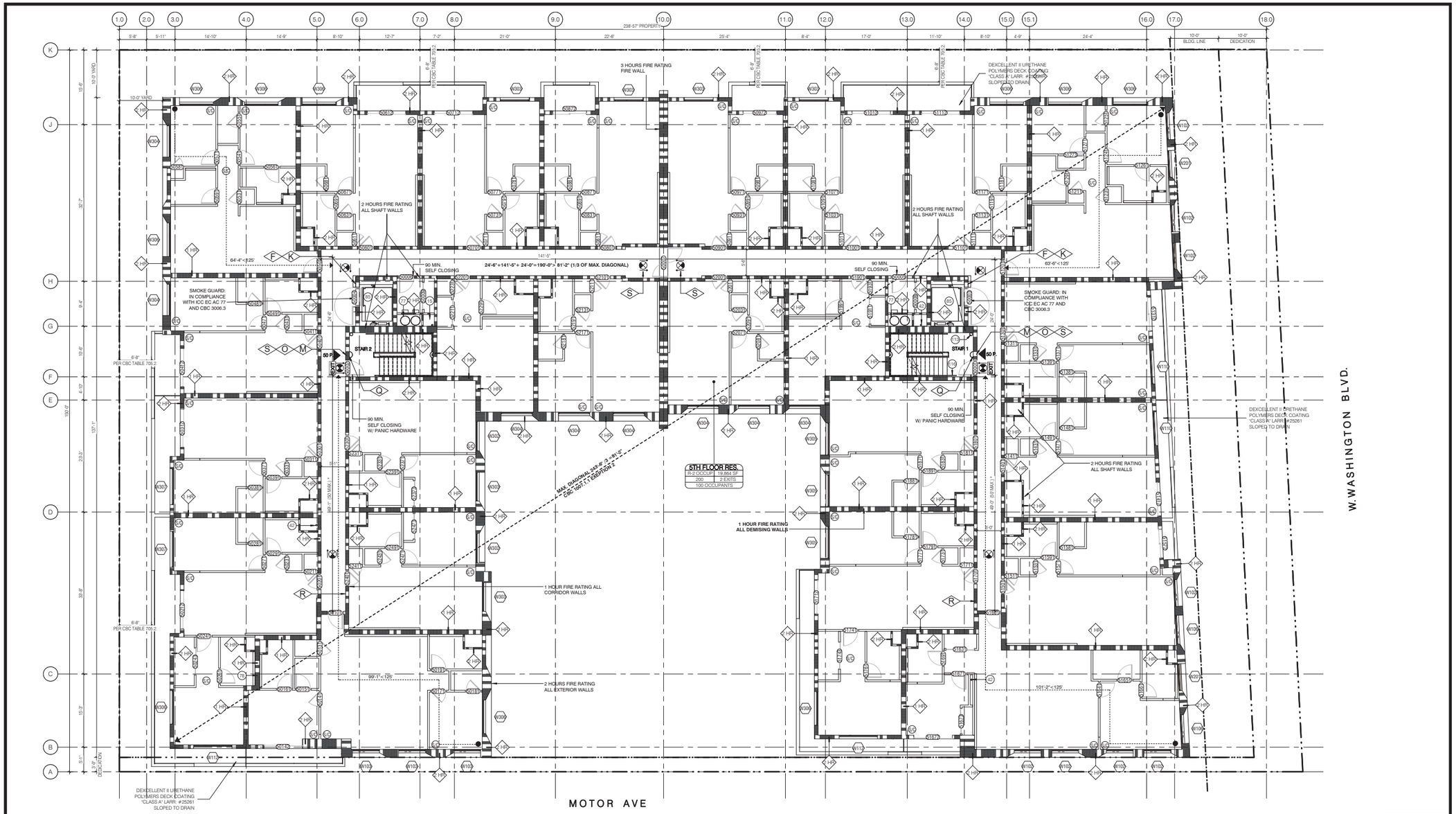

5TH FLOOR EGRESS PLAN | SCALE 1/8" = 1'-0" | 1

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	FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
STAIR 1	2HR	46"	0.3	153	44"	90 MIN.	36"	0.2	180	32"	142
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STAIR 3	2HR	46"	0.3	153	44"	90 MIN.	36	0.2	180	32"	51

OCCUPANCY LOAD CALCULATION

LEVEL	OCCUPANCY	OCCUPANCY LOAD	EXITS
P1	S-2 (PARKING)	152 PER.	3 EXITS
L1	R-2 (RESIDENTIAL), S-2 (PARKING), B (OFFICE), M (COMMERCIAL)	154 PER.	2 EXITS
L2	R-2 (RESIDENTIAL), A-3 (POOL), A-3 (GYM)	283 PER.	2 EXITS
L3	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L4	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L5	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L6	R-2 (RESIDENTIAL)	100 PER.	2 EXITS
L7	R-2 (RESIDENTIAL) A-3 (ASSEMBLY) B **	279 PER.	2 EXITS

* **2016 CALIFORNIA BUILDING CODE 1020.4 EXCEPTION 2**
IN OCCUPANCIES IN GROUPS B, E, F, M, R-1, R-2, R2.1, R-4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 50 FEET.

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2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQUARE FEET (70 M2) IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

REFUGE AREA FOR BUILDING *A*:
BUILDING "A" OCCUPANCY LOAD ÷ HALF OF DOOR CAPPACITY x 3 SQ.FT.
50 PER. ÷ 180 PER = 230 x 3 = 690 SQ. FT.
BUILDING "A" CORRIDOR 5.5' x 130' = 715 SQ.FT. > 690

REFUGE AREA FOR BUILDING *B*:
BUILDING "B" OCCUPANCY LOAD ÷ HALF OF DOOR CAPPACITY x 3 SQ.FT.
50 PER. ÷ 180 PER = 230 x 3 = 690 SQ. FT.
BUILDING "B" CORRIDOR 5.5' x 130' = 715 SQ.FT. > 690

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DRAFT
NOT FOR CONSTRUCTION

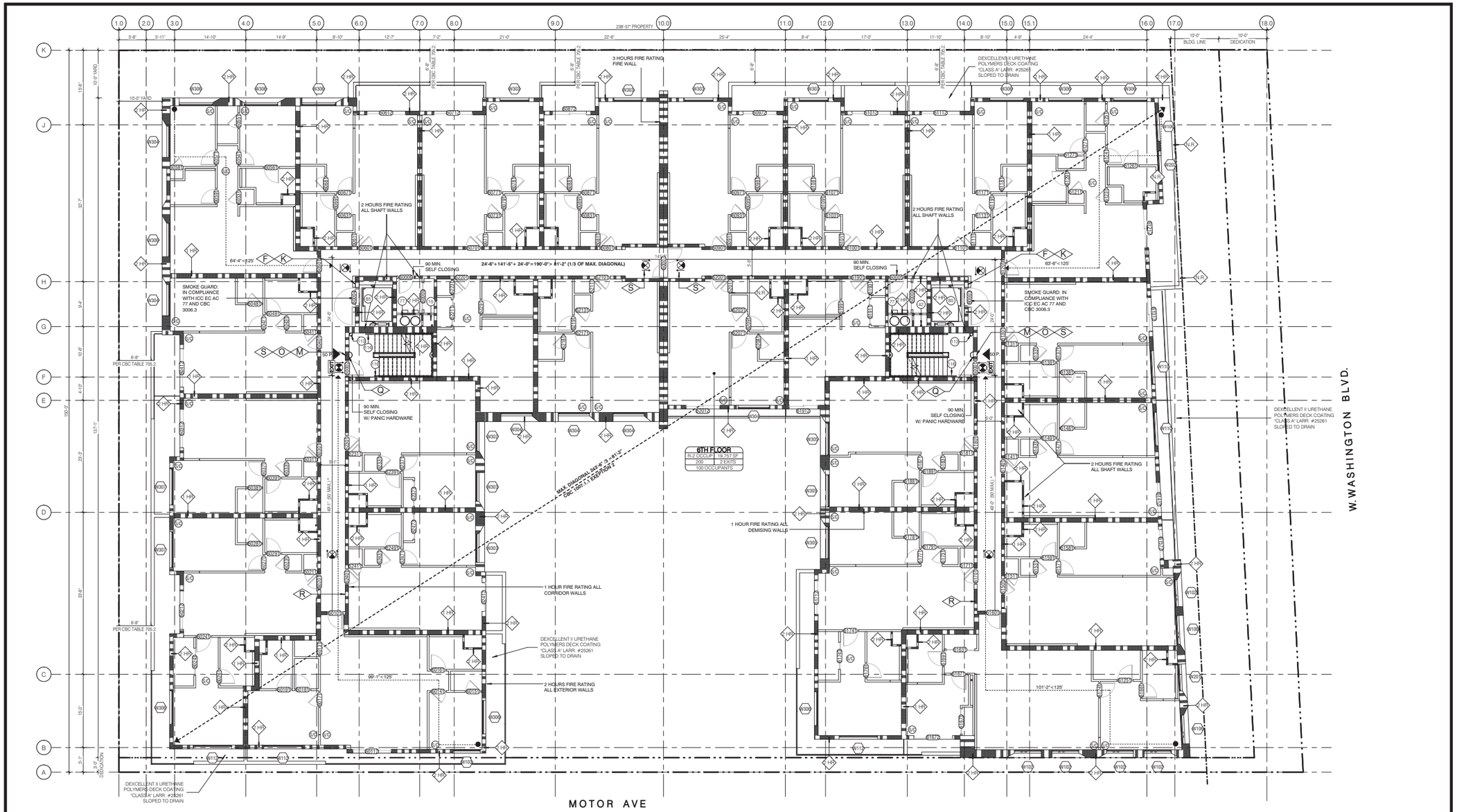
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

DRAWING TITLE:
5TH FLOOR EGRESS PLAN AND OCCUPANCY ANALYSIS

SHEET NO.:
G105



6TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- CLASS A STAND PIPE PER FIRE PROTECTION
- GAS HOOKUP
- EXIT SIGN
- EVCS RACEWAY TERMINATION POINT
- WALL TAG
- BATHROOM EXHAUST FAN / LIGHT COMBO
- WINDOW TAG
- BOLLARD
- DOOR TAG
- BACKFLOW
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

KEYNOTES

15 REFUSE CHUTE VENT SHAFT
42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
77 TRASH CHUTE ON 2HR RATED SHAFT WALL
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS

WALL TYPES LEGEND

- NON-RATED PARTITION WALL
- 1 HR. FIRE-RATED WALL
- 2 HR. FIRE-RATED WALL
- 3 HR. FIRE-RATED WALL
- CMU WALL
- BRICK VENEER
- C.I.P. CONCRETE

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 8 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

MINIMUM NUMBER OF EXITS	
OCCUPANCY LOAD PER STORY	MIN. NO. OF EXITS OR ACCESS TO EXITS FROM STORY
1–500	2
501–1,000	3
MORE THAN 1,000	4

WITH SPRINKLERED SYSTEM		
OCCUPANCY	COMMON PATH OF EGRESS TRAVEL PER TABLE 1006.2.1	EXIT ACCESS TRAVEL DISTANCE PER TABLE 1017.2
S-2	100 FEET	400 FEET
A-3, M	75 FEET	250 FEET
R-2	125 FEET	250 FEET
B	100 FEET	300 FEET

EXIT CAPACITY DISTRIBUTION TABLE WITH EGRESS DOOR SCHEDULE

LOCATION	EXIT STAIR					STAIR DOOR					
	FIRE RATING	STAIR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	STAIR WIDTH REQ'D (CBC 1011.2)	DOOR FIRE RATING	DOOR WIDTH (IN)	FACTOR (CBC 1005.3.1)	CAPACITY	MIN. DOOR WIDTH	ACTUALLY USED
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REFUGE AREA FOR BUILDING "A":
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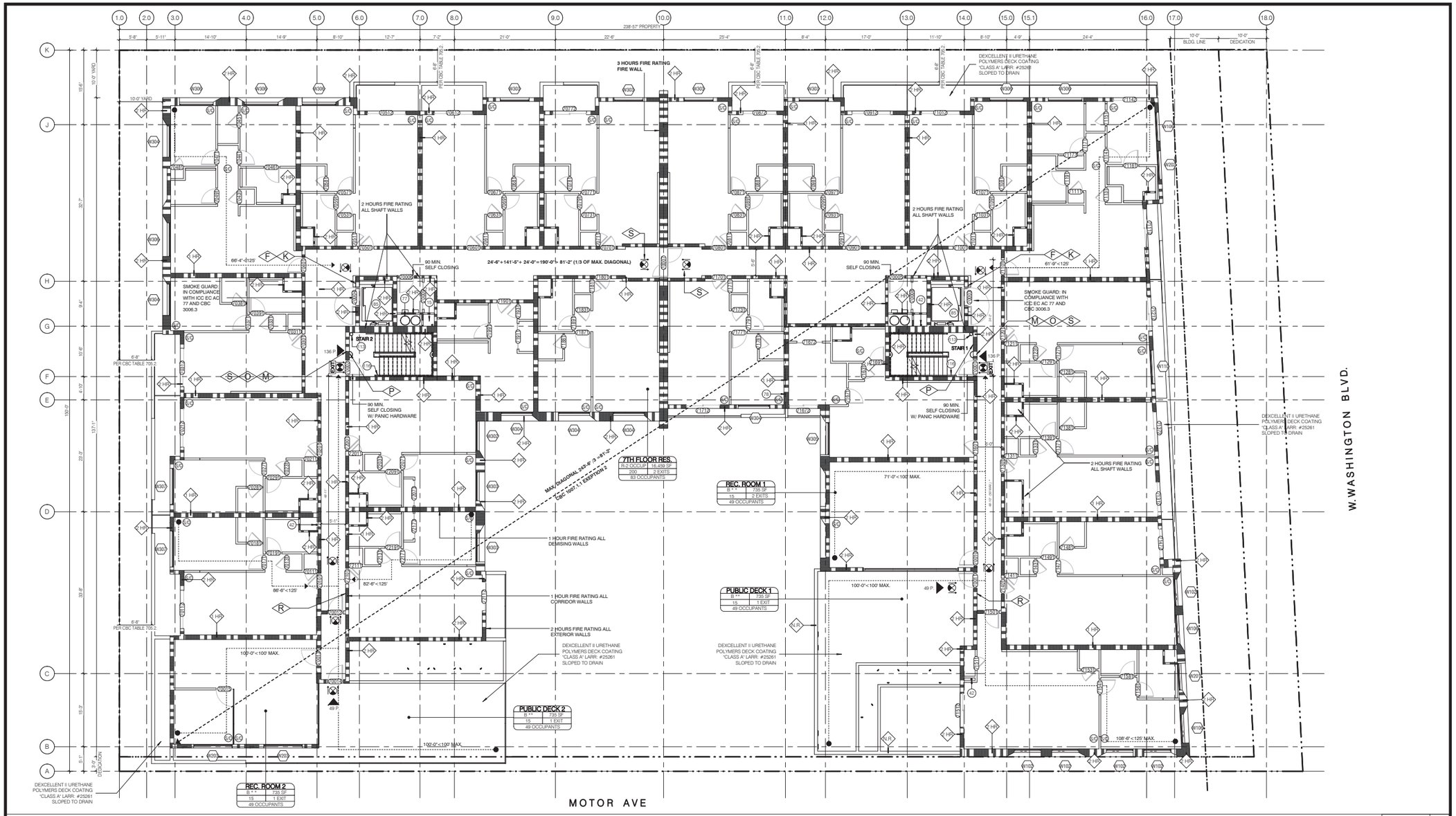

7TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

SYMBOL LEGEND

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NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT.

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SHEET NO.:
G107

OPEN SPACE CALCULATION - SEE DIAGRAMS G112 & G113

REQUIRED TOTAL OPEN SPACE - REFER TO G110 AND G111 FOR DIAGRAMS

UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 S.F. / UNIT	10,700 S.F.
= 3 H.R.*	32 UNITS	125 S.F. / UNIT	4,000 S.F.
> 3 H.R.*	--	175 S.F. / UNIT	--
TOTAL	139 UNITS		14,700 S.F.
T.O.C. REDUCTION	TIER 3 (25% REDUCTION)	14,700 S.F. / 25	11,025 S.F.

SEE DWELLING UNIT MATRIX FOR UNIT TYPE BREAKDOWN

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE

NUMBER OF UNITS	MAXIMUM OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
63 DWELLING UNITS	50 S.F. / UNIT	6,950 S.F.

SEE G112 - G113 FOR DWELLING UNIT MATRIX FOR OPEN SPACE PROVIDED PER UNIT

REQUIRED COMMON OPEN SPACE

TOTAL OPEN SPACE REQUIRED	COMMON OPEN RATIO	COMMON OPEN SPACE REQUIRED
11,025 S.F.	50% OF TOTAL OPEN SPACE	5,512.5 S.F.

PROVIDED COMMON OPEN SPACE

LOCATION	OPEN SPACE PROVIDED
POOL AREA	3,832 S.F.
PUBLIC DECK AT 7TH FLOOR (735 S.F. + 735S.F.)	1,470 S.F.
GYM AND REC. ROOM * (1,135 S.F. +735 S.F. + 735 S.F.)	2,605 S.F. = 2,756 S.F.
TOTAL	7,906 S.F. > 5,512.5 S.F. REQ.

* PER 12.21G.2(a)(vi)(i), RECREATION ROOMS OF AT LEAST 600 SF MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF TOTAL REQUIRED OPEN SPACE AS SHOWN:

(11,025 SF TOTAL REQUIRED OPEN SPACE) (0.25) = 2,756 SF MAXIMUM RECREATION ROOM CREDIT...

PROVIDED TOTAL OPEN SPACE

OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE	3,150 S.F.
PROVIDED COMMON OPEN SPACE	7,906 S.F.
PROVIDED TOTAL OPEN SPACE	11,056 S.F. > 11,025 S.F.

_OPEN SPACE SCHEDULE - PRIVATE BALCONY

UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 213	BALC.	156 SF	PRIVATE OPEN SPACE
UNIT 214	BALC.	169 SF	PRIVATE OPEN SPACE
UNIT 215	BALC.	56 SF	PRIVATE OPEN SPACE
2ND FLOOR: 3		380 SF	
3RD FLOOR			
UNIT 302	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 303	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 304	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 306	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 307	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 308	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 309	BALC.	71 SF	PRIVATE OPEN SPACE
UNIT 310	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 311	BALC.	84 SF	PRIVATE OPEN SPACE
3RD FLOOR: 9		702 SF	
4TH FLOOR			
UNIT 402	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 403	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 404	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 406	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 407	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 408	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 409	BALC.	67 SF	PRIVATE OPEN SPACE
UNIT 410	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 411	BALC.	84 SF	PRIVATE OPEN SPACE
4TH FLOOR: 9		694 SF	
5TH FLOOR			
UNIT 502	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 503	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 504	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 506	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 507	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 508	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 509	BALC.	72 SF	PRIVATE OPEN SPACE
UNIT 511	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 512	BALC.	82 SF	PRIVATE OPEN SPACE
5TH FLOOR: 9		694 SF	
6TH FLOOR			
UNIT 602	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 603	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 604	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 606	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 607	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 608	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 609	BALC.	67 SF	PRIVATE OPEN SPACE
UNIT 610	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 611	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 612	BALC.	118 SF	PRIVATE OPEN SPACE
6TH FLOOR: 10		799 SF	

_OPEN SPACE SCHEDULE - PRIVATE BALCONY

UNIT #	NAME	AREA	AREA TYPE
7TH FLOOR			
UNIT 701	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 702	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 703	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 705	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 706	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 707	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 708	BALC.	73 SF	PRIVATE OPEN SPACE
UNIT 709	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 710	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 715	BALC.	Not Enclosed	PRIVATE OPEN SPACE
7TH FLOOR: 10		698 SF	

_OPEN SPACE SCHEDULE - PRIVATE DECK

UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 201	DECK	79 SF	PRIVATE OPEN SPACE
UNIT 205	DECK	86 SF	PRIVATE OPEN SPACE
UNIT 206	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 207	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 208	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 209	DECK	109 SF	PRIVATE OPEN SPACE
UNIT 210	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 211	DECK	104 SF	PRIVATE OPEN SPACE
UNIT 212	DECK	113 SF	PRIVATE OPEN SPACE
UNIT 217	DECK	61 SF	PRIVATE OPEN SPACE
UNIT 218	DECK	60 SF	PRIVATE OPEN SPACE
UNIT 221	DECK	60 SF	PRIVATE OPEN SPACE
UNIT 222	DECK	59 SF	PRIVATE OPEN SPACE
2ND FLOOR: 13		1,154 SF	

TOTAL NUMBER OF UNITS WITH PRIVATE BALCONY: 50
TOTAL NUMBER OF UNITS WITH PRIVATE DECK: 13
63 x 50 SF = 3,150 SF

**LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET.

_OPEN SPACE SCHEDULE - COMMON SPACES

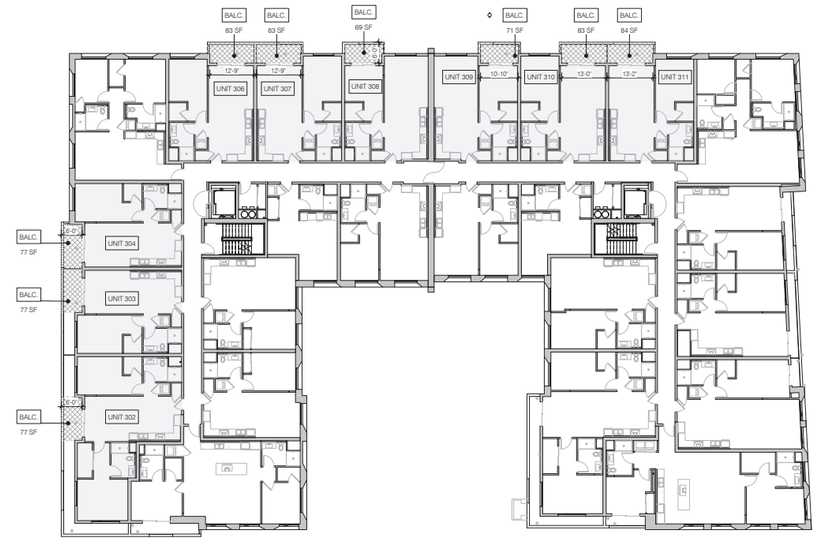
UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
COMMON	POOL AREA	3,832 SF	COMMON OPEN SPACE
COMMON	GYM	1,135 SF	COMMON INDOOR SPACE
2ND FLOOR: 2		4,967 SF	
7TH FLOOR			
COMMON	DECK	735 SF	COMMON OPEN SPACE
COMMON	DECK	735 SF	COMMON OPEN SPACE
COMMON	REC. ROOM 1	735 SF	COMMON INDOOR SPACE
COMMON	REC. ROOM 2	735 SF	COMMON INDOOR SPACE
7TH FLOOR: 4		2,939 SF	

TOTAL COMMON OPEN SPACE: POOL AREA + GYM + REC. ROOM 1&2 + DECK 1&2

4,967 + 2,939 = 7,906 SF

TOTAL PRIVATE OPEN SPACE:
3,150 SF

TOTAL PROVIDED OPEN SPACE:
PRIVATE OPEN SPACE + COMMON OPEN SPACE
3,150 + 7,906 = 11,056 SF

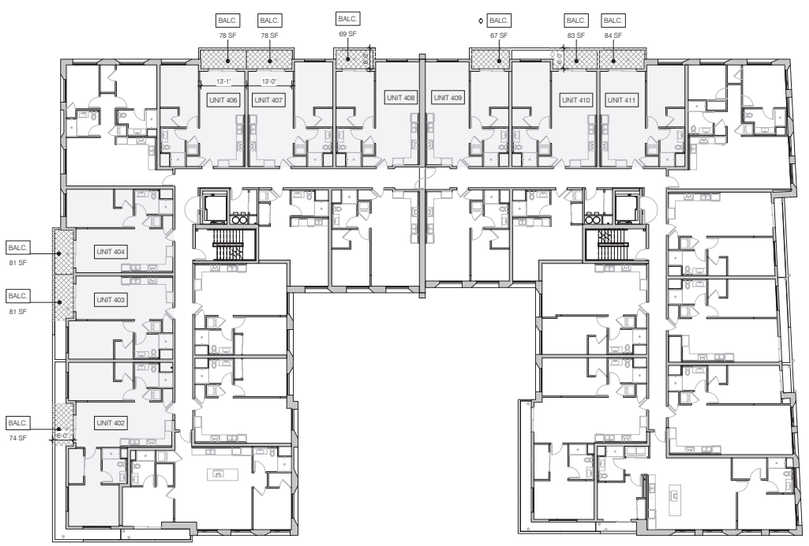


OPEN SPACE ANALYSIS
- PRIVATE OPEN SPACE
- UNIT

OPEN SPACE NOTES

LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET.

3RD FLOOR (OPEN SPACE ANALYSIS) — SCALE 1/16" = 1'-0" — 2

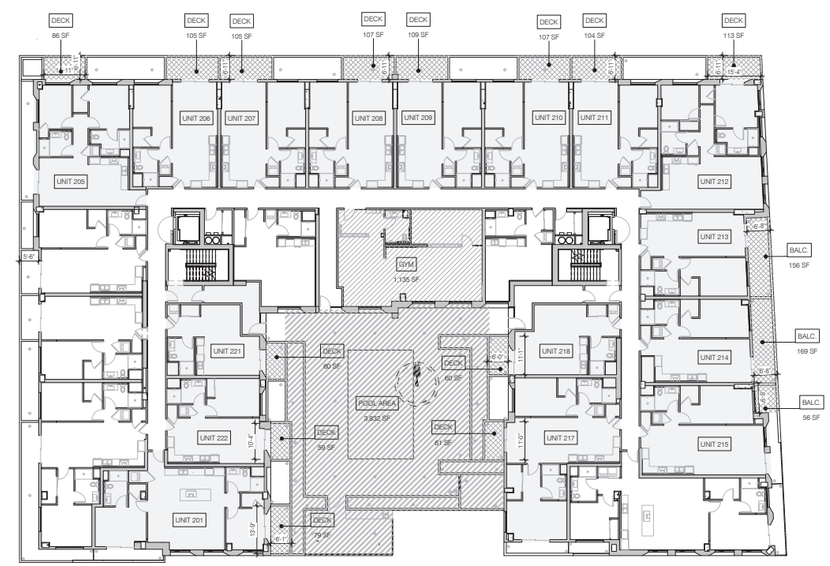


OPEN SPACE ANALYSIS
- PRIVATE OPEN SPACE
- UNIT

OPEN SPACE NOTES

LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET.

4TH FLOOR (OPEN SPACE ANALYSIS) — SCALE 1/16" = 1'-0" — 3



OPEN SPACE ANALYSIS
- COMMON OPEN SPACE
- PRIVATE OPEN SPACE
- COMMON INDOOR SPACE
- UNIT

OPEN SPACE NOTES

LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET.

2ND FLOOR (OPEN SPACE ANALYSIS) — SCALE 1/16" = 1'-0" — 1

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LICENSED ARCHITECT — KUO-HUEI TSAI — No. C-33710 — 05/31/21 RENEWAL DATE — STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:

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02	09/06/2018	50% DESIGN DEVELOPMENT
03	09/30/2018	100% DESIGN DEVELOPMENT
04	12/03/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
OPEN SPACE ANALYSIS

SHEET NO.:
G112

OPEN SPACE CALCULATION - SEE DIAGRAMS G112 & G113

REQUIRED TOTAL OPEN SPACE - REFER TO G110 AND G111 FOR DIAGRAMS

UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 S.F. / UNIT	10,700 S.F.
= 3 H.R.*	32 UNITS	125 S.F. / UNIT	4,000 S.F.
> 3 H.R.*	--	175 S.F. / UNIT	--
TOTAL	139 UNITS		14,700 S.F.
T.O.C. REDUCTION	TIER 3 (25% REDUCTION)	14,700 S.F. / 25	11,025 S.F.

SEE DWELLING UNIT MATRIX FOR UNIT TYPE BREAKDOWN

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE

NUMBER OF UNITS	MAXIMUM OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
63 DWELLING UNITS	50 S.F. / UNIT	6,950 S.F.

SEE G112 - G113 FOR DWELLING UNIT MATRIX FOR OPEN SPACE PROVIDED PER UNIT

REQUIRED COMMON OPEN SPACE

TOTAL OPEN SPACE REQUIRED	COMMON OPEN RATIO	COMMON OPEN SPACE REQUIRED
11,025 S.F.	50% OF TOTAL OPEN SPACE	5,512.5 S.F.

PROVIDED COMMON OPEN SPACE

LOCATION	OPEN SPACE PROVIDED
POOL AREA	3,832 S.F.
PUBLIC DECK AT 7TH FLOOR (735 S.F. + 735S.F.)	1,470 S.F.
GYM AND REC. ROOM * (1,135 S.F. +735 S.F. + 735 S.F.)	2,605 S.F. = 2,756 S.F.
TOTAL	7,906 S.F. > 5,512.5 S.F. REQ.

* PER 12.21G.2(a)&(d)(i), RECREATION ROOMS OF AT LEAST 600 SF MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25% OF TOTAL REQUIRED OPEN SPACE AS SHOWN:

(11,025 SF TOTAL REQUIRED OPEN SPACE) (0.25) = 2,756 SF MAXIMUM RECREATION ROOM CREDIT...

PROVIDED TOTAL OPEN SPACE

OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE	3,150 S.F.
PROVIDED COMMON OPEN SPACE	7,906 S.F.
PROVIDED TOTAL OPEN SPACE	11,056 S.F. > 11,025 S.F.

_OPEN SPACE SCHEDULE - PRIVATE BALCONY

UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 213	BALC.	156 SF	PRIVATE OPEN SPACE
UNIT 214	BALC.	169 SF	PRIVATE OPEN SPACE
UNIT 215	BALC.	56 SF	PRIVATE OPEN SPACE
2ND FLOOR: 3		380 SF	
3RD FLOOR			
UNIT 302	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 303	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 304	BALC.	77 SF	PRIVATE OPEN SPACE
UNIT 306	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 307	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 308	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 309	BALC.	71 SF	PRIVATE OPEN SPACE
UNIT 310	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 311	BALC.	84 SF	PRIVATE OPEN SPACE
3RD FLOOR: 9		702 SF	
4TH FLOOR			
UNIT 402	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 403	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 404	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 406	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 407	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 408	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 409	BALC.	67 SF	PRIVATE OPEN SPACE
UNIT 410	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 411	BALC.	84 SF	PRIVATE OPEN SPACE
4TH FLOOR: 9		694 SF	
5TH FLOOR			
UNIT 502	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 503	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 504	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 506	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 507	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 508	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 509	BALC.	72 SF	PRIVATE OPEN SPACE
UNIT 511	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 512	BALC.	82 SF	PRIVATE OPEN SPACE
5TH FLOOR: 9		694 SF	
6TH FLOOR			
UNIT 602	BALC.	74 SF	PRIVATE OPEN SPACE
UNIT 603	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 604	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 606	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 607	BALC.	78 SF	PRIVATE OPEN SPACE
UNIT 608	BALC.	69 SF	PRIVATE OPEN SPACE
UNIT 609	BALC.	67 SF	PRIVATE OPEN SPACE
UNIT 610	BALC.	80 SF	PRIVATE OPEN SPACE
UNIT 611	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 612	BALC.	118 SF	PRIVATE OPEN SPACE
6TH FLOOR: 10		799 SF	

_OPEN SPACE SCHEDULE - PRIVATE BALCONY

UNIT #	NAME	AREA	AREA TYPE
7TH FLOOR			
UNIT 701	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 702	BALC.	76 SF	PRIVATE OPEN SPACE
UNIT 703	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 705	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 706	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 707	BALC.	83 SF	PRIVATE OPEN SPACE
UNIT 708	BALC.	73 SF	PRIVATE OPEN SPACE
UNIT 709	BALC.	81 SF	PRIVATE OPEN SPACE
UNIT 710	BALC.	79 SF	PRIVATE OPEN SPACE
UNIT 715	BALC.	Not Enclosed	PRIVATE OPEN SPACE
7TH FLOOR: 10		698 SF	

_OPEN SPACE SCHEDULE - PRIVATE DECK

UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
UNIT 201	DECK	79 SF	PRIVATE OPEN SPACE
UNIT 205	DECK	86 SF	PRIVATE OPEN SPACE
UNIT 206	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 207	DECK	105 SF	PRIVATE OPEN SPACE
UNIT 208	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 209	DECK	109 SF	PRIVATE OPEN SPACE
UNIT 210	DECK	107 SF	PRIVATE OPEN SPACE
UNIT 211	DECK	104 SF	PRIVATE OPEN SPACE
UNIT 212	DECK	113 SF	PRIVATE OPEN SPACE
UNIT 217	DECK	61 SF	PRIVATE OPEN SPACE
UNIT 218	DECK	60 SF	PRIVATE OPEN SPACE
UNIT 221	DECK	60 SF	PRIVATE OPEN SPACE
UNIT 222	DECK	59 SF	PRIVATE OPEN SPACE
2ND FLOOR: 13		1,154 SF	

TOTAL NUMBER OF UNITS WITH PRIVATE BALCONY: 50
TOTAL NUMBER OF UNITS WITH PRIVATE DECK: 13
63 x 50 SF =3,150 SF

**LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET.

_OPEN SPACE SCHEDULE - COMMON SPACES

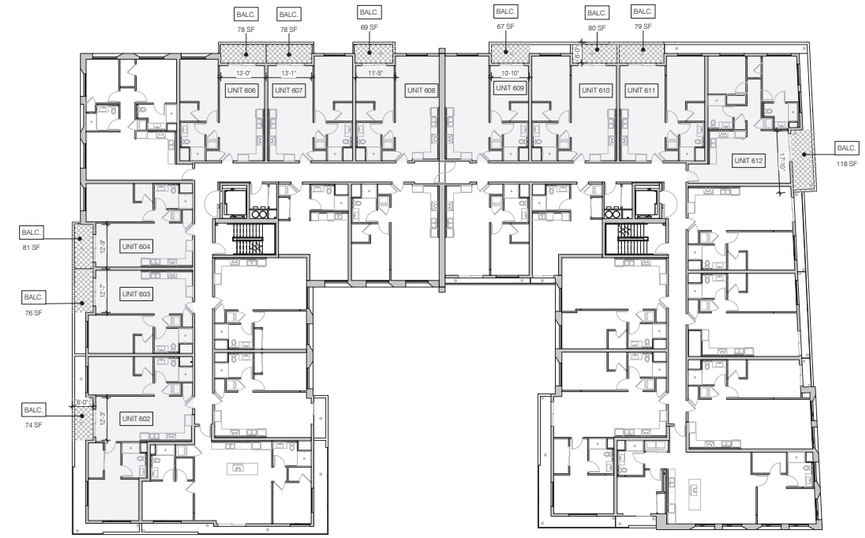
UNIT #	NAME	AREA	AREA TYPE
2ND FLOOR			
COMMON	POOL AREA	3,832 SF	COMMON OPEN SPACE
COMMON	GYM	1,135 SF	COMMON INDOOR SPACE
2ND FLOOR: 2		4,967 SF	
7TH FLOOR			
COMMON	DECK	735 SF	COMMON OPEN SPACE
COMMON	DECK	735 SF	COMMON OPEN SPACE
COMMON	REC. ROOM 1	735 SF	COMMON INDOOR SPACE
COMMON	REC. ROOM 2	735 SF	COMMON INDOOR SPACE
7TH FLOOR: 4		2,939 SF	

TOTAL COMMON OPEN SPACE: POOL AREA + GYM + REC. ROOM 1&2 + DECK 1&2

4,967 + 2,939 = 7,906 SF

TOTAL PRIVATE OPEN SPACE:
3,150 SF

TOTAL PROVIDED OPEN SPACE:
PRIVATE OPEN SPACE + COMMON OPEN SPACE
3,150 + 7,906 = 11,055 SF



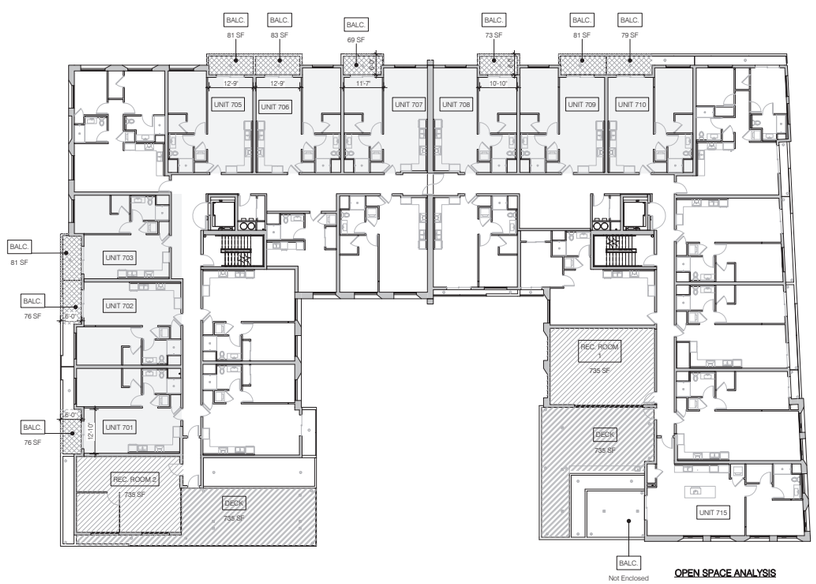
OPEN SPACE ANALYSIS

- PRIVATE OPEN SPACE
- UNIT

OPEN SPACE NOTES

LAMC 12.21G.2(b): PRIVATE OPEN SPACE SHALL CONTAIN A MINIMUM OF 50 SF, AND SHALL HAVE NO HORIZONTAL DIMENSION LESS THAN SIX FEET.

6TH FLOOR (OPEN SPACE ANALYSIS) — SCALE 1/16" = 1'-0" — 2



OPEN SPACE ANALYSIS

- COMMON OPEN SPACE
- PRIVATE OPEN SPACE
- COMMON INDOOR SPACE
- UNIT

OPEN SPACE NOTES

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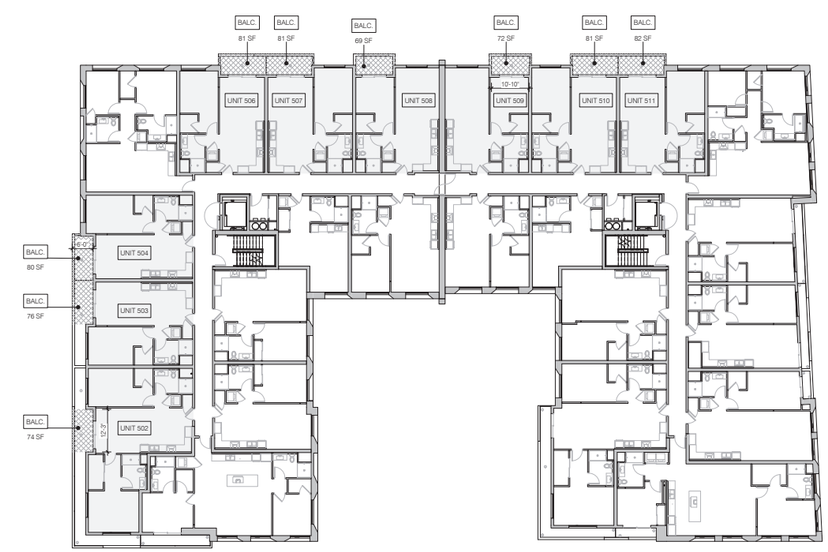
7TH FLOOR (OPEN SPACE ANALYSIS) — SCALE 1/16" = 1'-0" — 3



OPEN SPACE ANALYSIS

- PRIVATE OPEN SPACE
- UNIT

OPEN SPACE NOTES

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5TH FLOOR (OPEN SPACE ANALYSIS) — SCALE 1/16" = 1'-0" — 1

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T.310.486.9225 www.kevin-tsai.com

LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

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03	09/30/2018	100% DESIGN DEVELOPMENT
04	10/02/2018	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
OPEN SPACE ANALYSIS

SHEET NO.:
G113

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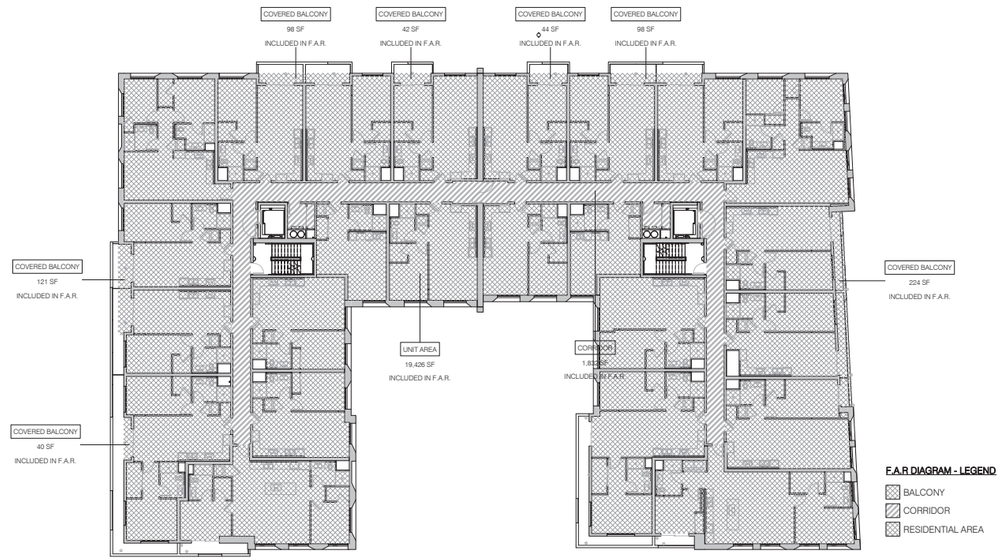
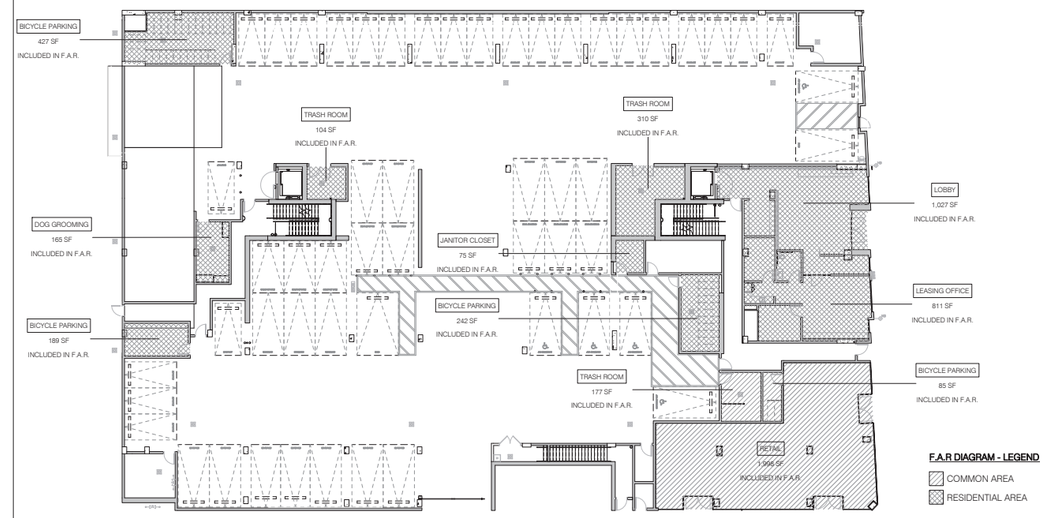
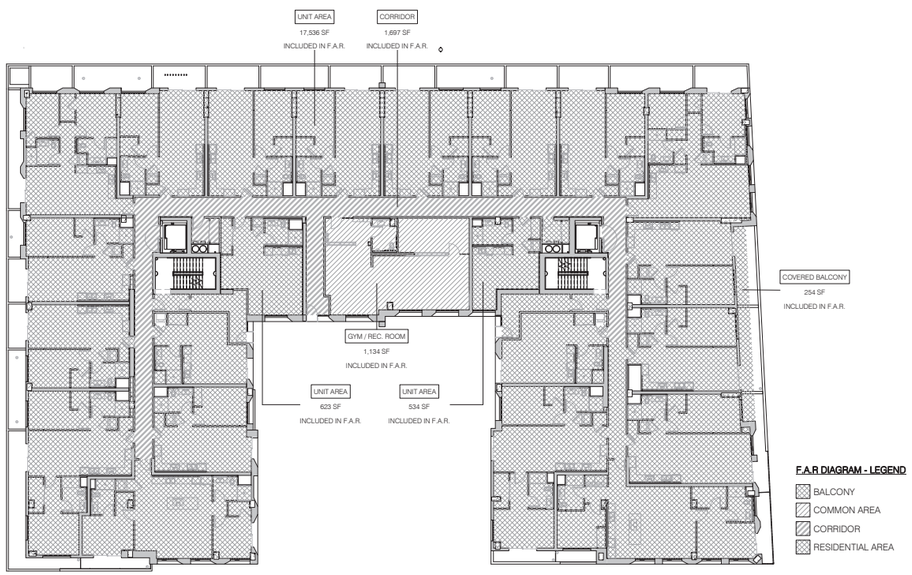


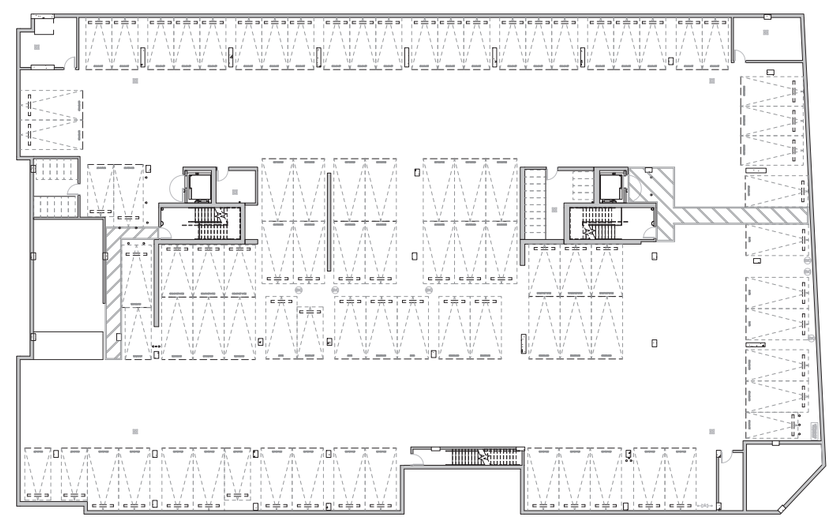
3RD FLOOR | SCALE 1/16" = 1'-0" | 4



1ST FLOOR | SCALE 1/16" = 1'-0" | 2



2ND FLOOR | SCALE 1/16" = 1'-0" | 3



(NOT F.A.R.) PARKING | SCALE 1/16" = 1'-0" | 1

_F.A.R. CALCULATION - PER T.O.C. TIER III.				
ZONING	LOT DEPTH*	LOT WIDTH*	F.A.R.	F.A.R. CALCULATION
C2-1	(238.57 + 245.66) / 2 = 242.11' (-20 BLDG. LINE) = 222.11'	= 150'-2" = 150' /2 = 150'-1" (-3 DEDICATION) = 147'-1"	3.75	36,317x 3.75 = 136,189

TOTAL ZONING F.A.R. + 36,317 x 3.75 = 136,189 SF

TOTAL BUILDING F.A.R. = 135,178 SF

1ST FLOOR F.A.R. = 5,610 SF
2ND FLOOR F.A.R. = 21,779 SF
3RD FLOOR F.A.R. = 21,924 SF
4TH FLOOR F.A.R. = 21,924 SF
5TH FLOOR F.A.R. = 21,924 SF
6TH FLOOR F.A.R. = 21,893 SF
7TH FLOOR F.A.R. = 20,124 SF

_F.A.R. CALCULATION - 7TH FLOOR	
Name	Area
CORRIDOR	2,321 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	288 SF
COVERED BALCONY	41 SF
COVERED BALCONY	119 SF
REC. ROOM 1	668 SF
REC. ROOM 2	657 SF
UNIT AREA	11,734 SF
UNIT AREA	4,015 SF
Grand total	20,124 SF

_F.A.R. CALCULATION - 6TH FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	284 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,334 SF
Grand total	21,893 SF

_F.A.R. CALCULATION - 5TH FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 4TH FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 3RD FLOOR	
Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
UNIT AREA	19,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 2ND FLOOR	
Name	Area
CORRIDOR	1,697 SF
COVERED BALCONY	254 SF
GYM / REC. ROOM	1,134 SF
UNIT AREA	17,536 SF
UNIT AREA	623 SF
UNIT AREA	534 SF
Grand total	21,779 SF

_F.A.R. CALCULATION - 1ST FLOOR	
Name	Area
BICYCLE PARKING	427 SF
BICYCLE PARKING	189 SF
BICYCLE PARKING	85 SF
BICYCLE PARKING	242 SF
DOG GROOMING	165 SF
JANITOR CLOSET	75 SF
LEASING OFFICE	811 SF
LOBBY	1,027 SF
RETAIL	1,996 SF
TRASH ROOM	104 SF
TRASH ROOM	310 SF
TRASH ROOM	177 SF
Grand total	5,610 SF

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architect's stamp

consultant

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03	5/31/2019	100% DESIGN DEVELOPMENT
04	7/12/2019	50% CONSTRUCTION DOCUMENT

DRAFT
NOT FOR CONSTRUCTION

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

DRAWING TITLE:
F.A.R. DIAGRAM

SHEET NO.:
G114

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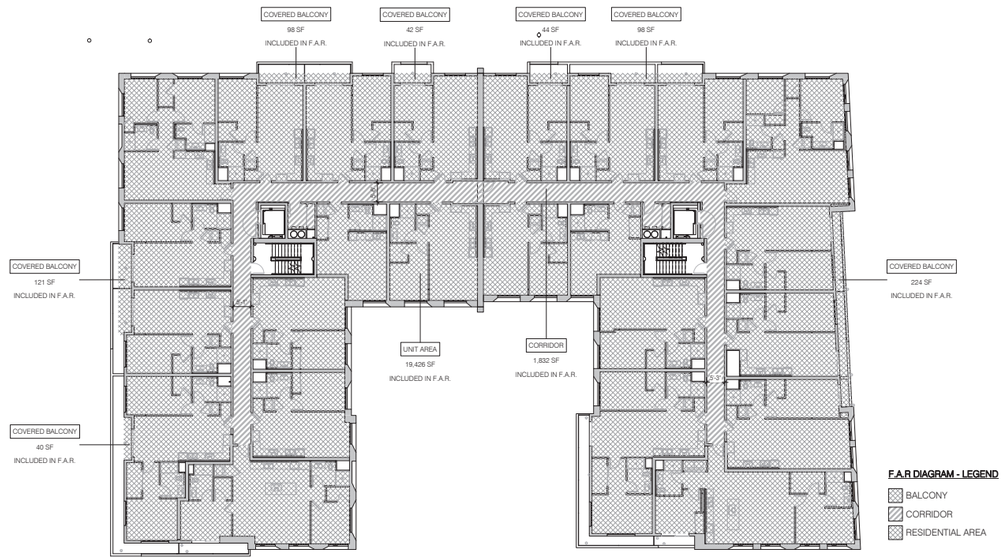
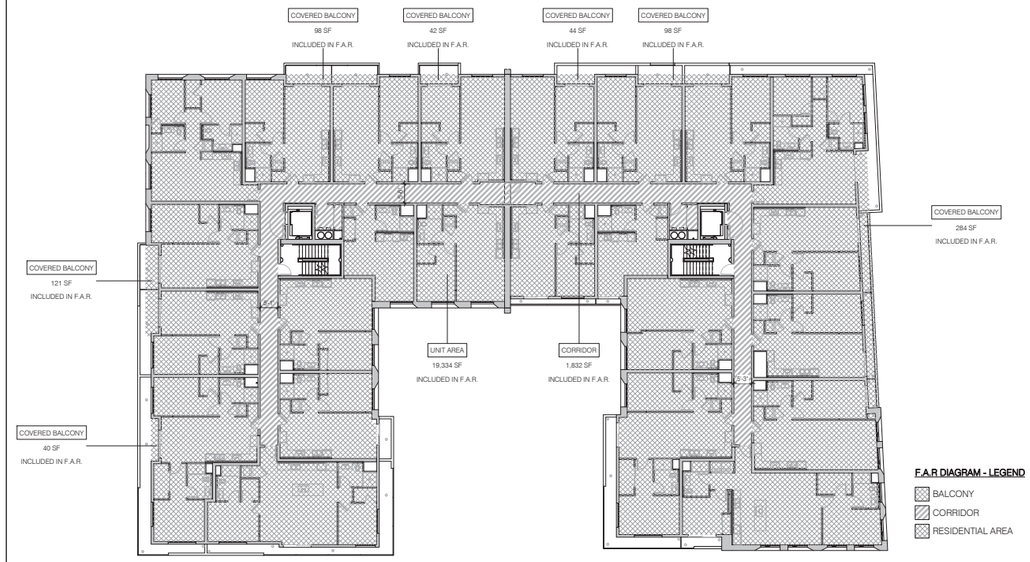
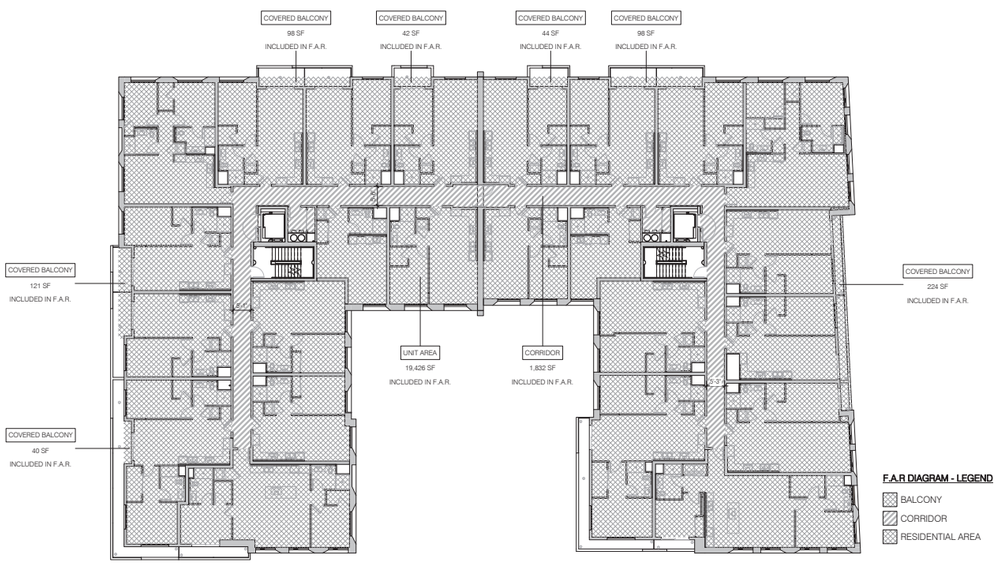


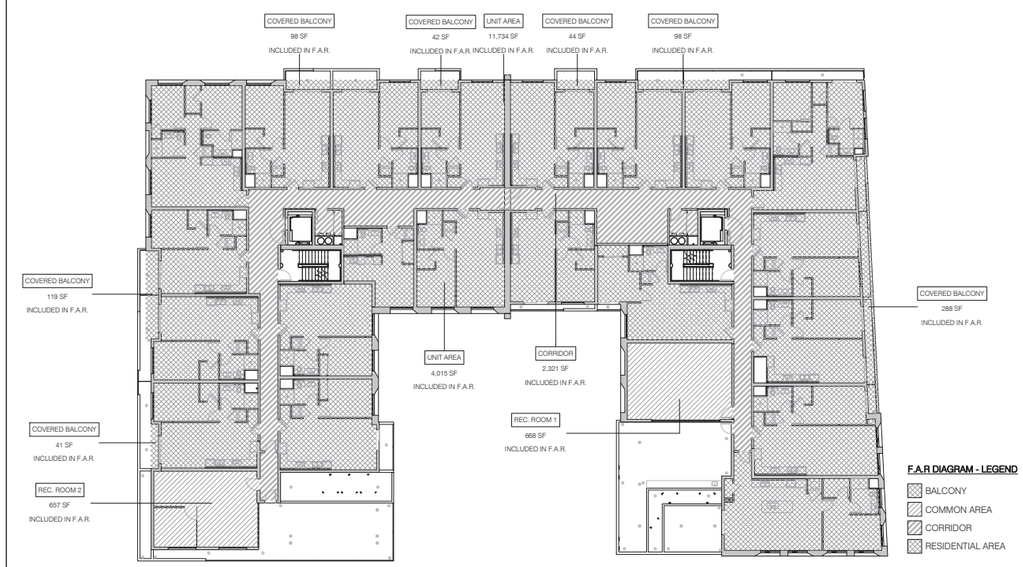
4TH FLOOR SCALE 1/16" = 1'-0" 4



6TH FLOOR SCALE 1/16" = 1'-0" 2



5TH FLOOR SCALE 1/16" = 1'-0" 3



7TH FLOOR SCALE 1/16" = 1'-0" 1

_F.A.R. CALCULATION - PER T.O.C. TIER III.

ZONING	LOT DEPTH*	LOT WIDTH*	F.A.R.	F.A.R. CALCULATION
C2-1	(238.57 + 248.66) / 2 = 242.11' (-20 BLDG. LINE) = 222.11'	= 150'-2" + 150' /2 = 150'-1" (-3 DEDICATION) = 147'-1"	3.75	36,317x 3.75 = 136,189

TOTAL ZONING F.A.R. = 36,317 x 3.75 = 136,189 SF

TOTAL BUILDING F.A.R. = 135,320 SF

1ST FLOOR F.A.R. = 5,752 SF
2ND FLOOR F.A.R. = 21,779 SF
3RD FLOOR F.A.R. = 21,924 SF
4TH FLOOR F.A.R. = 21,924 SF
5TH FLOOR F.A.R. = 21,924 SF
6TH FLOOR F.A.R. = 21,893 SF
7TH FLOOR F.A.R. = 20,124 SF

_F.A.R. CALCULATION - 7TH FLOOR

Name	Area
CORRIDOR	2,321 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	288 SF
COVERED BALCONY	41 SF
COVERED BALCONY	119 SF
REC. ROOM 1	668 SF
REC. ROOM 2	657 SF
UNIT AREA	11,734 SF
UNIT AREA	4,015 SF
Grand total	20,124 SF

_F.A.R. CALCULATION - 6TH FLOOR

Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	284 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,334 SF
Grand total	21,893 SF

_F.A.R. CALCULATION - 5TH FLOOR

Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 4TH FLOOR

Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
UNIT AREA	19,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 3RD FLOOR

Name	Area
CORRIDOR	1,832 SF
COVERED BALCONY	121 SF
COVERED BALCONY	40 SF
COVERED BALCONY	98 SF
COVERED BALCONY	42 SF
COVERED BALCONY	44 SF
COVERED BALCONY	98 SF
COVERED BALCONY	224 SF
UNIT AREA	19,426 SF
Grand total	21,924 SF

_F.A.R. CALCULATION - 2ND FLOOR

Name	Area
CORRIDOR	1,697 SF
COVERED BALCONY	254 SF
GYM / REC. ROOM	1,134 SF
UNIT AREA	17,536 SF
UNIT AREA	623 SF
UNIT AREA	534 SF
Grand total	21,779 SF

_F.A.R. CALCULATION - 1ST FLOOR

Name	Area
BICYCLE PARKING	427 SF
BICYCLE PARKING	189 SF
BICYCLE PARKING	85 SF
BICYCLE PARKING	242 SF
DOG GROOMING	165 SF
JANITOR CLOSET	75 SF
LEASING OFFICE	811 SF
LOBBY	1,027 SF
RETAIL	1,998 SF
TRASH ROOM	104 SF
TRASH ROOM	310 SF
TRASH ROOM	177 SF
Grand total	5,610 SF

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K T A

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architect's stamp

consultant

KEY PLAN:

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#	DATE	ISSUE RECORD
01	3/30/2020	SCHEMATIC DESIGN
02	5/18/2019	50% DESIGN DEVELOPMENT
03	5/31/2019	100% DESIGN DEVELOPMENT
04	7/12/2019	50% CONSTRUCTION DOCUMENT

DRAFT
NOT FOR CONSTRUCTION

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

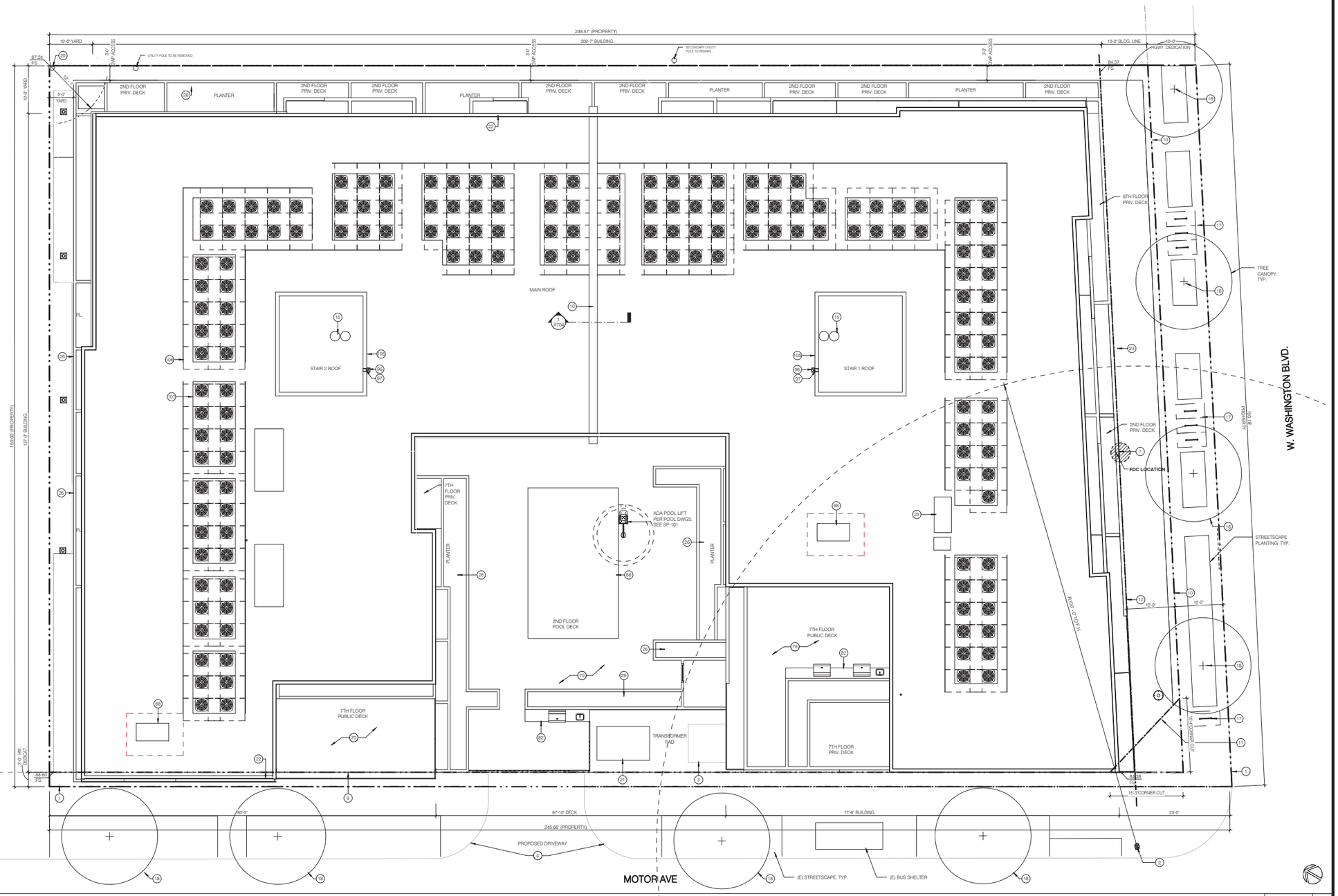
PC/PM: Designer
DRAWN BY: Author
JOB NO.: 19-09

DRAWING TITLE:

F.A.R. DIAGRAM

SHEET NO.:

G115



SITE PLAN | SCALE 1/8" = 1'-0" | 1

FIRE DEPARTMENT GENERAL NOTES

1. AUTHORIZED AND APPROVED KNOX KEY SWITCHES BOX LABELED WITH A PERMANENT RED SIGN WITH NOT LESS THAN 1/2" CONTRASTING LETTERS READING "FIRE DEPT" OR WITH A KNOX DECAL.

2. GRADE AND SITE SHALL BE DEVELOPED SO THAT ACCESSIBLE ROUTES OF TRAVEL ARE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND PUBLIC STREETS OR SIDEWALKS TO THE ACCESSIBLE ENTRANCE THEY SERVE.

3. ABRUPT CHANGES IN LEVEL ALONG ANY ACCESSIBLE ROUTE SHALL NOT EXCEED 1/2". WHEN CHANGES IN LEVEL DO OCCUR, THEY SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1 UNIT VERTICAL IN 2 UNITS HORIZONTAL. CHANGES IN LEVEL NOT EXCEEDING 1/4" MAY BE VERTICAL. CHANGES IN LEVEL GREATER THAN 1/2" SHALL BE MADE BY MEANS OF A RAMP.

4. ABRUPT CHANGES IN LEVEL EXCEEDING 4" IN VERTICAL DIMENSION (E.G. CHANGES IN LEVEL AT PLANTERS OR FOUNTAINS LOCATED IN OR ADJACENT TO PEDESTRIAN WAYS) SHALL BE IDENTIFIED BY CURBS OR OTHER APPROVED BARRIERS PROJECTING AT LEAST 6" IN HEIGHT ABOVE THE WALK TO WARN THE BLIND OF POTENTIAL DROP-OFFS.

5. WHERE FREE STANDING SIGNS ARE USED. THE BOTTOM OF THE SIGN SHALL BE 80" ABOVE THE FINISHED FLOOR OR GROUND LEVEL, WITH THE EDGES ROUNDED OR EASED AND THE CORNERS SHALL HAVE A MINIMUM RADIUS OF 0.125".

6. REFER TO SHEET G121 FOR ADDITIONAL ACCESSIBILITY NOTES AND DETAILS.

7. ON ALL ACCESSIBLE PATHS, OBJECTS MOUNTED MORE THAN 27" AND LESS THAN 80" A.F.F. CAN NOT PROTRUDE MORE THAN 4". IF AN OBJECT IS MOUNTED LESS THAN 27" IT CAN PROTRUDE ANY AMOUNT, AS LONG AS IT DOES NOT REDUCE THE MAXIMUM REQUIRED WIDTH OF THE ACCESSIBLE PATH.

8. REFER TO SHEETS G140 FOR SIGNAGE AND ACCESSIBLE ROUTE.

9. REFER TO (1/A601) FOR BUILDING ADDRESS NUMBER LOCATION ON FACADE.

SITE NOTES

1. ALL OVERHEAD UTILITIES (ELECTRICAL, TELEPHONE, CABLE, ETC.) SHALL BE PLACED UNDERGROUND PER CITY OF LOS ANGELES B CODE 7.04.820. WHEN UNDERGROUND, OBTAIN UTILITY EXCAVATION PERMIT FROM EPWMS ADMIN ROOM 113 AT CITY HALL.

2. ALL UTILITY LINES SHALL BE INSTALL BELOW GROUND WITH TRENCH DAMS, IF UNDERGROUND SERVICE IS NOT CURRENTLY AVAILABLE, THEN PROVISIONS SHALL BE MADE FOT FUTURE UNDERGROUND SERVICES.

3. FINISH GRADE AROUND THE STRUCTURE/ADDITION SHALL SLOPE AWAY FROM THE FOUNDATION A MINUMIM OF 5% FOR A MINIMUM DISTANCE OF 10 FEET.

4. WATER SHALL BE DRECT TO THE STREET WITH A 2% SLOPE MIN.

5. BUILDING'SD SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY.

6. ALL LANDSCAPE ARE SHALL BE PERMANENTLY MAINTAINED AND IRRIGATED WITH AN AUTOMATIC SYSTEM.

7. TEMPORARY PEDESTRAIN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 3306. OBTAIN PUBLIC WORK APPROVAL. (3201.3, 3202.3.4, 3306)

KEYNOTES

1	PROPERTY LINE
2	EXISTING FIRE HYDRANT
3	TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
4	CURB CUT PER CITY STD. UNDER SEPERATE X PERMIT - REFER TO CIVIL PLANS
7	FIRE DEPT CONNECTION POC. PER LAFC 912.2.1
9	HIGHWAY DEDICATION
10	3HR-RATED FIRE WALL
11	CORNER CUT 15x15'
12	BUILDING LINE 20'
15	REFUSE CHUTE VENT SHAFT
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
18	PARKWAY TREE - REFER TO CIVIL AND LANDSCAPE PLANS
20	NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21	SWITCHBOARD - REFER TO DWP PLANS
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
23	BUILDING INTERCOM - BY OTHERS
25	GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
68	RTU PACKAGED UNIT - REFER TO MECH PLANS
70	HARDSCAPE AREA - REFER TO LANDSCAPE PLANS
82	BBQ COUNTER WITH SINK - REFER TO LANDSCAPE PLANS
88	POOL OPENING - REFER TO STRUCTURAL PLANS
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081

KEYNOTES

97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD081
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
107	R.T.U. PLATFORM - REFER TO MECH AND STRUCTURAL PLANS - SEE DETAIL 6 AD081

SYMBOL LEGEND

S/C	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	CLASS A STAND PIPE PER FIRE PROTECTION	G	GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
T1	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
11	WINDOW TAG		BOLLARD
111	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE. AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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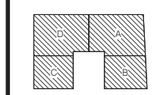
LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:



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#	DATE	ISSUE RECORD
01	06/16/2018	100% SCHEMATIC DESIGN
02	09/06/2018	50% DESIGN DEVELOPMENT
03	09/30/2018	100% DESIGN DEVELOPMENT
04	10/02/2018	PLAN CHECK SUBMITTAL #1

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:

SITE PLAN

SHEET NO.:

A110

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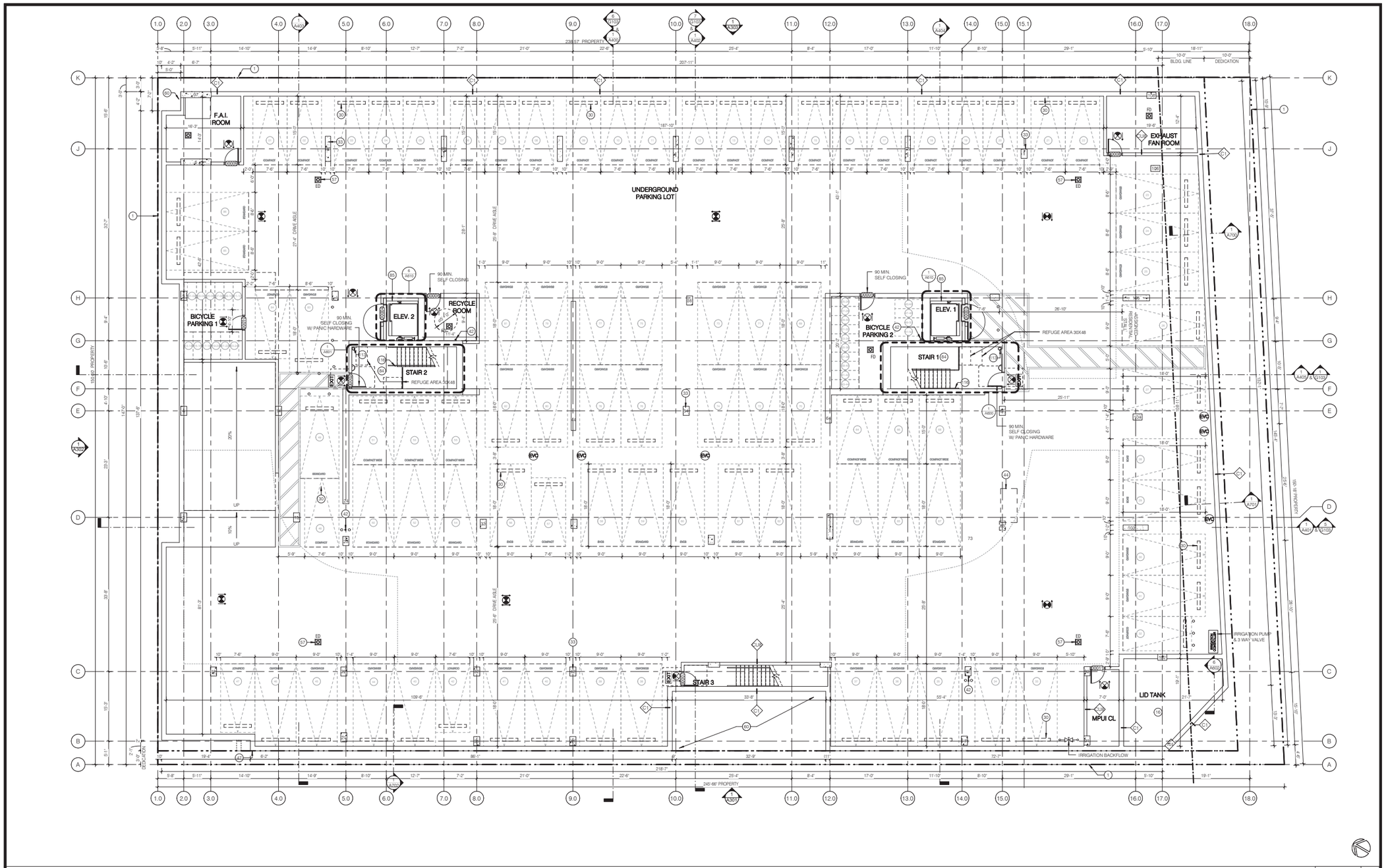

PARKING FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL, 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
6. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH, CPDE TERMINATION OF ENVIRONMENAL AIR DUCTS.
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
9. REFER TO ARCHITECTURAL SHEETS SERIES G100S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A630'S FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACOOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
15. CARBON MONIXICE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
16. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
17. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED 'EVSE' SPACES AT THE FULL RATED AMPERAGE. OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR ALL ELECTRICAL CHARGING SYSTEM.

KEYNOTES

1	PROPERTY LINE
16	UNDERGROUND DETENTION CISTERN 3000 C.F. - REFER TO LID PLANS
30	PRECAST WHEEL STOP - SEE DETAIL ON G302
33	CONCRETE COLUMN WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
44	GARAGE EXHAUST - REFER TO MECH PLANS
47	TRENCH FOR GAS METER MAIN
57	EMERGENCY DRAIN - REFER TO PLUMBING PLANS
60	UNEXCAVATED FILL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

SYMBOL LEGEND

S/C	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
G	CLASS A STAND PIPE PER FIRE PROTECTION	G	GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
11	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
11	WINDOW TAG		BOLLARD
111	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:

#	DATE	ISSUE RECORD
01	05/15/2019	100% SCHEMATIC DESIGN
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04	04/02/2020	PLAN CHECK SUBMITTAL #1

PLAN CHECK

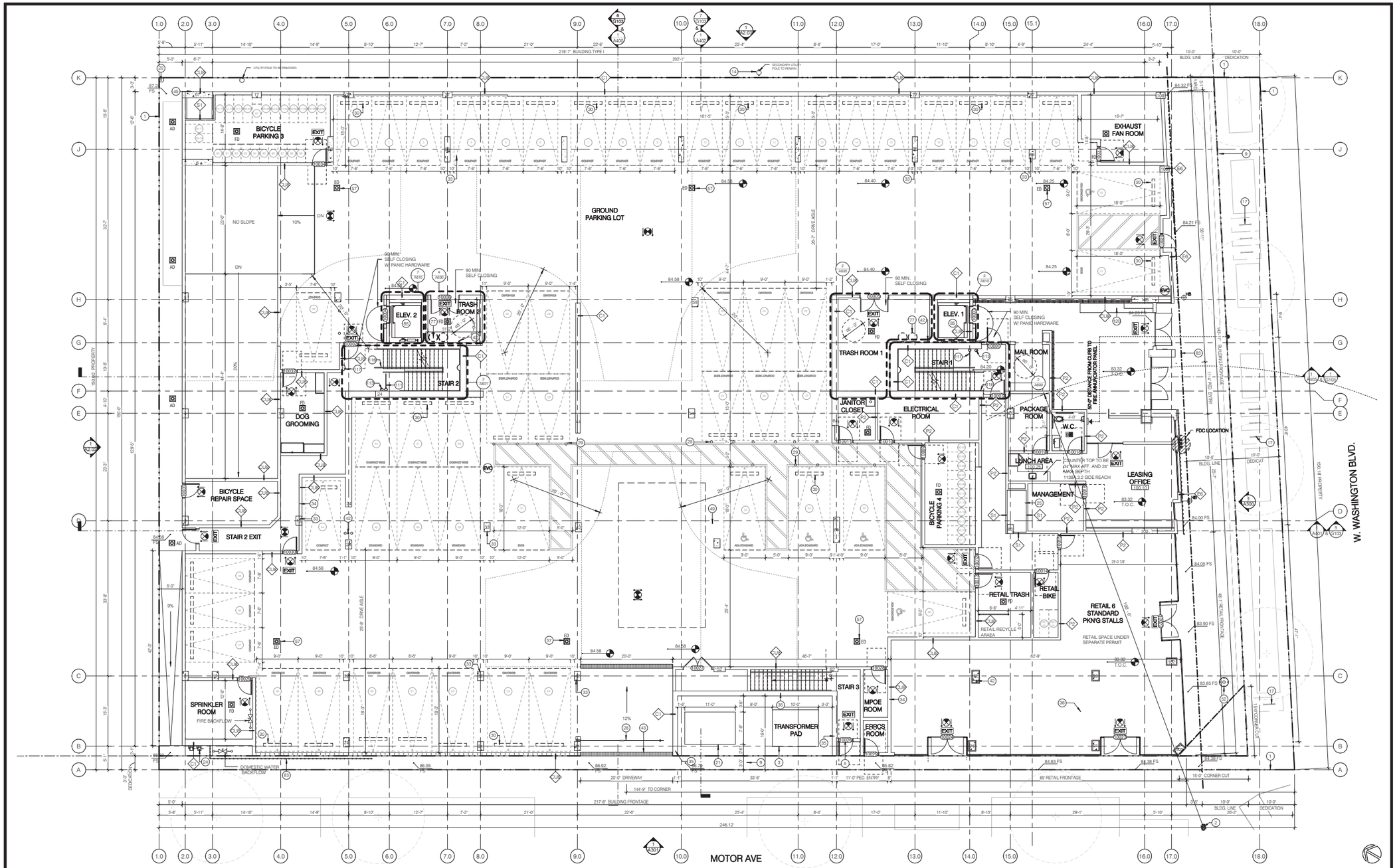
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PCPM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
PARKING FLOOR PLAN

SHEET NO.:
A200



1ST FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
6. OPERABLE PORTION OF ANY WINDOW MUST BE 3" MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH, CPDE TERMINATION OF ENVIRONMENAL AIR DUCTS.
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
9. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A930'S FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
15. CARBON MONXICE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
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KEYNOTES

1 PROPERTY LINE
2 EXISTING FIRE HYDRANT
3 TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
5 EXIT DOOR - POINT OF DISCHARGE
9 HIGHWAY DEDICATION
14 EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD010
20 NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21 SWITCHBOARD - REFER TO DWP PLANS
24 GAS METERS (3) - REFER TO PLUMBING
25 GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
28 PARKING BOOM BARRIER - BY OTHERS
29 BOLLARDS - SEE DETAIL ON AD020
30 PRECAST WHEEL STOP - SEE DETAIL ON G302
33 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
34 REINFORCED CONCRETE MASONRY UNIT WALL - REFER TO STRUCTURAL
35 SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36 CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL

KEYNOTES

42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
43 TRENCH DRAIN - REFER TO PLUMBING PLANS
45 FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
49 EVCS STALL W/ RACEWAY TERMINATION POINT
52 TANK MANHOLE
57 EMERGENCY DRAIN - REFER TO PLUMBING PLANS
77 TRASH CHUTE ON 2HR RATED SHAFT WALL
83 DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
111 STAIR BARRIER PER CBC 1023.8 - SEE DETAIL ON AD130
113 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS
117 STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 5 THREADS"
120 FIRE PLACE BY OTHERS. PROVIDE DIRECT VENT, SEALED COMBUSTION TYPE."

MOTOR AVE RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	217.66'
PEDESTRIAN ENTRIES	- 11.00'
DRIVEWAY	- 20.00'
TOTAL	186.66' x 35%
RETAIL FRONTAGE REQ'D	65.00'
RETAIL FRONTAGE PROVIDED	65.00'

WASHINGTON BLVD. RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	143.91'
PEDESTRIAN ENTRIES	-11.33'
TOTAL	132.58' x 35%
RETAIL FRONTAGE REQ'D	46.40'
RETAIL FRONTAGE PROVIDED	48.08'

NOTE:

MIXED-USE EXCEPTION FOR YARDS PURSUANT TO LAMC SECTION 12.22-A. 18(C)(3). SUBJECT TO VERIFICATION BY THE LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY. (SEE "TOC LETTER OF DETERMINATION HIGHLIGHTS" IN SHEET G004.

SYMBOL LEGEND

- COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
- CLASS A STAND PIPE PER FIRE PROTECTION
- EXIT SIGN
- WALL TAG
- WINDOW TAG
- DOOR TAG
- FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
- FLOOR DRAIN/AREA DRAIN (CIRCULAR)
- GAS HOOKUP
- EVCS RACEWAY TERMINATION POINT
- BATHROOM EXHAUST FAN / LIGHT COMBO
- BOLLARD
- BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
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architect's stamp

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KEY PLAN:

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03	09/20/2018	100% DESIGN DEVELOPMENT
04	04/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

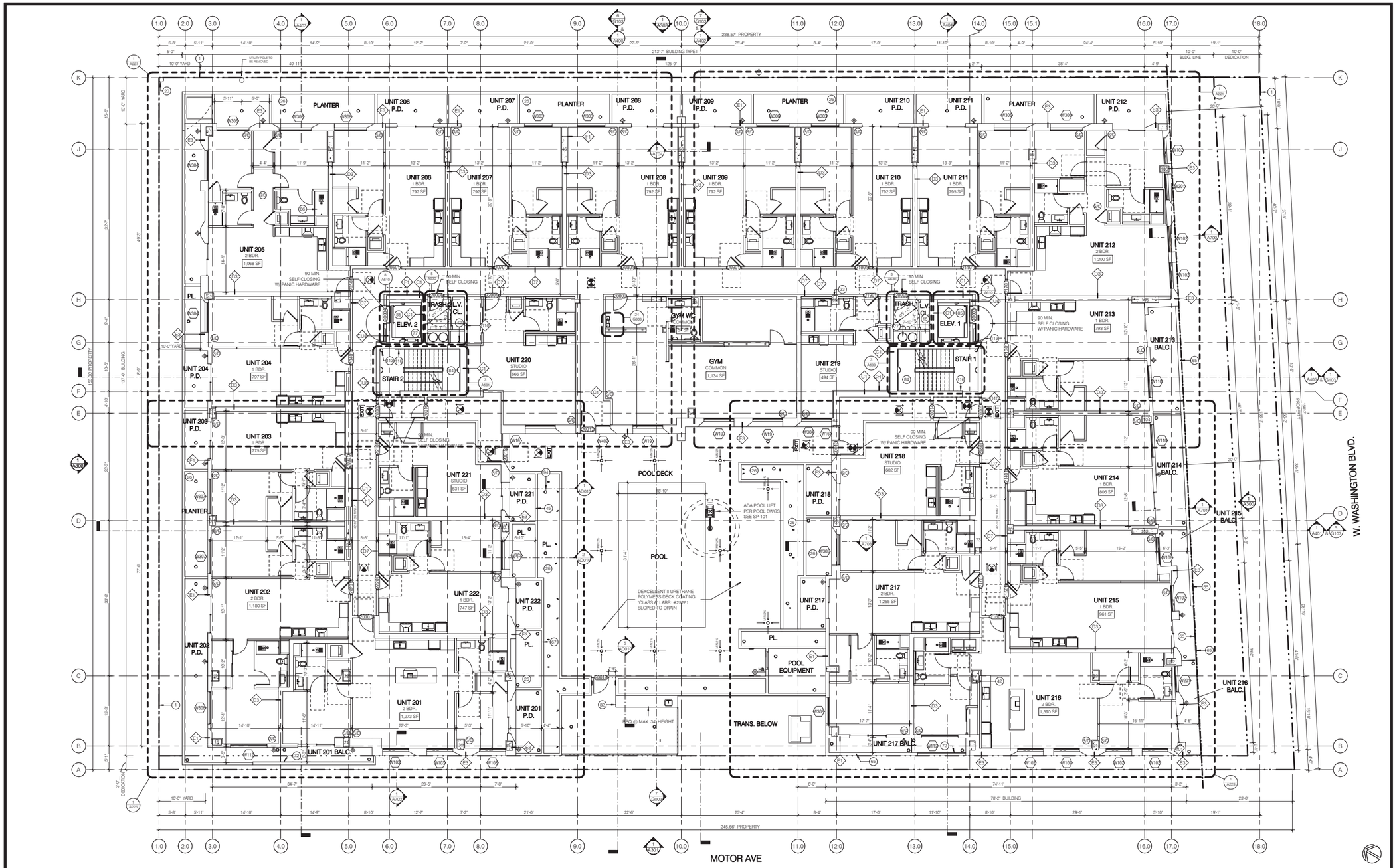
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
1ST FLOOR PLAN

SHEET NO.:
A210

4/8/2020 8:49:34 AM



2ND FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 2ND FLOOR

GYM	1,134 SF
GYM WC	64 SF
UNIT 201	1,273 SF
UNIT 202	1,180 SF
UNIT 203	775 SF
UNIT 204	797 SF
UNIT 205	1,068 SF
UNIT 206	792 SF
UNIT 207	792 SF
UNIT 208	792 SF
UNIT 209	792 SF
UNIT 210	792 SF
UNIT 211	795 SF
UNIT 212	1,200 SF
UNIT 213	793 SF
UNIT 214	806 SF
UNIT 215	961 SF
UNIT 216	1,390 SF
UNIT 217	1,255 SF
UNIT 218	602 SF
UNIT 219	494 SF
UNIT 220	666 SF
UNIT 221	531 SF
UNIT 222	747 SF

NOTE:
FSD=10-FT. WHEN MEASURED FROM PLAN WEST EXTERIOR WALL TO NEAREST LOT LINE. THIS EXTERIOR WALL MUST BE MINIMUM 1-HOUR FIRE-RATED WITH 45% MAX UNPROTECTED OPENINGS.
EXTERIOR BALCONY PROJECTIONS WHEN HAVING A FSD=10-FT. MUST BE A MINIMUM OF 6'-8" FROM THE NEAREST LOT LINE PER CBC TABLE 705.2.

TABLE 705.2
MINIMUM DISTANCE OF PROJECTION

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE FROM LINE USED TO DETERMINE FSD
0 feet to 2 feet	Projections not permitted
Greater than 2 feet to 3 feet	24 inches
Greater than 3 feet to less than 30 feet	24 inches plus 8 inches for every foot of FSD beyond 3 feet or fraction thereof

For SI: 1 foot = 304.8 mm; 1 inch = 25.4 mm.

NOTE:
ALL PLANTER WALLS ARE 48" MAXIMUM HEIGHT.

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. EVERY SLEEPING ROOM AND ARA OUTISDE OF SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALLARM DEVICES PER CBC SECTION 907.2.1.0 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP. SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING
4. BATHROOM EXHAUST FANS SHALL BE "ENERGY STAR" COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
6. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
7. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CPDE TERMINATION OF ENVIRONMENAL AIR DUCTS.
8. HARDSCAPE MATERIAL WIHT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
11. CONTRACTOR TO VERIFY TUB/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS. IN FIRE RATED ASESMBLES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES.
13. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
14. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A600'S FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
19. CARBON MONIXICE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
20. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS "EV CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

KEYNOTES

1	PROPERTY LINE
15	REFUSE CHUTE VENT SHAFT
20	NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
45	FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
65	42" HIGH GUARDRAIL
67	48" PLANTER WALL - REFER TO LANDSCAPE PLANS
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
82	BBQ COUNTER WITH SINK - REFER TO LANDSCAPE PLANS
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
86	SHOWER PAN DROP - 3"
94	PLANTER DRAIN - REFER TO LANDSCAPE
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

SYMBOL LEGEND

S/C COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD FLOOR DRAIN/AREA DRAIN (CIRCULAR)
CS CLASS A STAND PIPE PER FIRE PROTECTION	GH GAS HOOKUP
EXIT SIGN	EV EVCS RACEWAY TERMINATION POINT
11 WALL TAG	BATHROOM EXHAUST FAN / LIGHT COMBO
11 WINDOW TAG	BOLLARD
111 DOOR TAG	BACKFLOW
FD FLOOR DRAIN/AREA DRAIN (RECTANGULAR)	

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architect's stamp

consultant

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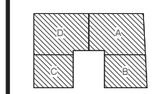

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PLAN CHECK

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DRAWN BY:	GY/SJ
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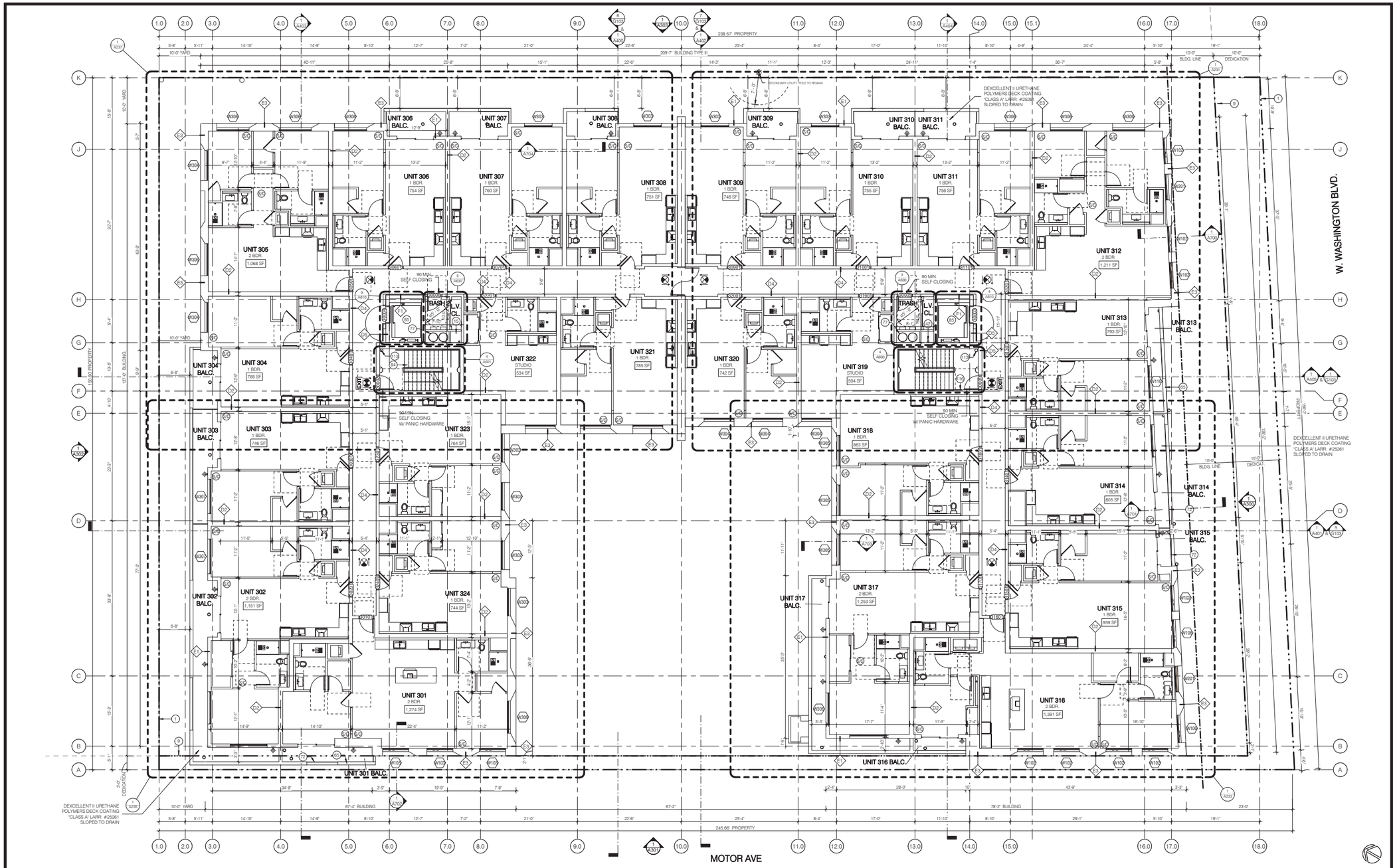
DRAWING TITLE:
2ND FLOOR PLAN

SHEET NO.:
A220



3RD FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 3RD FLOOR	
UNIT 301	1,274 SF
UNIT 302	1,151 SF
UNIT 303	746 SF
UNIT 304	768 SF
UNIT 305	1,068 SF
UNIT 306	754 SF
UNIT 307	760 SF
UNIT 308	751 SF
UNIT 309	748 SF
UNIT 310	755 SF
UNIT 311	756 SF
UNIT 312	1,211 SF
UNIT 313	793 SF
UNIT 314	805 SF
UNIT 315	959 SF
UNIT 316	1,391 SF
UNIT 317	1,253 SF
UNIT 318	863 SF
UNIT 319	504 SF
UNIT 320	742 SF
UNIT 321	785 SF
UNIT 322	534 SF
UNIT 323	764 SF
UNIT 324	744 SF

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY. SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3. 716.5.3.1 & 716.5.7.3
3. EVERY SLEEPING ROOM AND ARA OUTISDE OF SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALLARM DEVICES PER CBC SECTION 907.2.1 0 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP. SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING
4. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
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9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
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15. REFER TO ARCHITECTURAL SHEETS SERIES A900S FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A930S FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACOOMODATE GRAB BAR BACKING WHERE OCCURS
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KEYNOTES

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
65	42" HIGH GUARDRAIL
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

SYMBOL LEGEND

S/E	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	CLASS A STAND PIPE PER FIRE PROTECTION		GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
11	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
11	WINDOW TAG		BOLLARD
111	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

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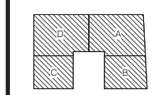

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3RD FLOOR PLAN

SHEET NO.:
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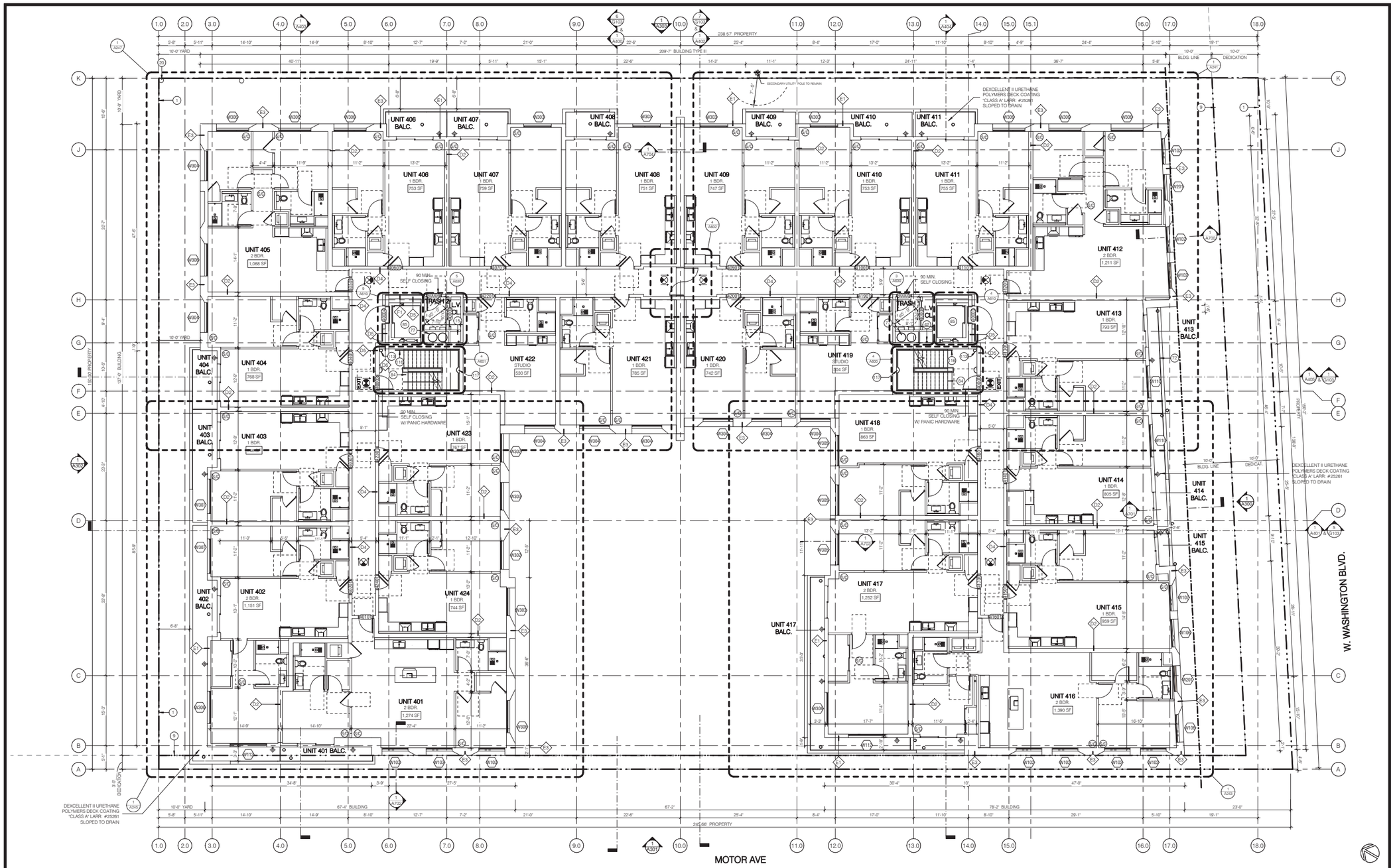

4TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 4TH FLOOR	
UNIT 401	1,274 SF
UNIT 402	1,151 SF
UNIT 403	746 SF
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UNIT 421	785 SF
UNIT 422	530 SF
UNIT 423	767 SF
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85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS
117	STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 5 THREADS

SYMBOL LEGEND

S/C COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD FLOOR DRAIN/AREA DRAIN (CIRCULAR)
CLASS A STAND PIPE PER FIRE PROTECTION	GAS HOOKUP
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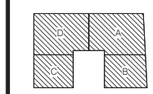
consultant

KEY PLAN:



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02	09/06/2018	50% DESIGN DEVELOPMENT
03	09/20/2018	100% DESIGN DEVELOPMENT
04	12/20/2019	PLANCHECK SUBMITTAL #1

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

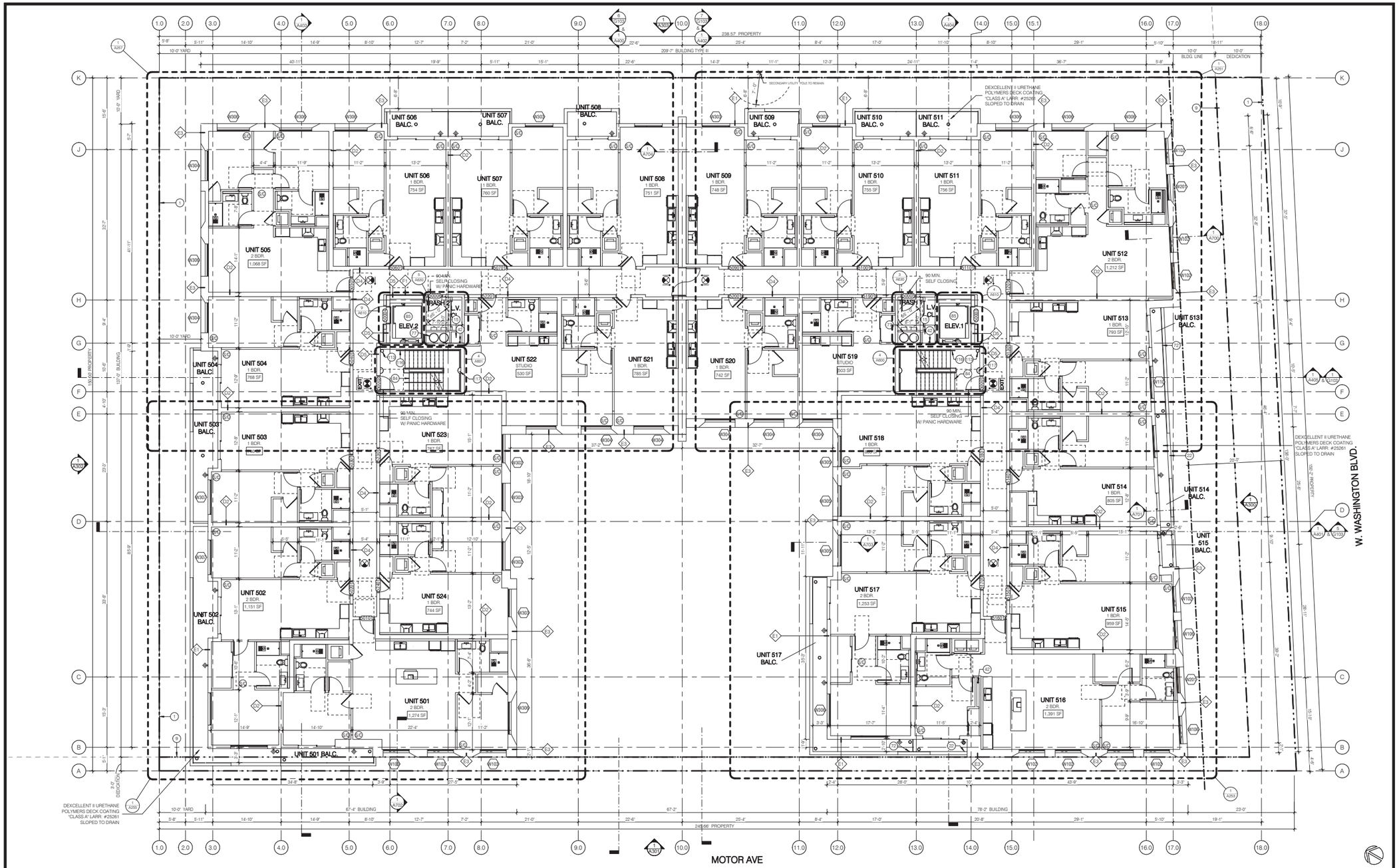
PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:

4TH FLOOR PLAN

SHEET NO.:

A240



5TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 5TH FLOOR	
UNIT 501	1,274 SF
UNIT 502	1,151 SF
UNIT 503	746 SF
UNIT 504	768 SF
UNIT 505	1,068 SF
UNIT 506	754 SF
UNIT 507	760 SF
UNIT 508	751 SF
UNIT 509	748 SF
UNIT 510	755 SF
UNIT 511	756 SF
UNIT 512	1,212 SF
UNIT 513	793 SF
UNIT 514	805 SF
UNIT 515	959 SF
UNIT 516	1,391 SF
UNIT 517	1,253 SF
UNIT 518	865 SF
UNIT 519	503 SF
UNIT 520	742 SF
UNIT 521	785 SF
UNIT 522	530 SF
UNIT 523	767 SF
UNIT 524	744 SF

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENING PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. EVERY SLEEPING ROOM AND ARA OUTISDE OF SLEEPING ROOM IN THE DWELLING SHALL BE PROVIDED WITH SMOKE ALLARM DEVICES PER CBC SECTION 907.2.1.0 CARBON MONOXIDE ALARM SHALL BE PROVIDED IN AREA CONTAINING A FUEL-BURNING APPLIANCE PER CBC SECTION 420.6 SMOKE ALARM AND CARBON MONOXIDE DEVICES SHALL BE HARD-WIRED WITH BATTERY BACKUP. SEE PLANS FOR LOCATION AND ELECTRICAL FOR WIRING
4. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
5. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
6. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
7. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH. CPDE TERMINATION OF ENVIRONMENAL AIR DUCTS.
8. HARDSCAPE MATERIAL WHIT AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.30
9. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
10. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
11. CONTRACTOR TO VERIFY TUB/SHOWER ENCLOSURE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION
12. PROVIDE ALL NECESARY CEILING OR WALL ACCESS PANELS AS REQUIRED FOR AIR CONDITIONING, PLUMBING, FIRE SPRINKLER AND ELECTRICAL SYSTEMS. IN FIRE RATED ASSEMBLES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES.
13. REFER TO ARCHITECTURAL SHEETS SERIES G100S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
14. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
15. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
16. REFER TO ARCHITECTURAL SHEETS SERIES A930'S FOR ROOM FINISH SCHEDULE
17. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
19. CARBON MONIXICE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.6)
20. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS 'EV CAPABLE' IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

KEYNOTES

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
77	TRASH CHUTE ON 2HR RATED SHAFT WALL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS
117	STAIR LIGHT MOUNTED 17" ABOVE THREADS AT EVERY 5 THREADS

SYMBOL LEGEND

SC	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
FD	CLASS A STAND PIPE PER FIRE PROTECTION
	EXIT SIGN
F1	WALL TAG
11	WINDOW TAG
111	DOOR TAG
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	GAS HOOKUP
EV	EVCS RACEWAY TERMINATION POINT
	BATHROOM EXHAUST FAN / LIGHT COMBO
	BOLLARD
	BACKFLOW

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4/22/2020 8:30:51 PM

K T A

Kevin Tsai Architecture

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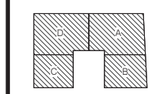
LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:



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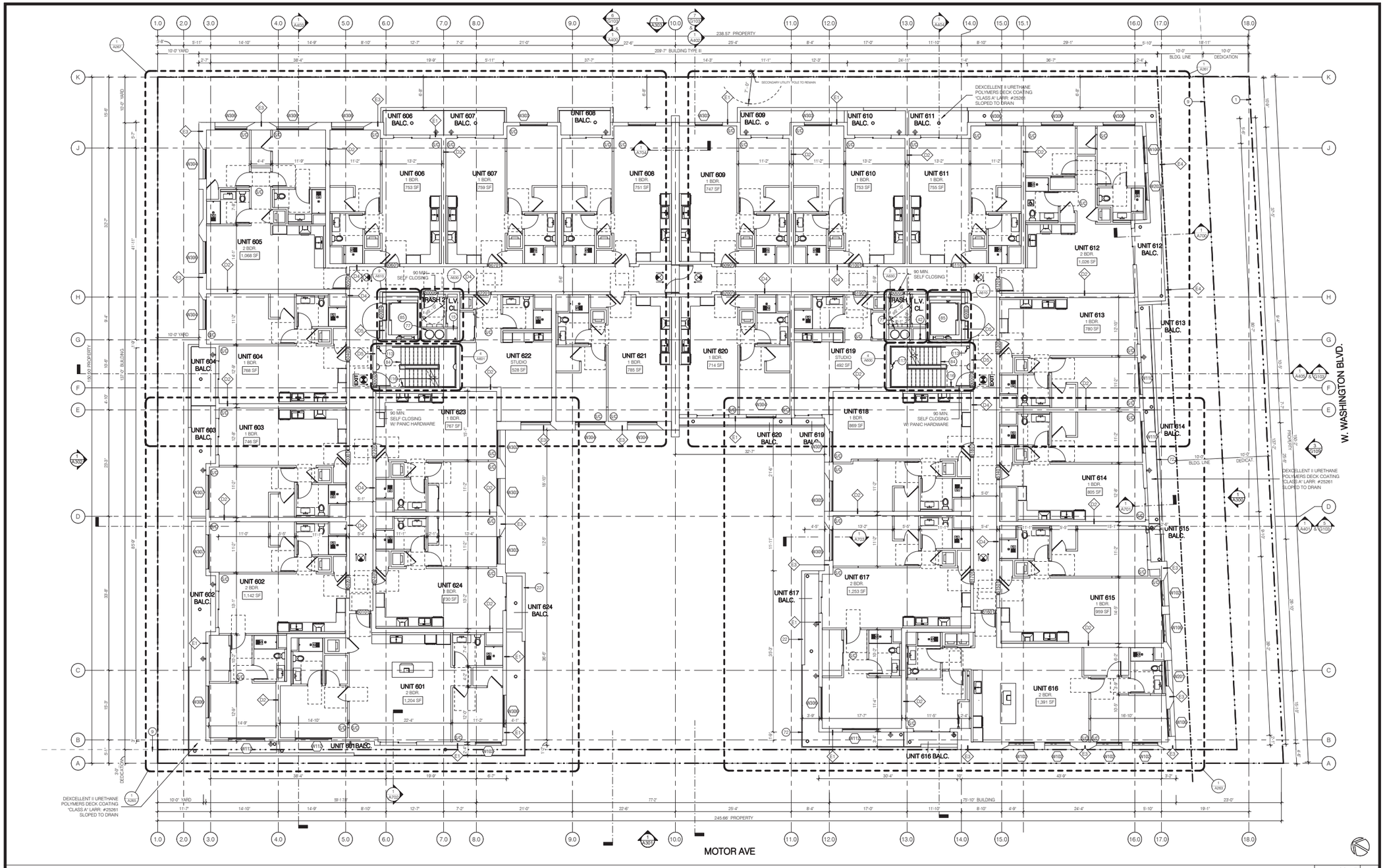
JOB NO.:	19-09

DRAWING TITLE:
5TH FLOOR PLAN

SHEET NO.:
A250



6TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 6TH FLOOR	
UNIT 601	1,204 SF
UNIT 602	1,142 SF
UNIT 603	746 SF
UNIT 604	768 SF
UNIT 605	1,068 SF
UNIT 606	753 SF
UNIT 607	759 SF
UNIT 608	751 SF
UNIT 609	747 SF
UNIT 610	753 SF
UNIT 611	755 SF
UNIT 612	1,026 SF
UNIT 613	780 SF
UNIT 614	805 SF
UNIT 615	959 SF
UNIT 616	1,391 SF
UNIT 617	1,253 SF
UNIT 618	869 SF
UNIT 619	492 SF
UNIT 620	714 SF
UNIT 621	785 SF
UNIT 622	528 SF
UNIT 623	767 SF
UNIT 624	730 SF

FLOOR PLAN NOTES

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	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
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111	DOOR TAG		BACKFLOW
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4/22/2020 8:33:02 PM

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architect's stamp

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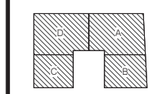

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JOB NO.:	19-09

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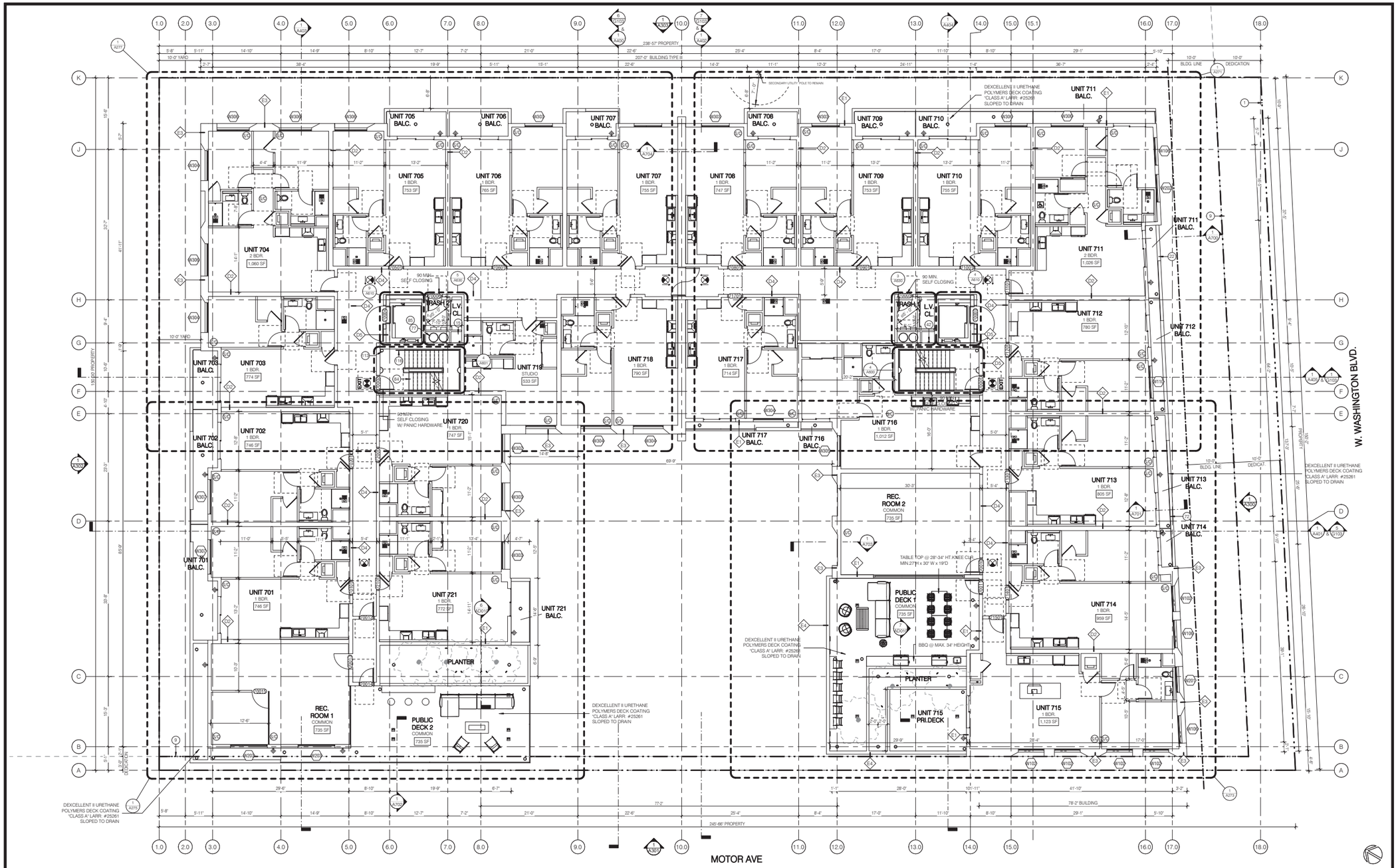
6TH FLOOR PLAN

SHEET NO.:
A260



7TH FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

AREA LIST - 7TH FLOOR	
PUBLIC DECK 1	735 SF
PUBLIC DECK 2	Redundant Area
PUBLIC DECK 2	735 SF
REC. ROOM 1	735 SF
REC. ROOM 2	735 SF
UNIT 701	746 SF
UNIT 702	746 SF
UNIT 703	774 SF
UNIT 704	1,060 SF
UNIT 705	753 SF
UNIT 706	765 SF
UNIT 707	755 SF
UNIT 708	747 SF
UNIT 709	753 SF
UNIT 710	755 SF
UNIT 711	1,026 SF
UNIT 712	780 SF
UNIT 713	905 SF
UNIT 714	959 SF
UNIT 715	1,123 SF
UNIT 716	1,012 SF
UNIT 717	714 SF
UNIT 718	790 SF
UNIT 719	533 SF
UNIT 720	747 SF
UNIT 721	772 SF

FLOOR PLAN NOTES

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4/22/2020 8:35:01 PM

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architect's stamp

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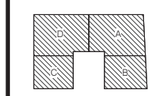

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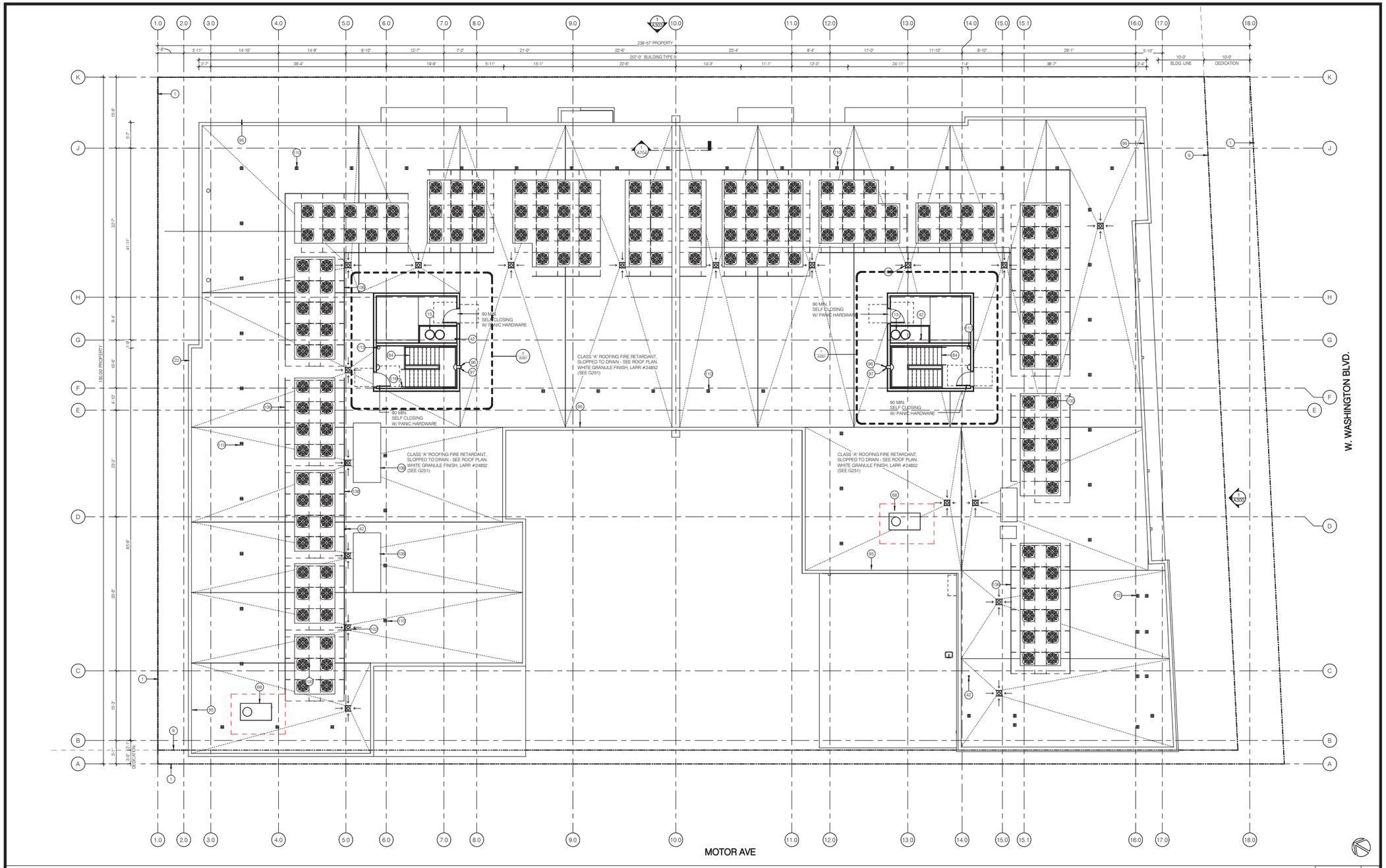

ROOF PLAN - SEE G251 FOR ROOFING INFORMATION

SCALE 1/8" = 1'-0" | 1

GREEN BUILDING NOTES:

NOTE: ALL ROOF RUNOFF DRAINS AND DOWNSPOUTS TO AN UNDERGROUND CISTERN. REFER TO CIVIL AND PLUMBING PLANS.

NOTE: ALL THERMOSTATS IN EACH DWELLING UNIT ARE OCCUPANT CONTROLLED SMART THERMOSTATS (OCST) WITH COMMUNICATIONS CAPABILITIES ENABLED TO RECEIVE AND RESPOND TO DEMAND RESPONSE SIGNALS. AN OCST IS A SETBACK THERMOSTAT WITH COMMUNICATION CAPABILITIES THAT ENABLE THE OCCUPANT TO RECEIVE DEMAND RESPONSE RELATED MESSAGES AND RESPOND TO THOSE SIGNALS BY AUTOMATIC ADJUSTMENT OF THE THERMOSTAT SETPOINT AS DESCRIBED IN JOINT APPENDIX JA5 (SUBJECT TO OCCUPANT PARTICIPATION). ENABLING COMMUNICATIONS CAPABILITIES REQUIRES THAT THE OCST HAS ONE OF THE FOLLOWING: ONBOARD COMMUNICATIONS CAPABILITIES, AN INSTALLED COMMUNICATIONS MODULE FOR OCSTS WITH REMOVABLE COMMUNICATIONS MODULE(S), OR AN INSTALLED COMMUNICATIONS GATEWAY FOR AN OCST WHERE AN EXTERNAL GATEWAY IS REQUIRED FOR COMMUNICATIONS. OCST MUST BE CERTIFIED BY THE ENERGY COMMISSION TO MEET THE REQUIREMENTS DESCRIBED IN THE JOINT APPENDIX JA5.

SOLAR READY ROOF NOTES:

7.3.1.2 LOW-RISE MULTIFAMILY RESIDENTIAL BUILDINGS THE SOLAR ZONE SHALL BE LOCATED ON THE ROOF OR OVERHANG OF THE BUILDING OR ON THE ROOF OR OVERHANG OF ANOTHER STRUCTURE LOCATED WITHIN 250 FEET OF THE BUILDING OR ON COVERED PARKING INSTALLED WITH THE BUILDING PROJECT. OTHER STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO, TRELLISES, ARBORS, PATIO COVERS, CARPORTS, GAZEBOS, AND SIMILAR ACCESSORY STRUCTURES. THE SOLAR ZONE SHALL HAVE A TOTAL AREA THAT IS NO LESS THAN 15 PERCENT OF THE TOTAL ROOF AREA OF THE BUILDING AFTER SUBTRACTING ANY SKYLIGHT AREA FROM THE ROOF AREA. THERE ARE MULTIPLE EXCEPTIONS, AS DESCRIBED BELOW, TO THE REQUIRED TOTAL AREA.
FOR EXCEPTIONS A, B, D, AND E BELOW, ALTHOUGH THE LANGUAGE IN THE ENERGY STANDARDS IMPLIES THAT THESE FOUR EXCEPTIONS ONLY APPLY TO THE SOLAR ZONE REQUIREMENTS, THE INTENT OF THE ENERGY STANDARDS IS FOR THE EXCEPTIONS TO APPLY TO THE SOLAR ZONE REQUIREMENT, AS WELL AS THE INTERCONNECTION PATHWAY REQUIREMENTS DESCRIBED IN 110.10(C) AND THE DOCUMENTATION REQUIREMENTS DESCRIBED IN 110.10(D)

EXCEPTION
LOW-RISE MULTIFAMILY BUILDINGS THAT COMPLY WITH ITEMS 1 AND 2 BELOW ARE EXEMPT FROM SOLAR ZONE, INTERCONNECTION PATHWAY, AND DOCUMENTATION REQUIREMENTS.

1. ALL THERMOSTATS IN EACH DWELLING UNIT ARE OCCUPANT CONTROLLED SMART THERMOSTATS (OCST) WITH COMMUNICATIONS CAPABILITIES ENABLED TO RECEIVE AND RESPOND TO DEMAND RESPONSE SIGNALS. AN OCST IS A SETBACK THERMOSTAT WITH COMMUNICATION CAPABILITIES THAT ENABLE THE OCCUPANT TO RECEIVE DEMAND RESPONSE RELATED MESSAGES AND RESPOND TO THOSE SIGNALS BY AUTOMATIC ADJUSTMENT OF THE THERMOSTAT SETPOINT AS DESCRIBED IN JOINT APPENDIX JA5 (SUBJECT TO OCCUPANT PARTICIPATION). ENABLING COMMUNICATIONS CAPABILITIES REQUIRES THAT THE OCST HAS ONE OF THE FOLLOWING: ONBOARD COMMUNICATIONS CAPABILITIES, AN INSTALLED COMMUNICATIONS MODULE FOR OCSTS WITH REMOVABLE COMMUNICATIONS MODULE(S), OR AN INSTALLED COMMUNICATIONS GATEWAY FOR AN OCST WHERE AN EXTERNAL GATEWAY IS REQUIRED FOR COMMUNICATIONS. OCST MUST BE CERTIFIED BY THE ENERGY COMMISSION TO MEET THE REQUIREMENTS DESCRIBED IN THE JOINT APPENDIX JA5.

2. NOTE: SEE G210 FOR "NEST" SMART THERMOSTAT SPECS.

3. FOR EACH DWELLING UNIT, ONE OF THE FOLLOWING MEASURES SHALL BE MET:

a. INSTALL A DISHWASHER THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS AND INSTALL EITHER A REFRIGERATOR THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS OR A WHOLE-HOUSE FAN DRIVEN BY AN ELECTRONICALLY COMMUTATED MOTOR; OR

b. INSTALL A RAINWATER CATCHMENT SYSTEM DESIGNED TO COMPLY WITH THE CALIFORNIA PLUMBING CODE AND USE RAINWATER FLOWING FROM AT LEAST 65 PERCENT OF THE AVAILABLE ROOF AREA

NOTE: CATCH BASIN IS DESIGNED TO CAPTURE 100% OF ROOF RAINWATER. SEE SHEETS "C . . "

ALL DISHWASHERS MEET ENERGY STAR REQUIREMNTS

KEYNOTES

1	PROPERTY LINE
9	HIGHWAY DEDICATION
15	REFUSE CHUTE VENT SHAFT
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
68	RTU PACKAGED UNIT - REFER TO MECH PLANS
84	STAIR OPENING
95	OMITTED
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD081
100	RTU - REFER TO MECH PLANS
102	ROOF DRAIN TO AN UNDERGROUND DETENTION CISTERN - REFER TO LID PLANS
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
109	WATER HEATER PLATFORM - REFER TO PLUMBING AND STRUCTURAL PLANS - SEE DETAIL 6 AD081
110	WINDOW CLEANING ROOF ANCHOR PER OSHA - REFER S1.47 FOR ATTACHMENT DETAILS
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

SYMBOL LEGEND

S/C	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	CLASS A STAND PIPE PER FIRE PROTECTION	G	GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
11	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
11	WINDOW TAG		BOLLARD
111	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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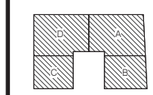
LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:



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01	06/16/2018	100% SCHEMATIC DESIGN
02	09/06/2018	50% DESIGN DEVELOPMENT
03	09/30/2018	100% DESIGN DEVELOPMENT
04	12/03/2018	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
ROOF PLAN

SHEET NO.:
A280

4/22/2020 8:37:02 PM

KEYNOTES

1	PROPERTY LINE
14	EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
64	DOOR - PER SCHEDULE
65	42" HIGH GUARDRAIL
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
83	DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
99	NAIL ON WINDOW - PER SCHEDULE
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081

BLDG SOUTH ELEVATION | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:37:24 PM

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No. C-33710
06/31/21
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22	09/06/2019	50% DESIGN DEVELOPMENT
23	09/30/2019	100% DESIGN DEVELOPMENT
24	10/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:

EXTERIOR ELEVATION - SOUTH

SHEET NO.:

A300

KEYNOTES

1	PROPERTY LINE
2	EXISTING FIRE HYDRANT
3	TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
10	3HR-RATED FIRE WALL
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
24	GAS METERS (3) - REFER TO PLUMBING
51	ADA LIFT - PER POOL PLANS
64	DOOR - PER SCHEDULE
65	42" HIGH GUARDRAIL
67	48" PLANTER WALL - REFER TO LANDSCAPE PLANS
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
83	DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD081
99	NAIL ON WINDOW - PER SCHEDULE
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

WEST ELEVATION | SCALE 1/8" = 1'-0" | 1

5/8/2020 2:07:56 PM

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05/31/21
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03	09/30/2019	100% DESIGN DEVELOPMENT
04	10/02/2019	PLAN CHECK SUBMITTAL 01
05	10/30/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

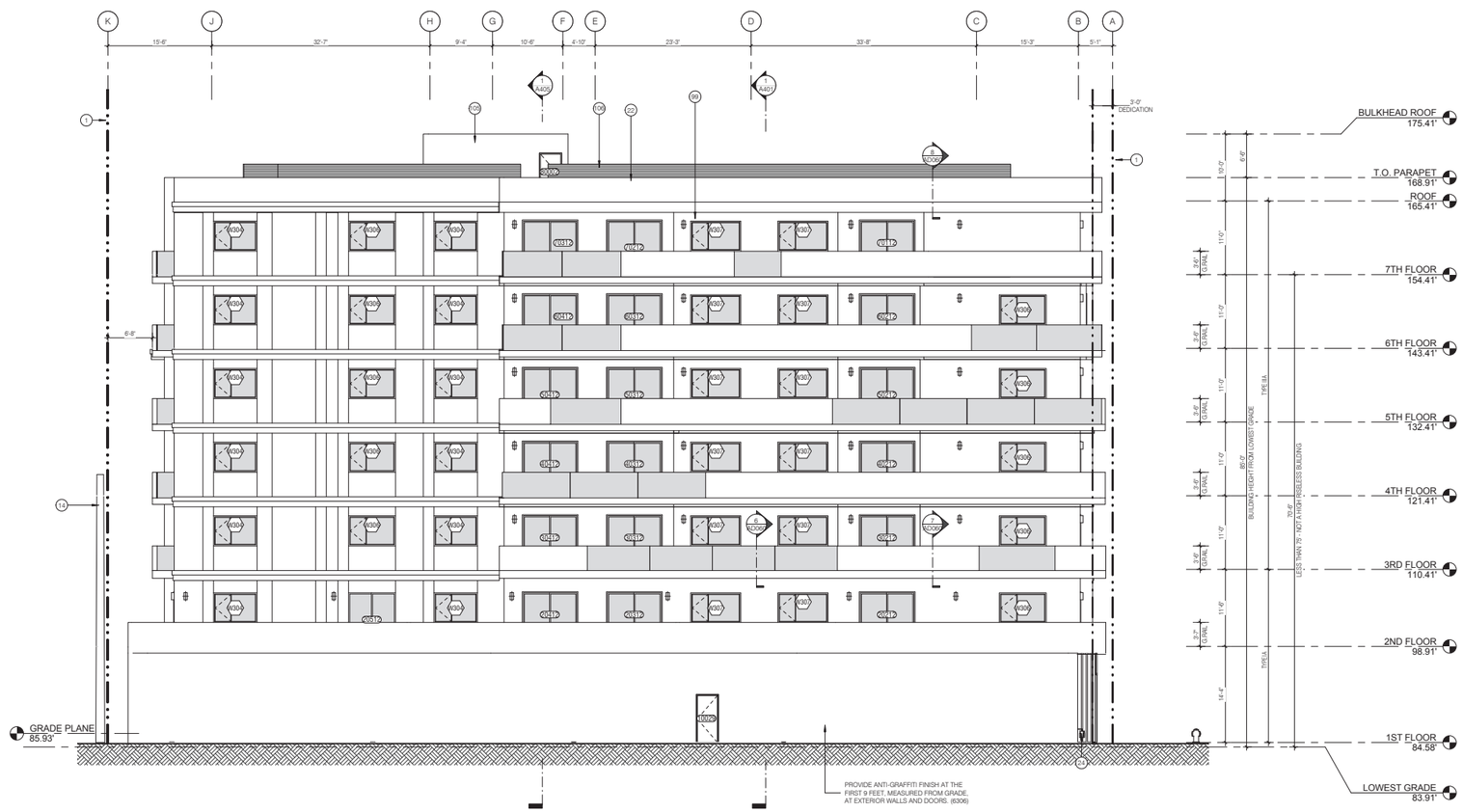
PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:

EXTERIOR ELEVATION - WEST

SHEET NO.:

A301



KEYNOTES

1	PROPERTY LINE
14	EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
24	GAS METERS (3) - REFER TO PLUMBING
99	NAIL ON WINDOW - PER SCHEDULE
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081

NORTH ELEVATION | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:37:58 PM

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23	09/30/2019	100% DESIGN DEVELOPMENT
24	10/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
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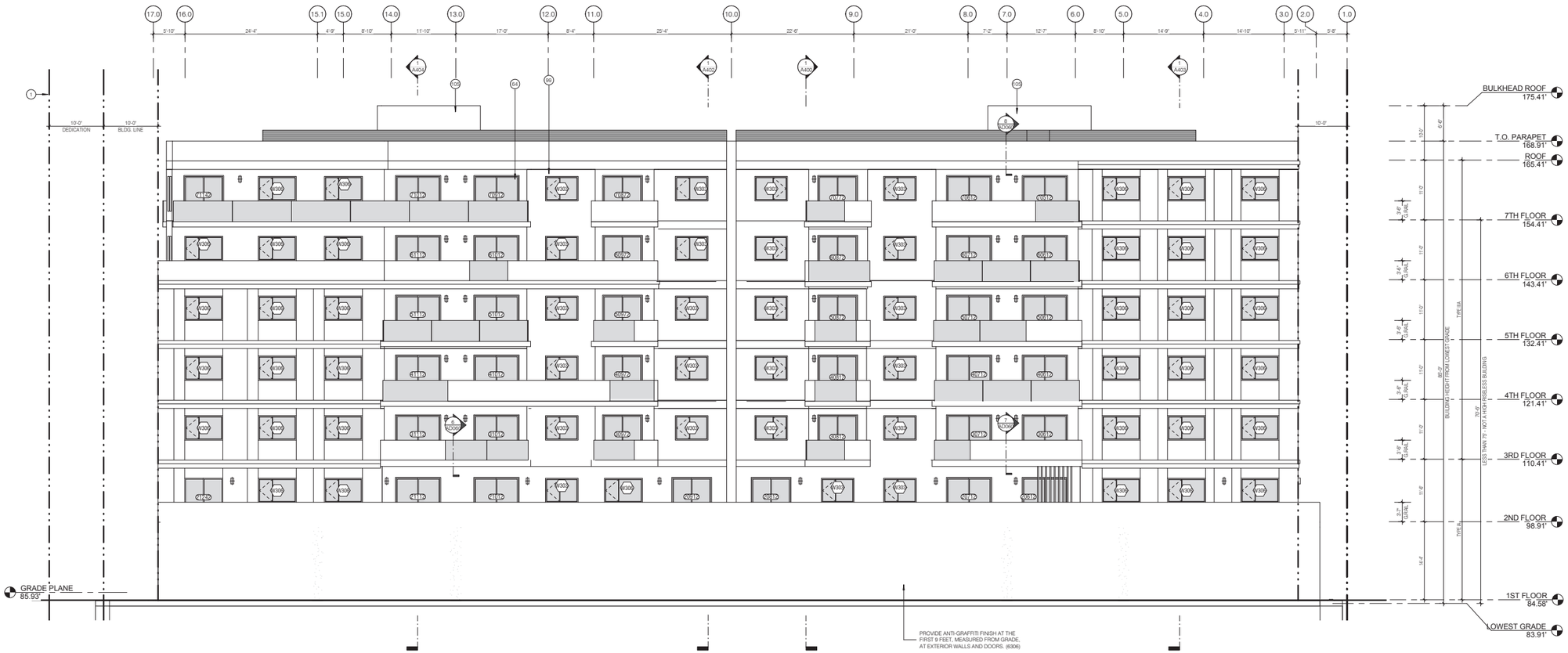
PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:

EXTERIOR ELEVATION - NORTH

SHEET NO.:

A302



KEYNOTES

1	PROPERTY LINE
2	EXISTING FIRE HYDRANT
64	DOOR - PER SCHEDULE
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
99	NAIL ON WINDOW - PER SCHEDULE
105	STAIR BULKHEAD

EAST ELEVATION | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:12 PM

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LICENSED ARCHITECT
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No. C-33710
06/31/21
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03	09/30/2019	100% DESIGN DEVELOPMENT
04	10/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

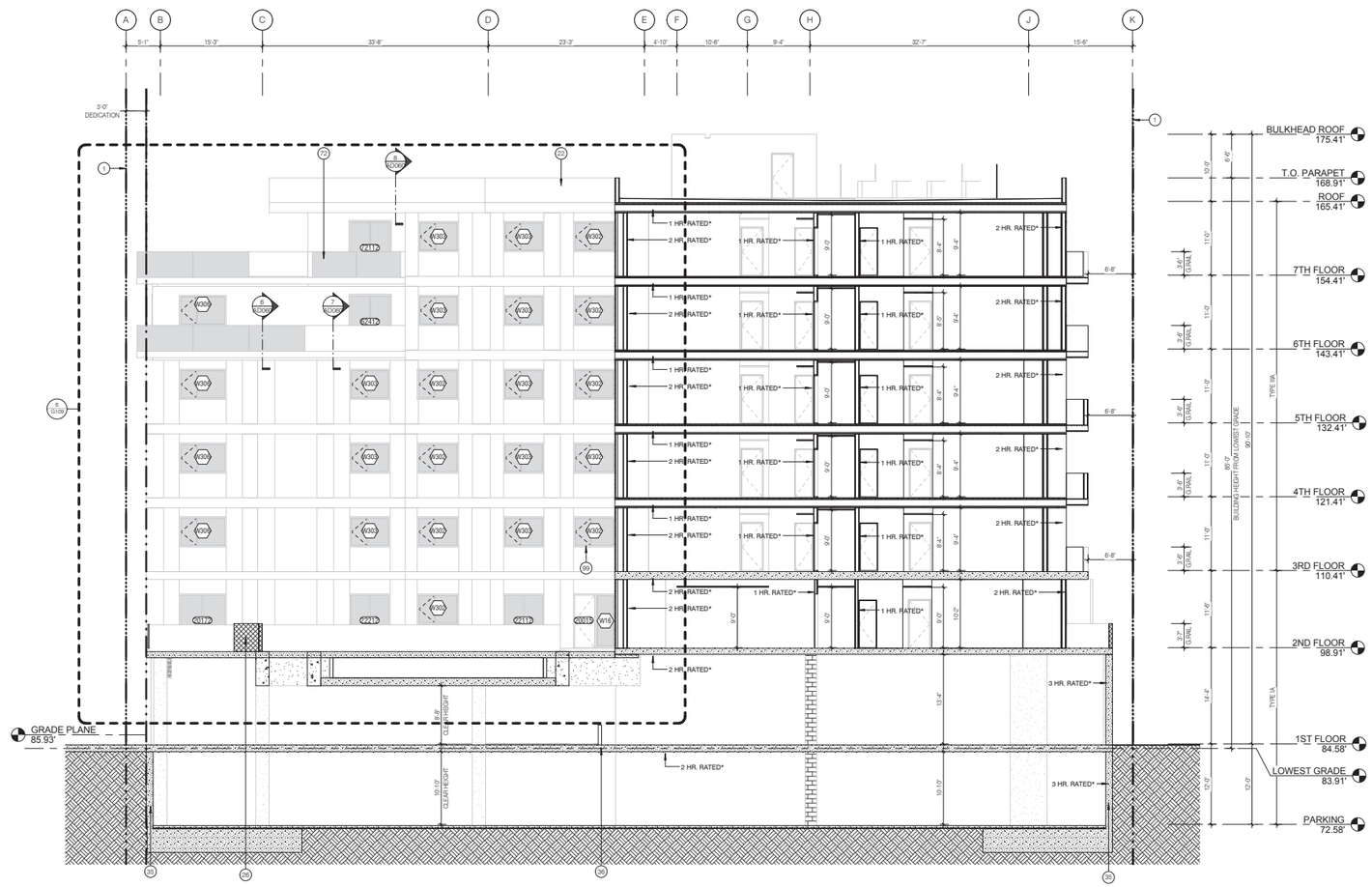
PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:

EXTERIOR ELEVATION - EAST

SHEET NO.:

A303



KEYNOTES

1	PROPERTY LINE
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
29	BOLLARDS - SEE DETAIL ON AD020
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD081
99	NAIL ON WINDOW - PER SCHEDULE
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081

BUILDING SECTION - COURTYARD NORTH | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:22 PM

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03	09/30/2018	100% DESIGN DEVELOPMENT
04	10/02/2018	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

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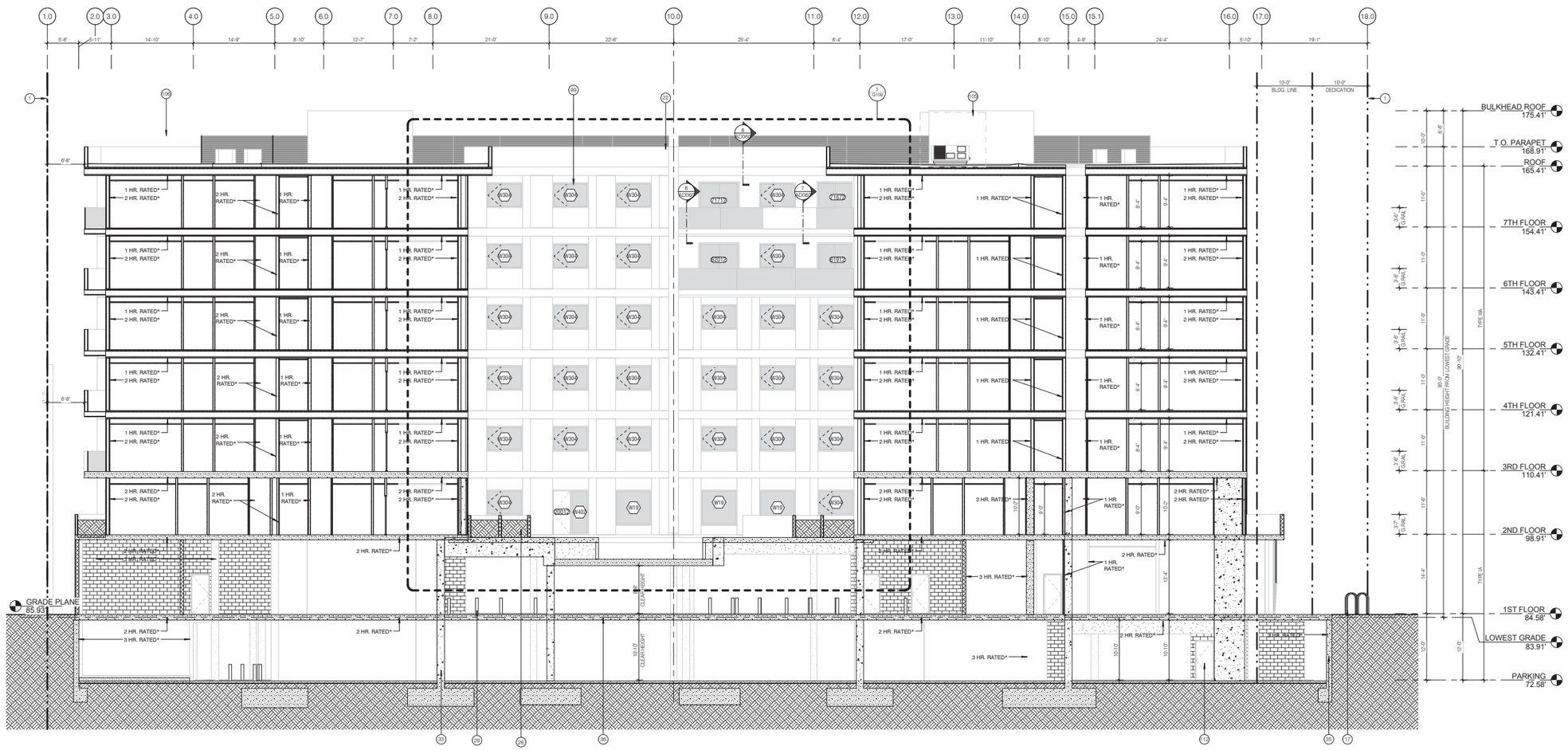
JOB NO.:	19-09

DRAWING TITLE:

BUILDING SECTION - COURTYARD NORTH

SHEET NO.:

A400



KEYNOTES

1	PROPERTY LINE
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
29	BOLLARDS - SEE DETAIL ON AD020
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
99	NAIL ON WINDOW - PER SCHEDULE
100	RTU - REFER TO MECH PLANS
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION - COURTYARD EAST | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:36 PM

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03	09/20/2018	100% DESIGN DEVELOPMENT
04	14/02/2019	PLAN CHECK SUBMITTAL #1

PLAN CHECK

PROJECT TITLE:

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10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

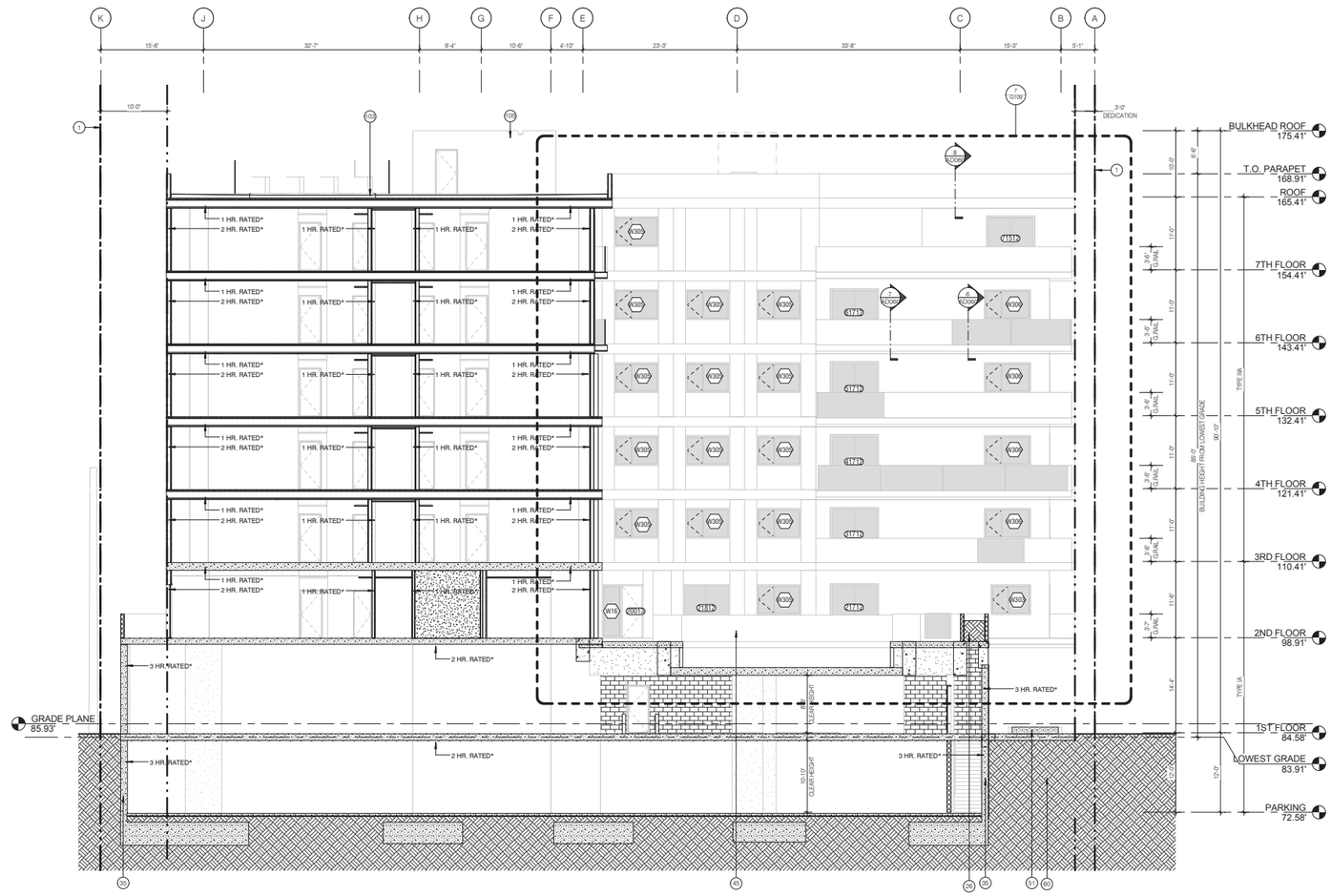
PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:

BUILDING SECTION - COURTYARD EAST

SHEET NO.:

A401



KEYNOTES

1	PROPERTY LINE
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
45	FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
51	ADA LIFT - PER POOL PLANS
60	UNEXCAVATED FILL
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
97	20 GA. GALV. SCUPPER WITH DOWNSPOUT SECURED TO PARAPET - SEE DETAIL ON AD081
103	CLASS 'A' ROOFING FIRE RETARDANT, SLOPPED TO DRAIN, SARNAFIL G410; LARR#24852 - SEE G251
105	STAIR BULKHEAD
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION - COURTYARD SOUTH | SCALE 1/8" = 1'-0" | 1

4/22/2020 8:38:46 PM

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No. C-33710
06/31/21
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23	09/30/2019	100% DESIGN DEVELOPMENT
24	14/02/2019	PLANCHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

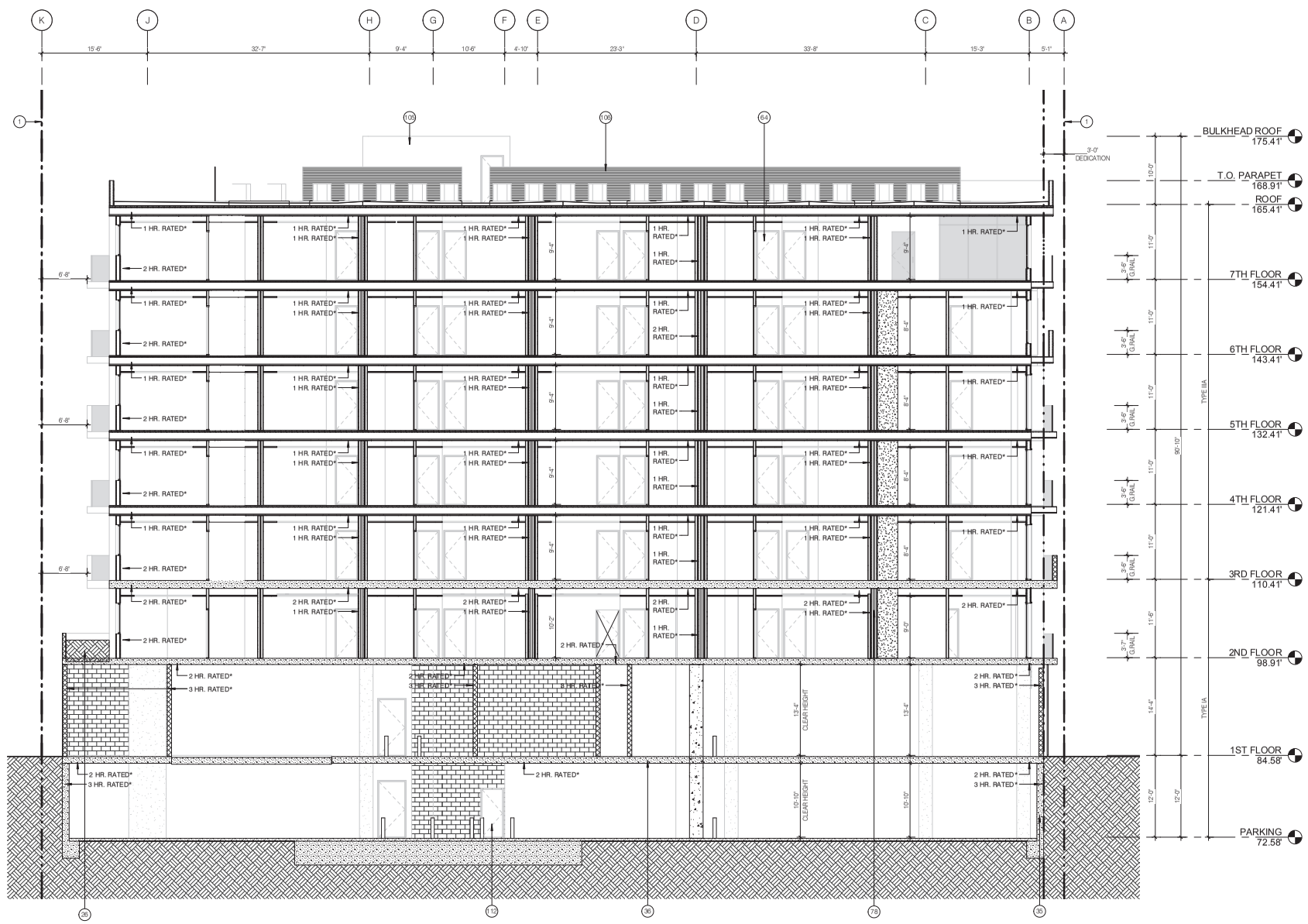
PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:

BUILDING SECTION - COURTYARD SOUTH

SHEET NO.:

A402



KEYNOTES

1	PROPERTY LINE
14	EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
33	CONCRETE COLUMN WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD030
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
64	DOOR - PER SCHEDULE
78	DIMISING WALL 2-HR RATED - SEE FLOOR PLAN & WALL TYPES
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION 01 | SCALE 1/8" = 1'-0" | 1

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K T A

Kevin Tsai Architecture

834 S. Broadway, Los Angeles, CA 90014
T.310.486.9325 www.kevin-tsai.com

LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
05/31/21
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

KEY PLAN:

all designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and ideas/ideas are the property and copyright of the ARCHITECT and shall neither be used for any purpose other than for the project, nor shall be used whatsoever without written permission. written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
01	08/14/2019	100% SCHEMATIC DESIGN
02	09/14/2019	50% DESIGN DEVELOPMENT
03	09/23/2019	100% DESIGN DEVELOPMENT
04	10/31/2019	PLANCHECK SUBMITTAL 01

PLAN CHECK

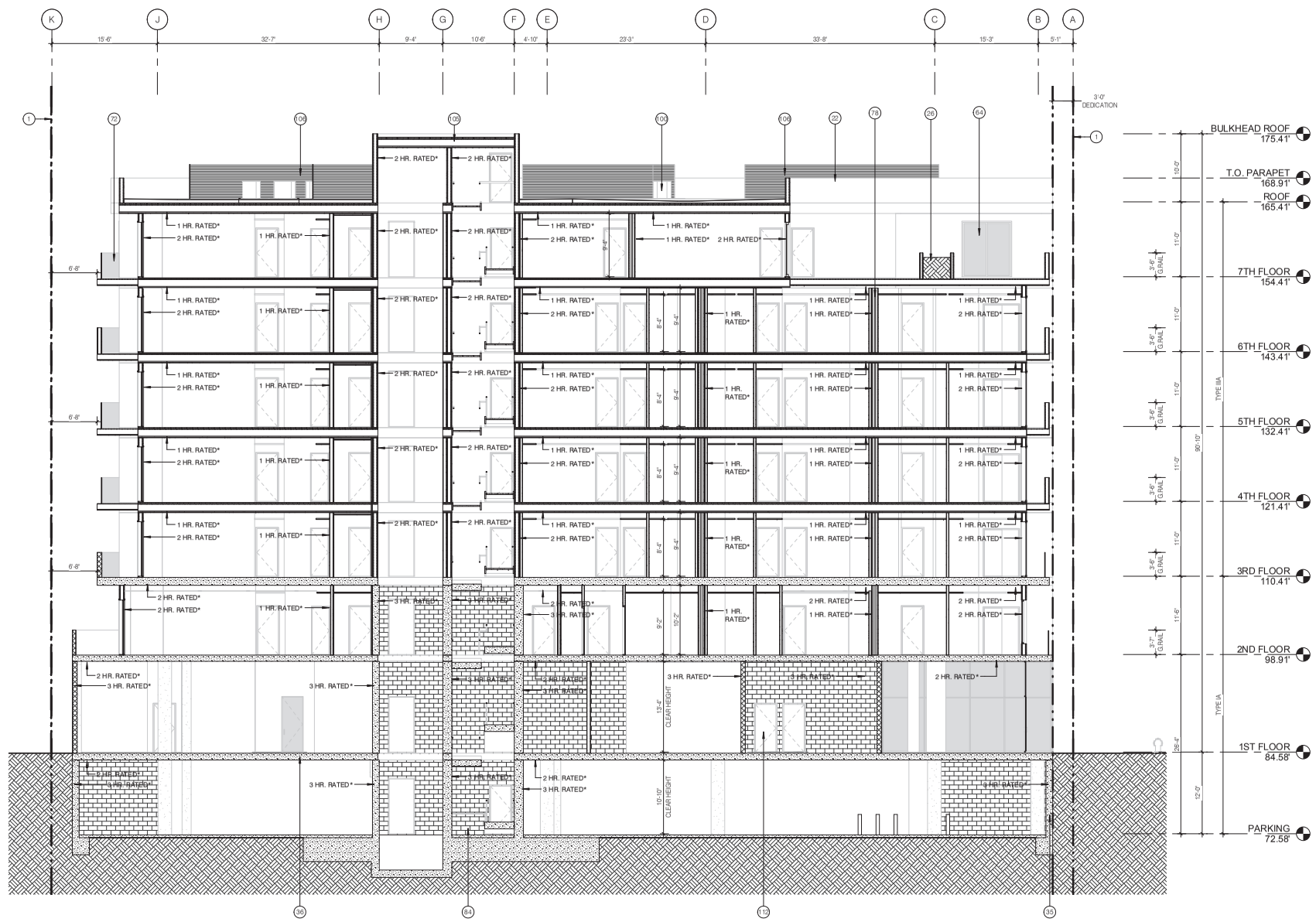
PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
BUILDING SECTION 01

SHEET NO.:
A403



KEYNOTES

1	PROPERTY LINE
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
26	PLANTER BOX - REFER TO LANDSCAPE PLANS
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
64	DOOR - PER SCHEDULE
72	MIN. 42" FRAMELESS SAFETY GLASS GUARDRAIL - REFER TO ARCHITECTURAL DETAILS
78	DIMISING WALL 2-HR RATED - SEE FLOOR PLAN & WALL TYPES
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
100	RTU - REFER TO MECH PLANS
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION 02 | SCALE 1/8" = 1'-0" | 1

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#	DATE	ISSUE RECORD
01	09/14/2020	100% SCHEMATIC DESIGN
02	09/15/2020	50% DESIGN DEVELOPMENT
03	09/23/2020	100% DESIGN DEVELOPMENT
04	10/02/2020	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:

SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

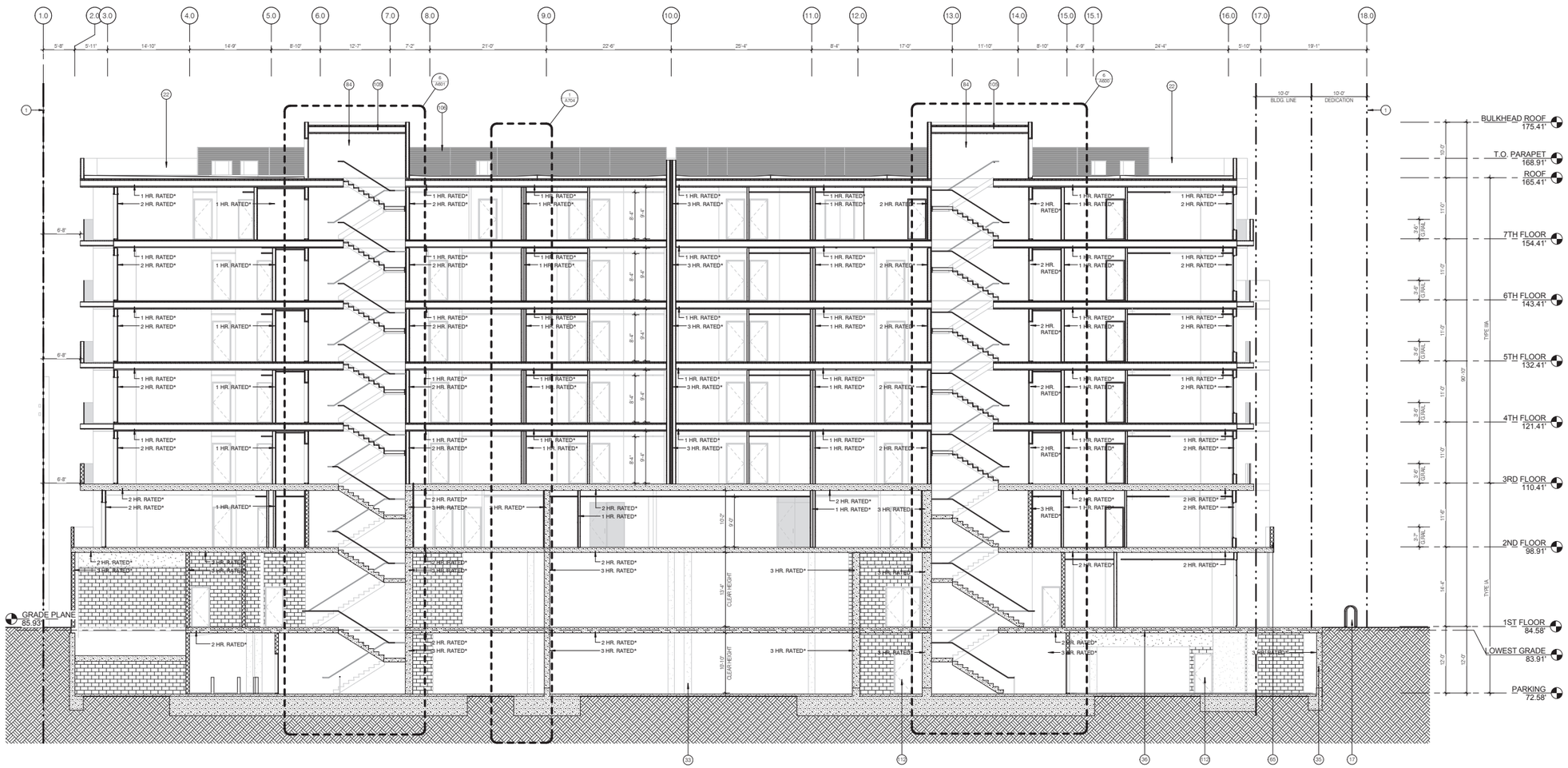
PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:

BUILDING SECTION 02

SHEET NO.:

A404



KEYNOTES

1	PROPERTY LINE
17	SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
22	PARAPET PER 705.11 CBC. (SEE NOTE BELOW)
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
35	SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
36	CAST-IN-PLACE CONCRETE SLAB - REFER TO STRUCTURAL
65	42" HIGH GUARDRAIL.
84	STAIR OPENING
96	DOWNSPOUT WITH SPLASH PAD - SEE DETAIL ON AD081
105	STAIR BULKHEAD
106	6' MECHANICAL SCREEN GALVANIZED STEEL, PAINTED WHITE - SEE DETAIL 10 AD081
112	90-MIN FIRE DOOR - PER DOOR SCHEDULE

BUILDING SECTION 04 | SCALE 1/8" = 1'-0" | 1

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LICENSED ARCHITECT
KUO-HUEI TSAI
No. C-33710
06/31/21
RENEWAL DATE
STATE OF CALIFORNIA

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KEY PLAN:

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#	DATE	ISSUE RECORD
21	08/16/2019	100% SCHEMATIC DESIGN
22	09/06/2019	50% DESIGN DEVELOPMENT
23	09/30/2019	100% DESIGN DEVELOPMENT
24	14/02/2019	PLAN CHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:
BUILDING SECTION 03

SHEET NO.:
A405

LEVEL 1 | PALETTE

1ST FLOOR

LUSH, UPRIGHT PLANTING

APPROACH:

- AVOID HEAVY FLOWERING PLANTS AND TREES TO REDUCE LITTER. FAVOR FLOWERING STALKS THAT ARE EASIER TO MAINTAIN.
- UPRIGHT FORMS ALONG BUILDING TO ACCOMMODATE NARROW PLANTING WIDTH AND ACCENTUATE ARCHITECTURE
- WARM COLORS ALONG THE BUILDING AND BRIGHTER COLORS IN THE SIDEWALK AREA FOR DIFFERENTIATION.
- SIDEWALK PLANTING TO INCORPORATE PLANTS THAT BOTH DISCOURAGE DOGS AND ARE HEAVIER CONSUMERS OF NITROGEN.
- YEAR-ROUND BLOOMS

STREETSCAPE

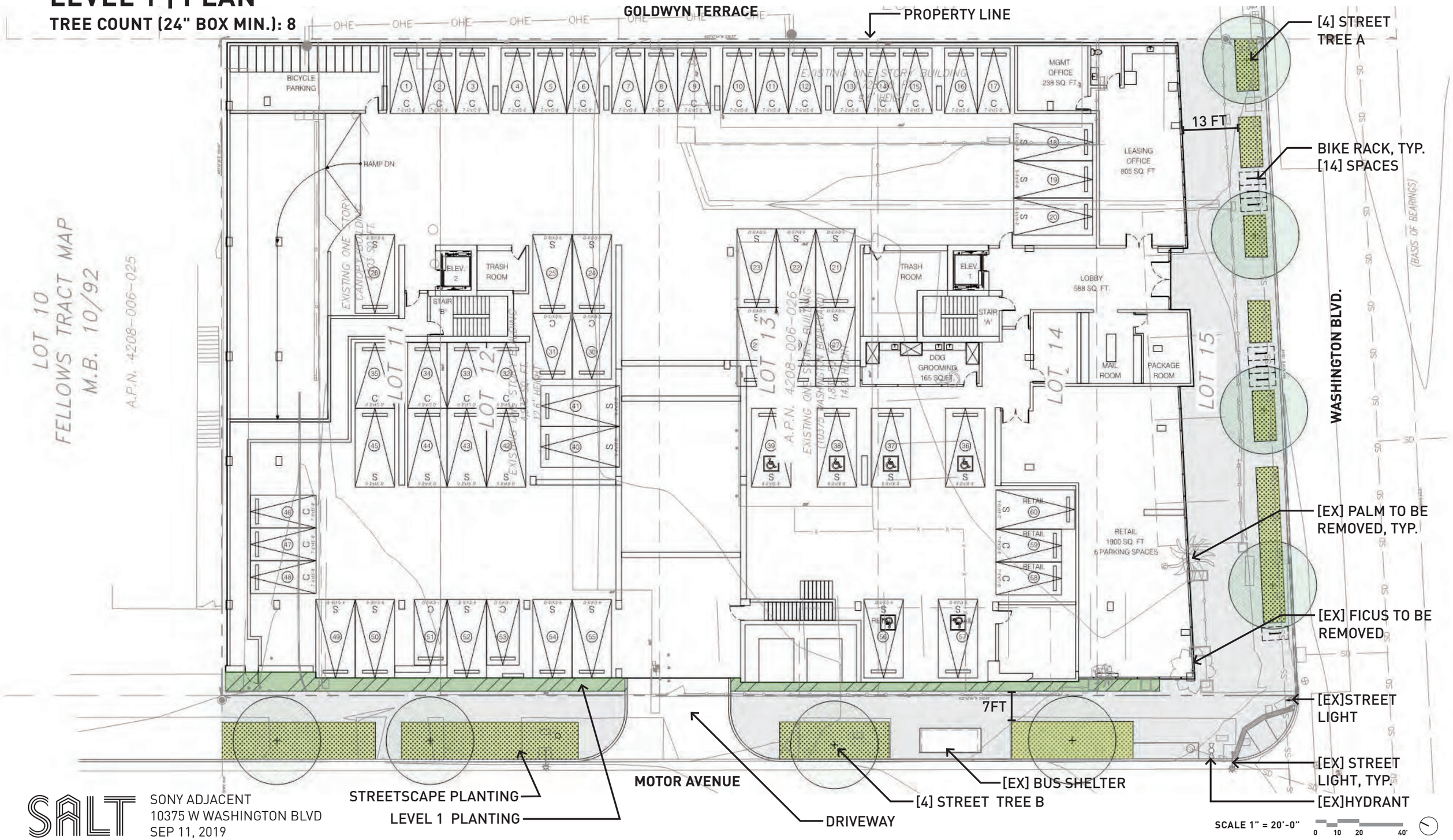
DECORATIVE BOULDER

DECORATIVE GRAVEL

ROCKS AND PLANTING INTERSPERSED

LEVEL 1 | PLAN

TREE COUNT (24" BOX MIN.): 8



SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

LEVEL 1 | LEVEL 1 PLANTING

UPRIGHT FORMS, WARM COLORS, LOW LITTER, LOW WATER

ALOE TONGAENSIS 'NEANDERTHALOE'
NEANDERTHALOE
UP TO 12'H, LOW WATER
ORANGE BLOOM IN WINTER

ALOE VERA
MEDICINAL ALOE
18"-2'H X 18"-2'W, LOW WATER'
YELLOW BLOOM IN SPRING

PHORMIUM TENAX
NEW ZEALAND FLAX
4-6'H X 1-3'W, LOW WATER

YUCCA RECURVIFOLIA
SOFT LEAF YUCCA
6-8'H X 6-8'W, LOW WATER
WHITE BLOOM IN SUMMER

PEDILANTHUS MACROCARPUS
SLIPPER PLANT
3'H X 3'W, LOW WATER
ORANGE-RED BLOOM IN SPRING,FALL

LEVEL 1 | STREETSCAPE TREE PLANTING

SHADE-PROVIDING, LOW LITTER, EVERGREEN

STREET TREE A

WASHINGTONIA FILIFERA
CALIFORNIA FAN PALM
35-50'H X 10-15'W, LOW WATER

ULMUS PARVIFOLIA 'DRAKE'
DRAKE CHINESE ELM
30-35'H X 40-45'W, MED WATER

STREET TREE B

GEIJERA PARVIFLORA
AUSTRALIAN WILLOW
20-35'H X 20-30'W, LOW WATER

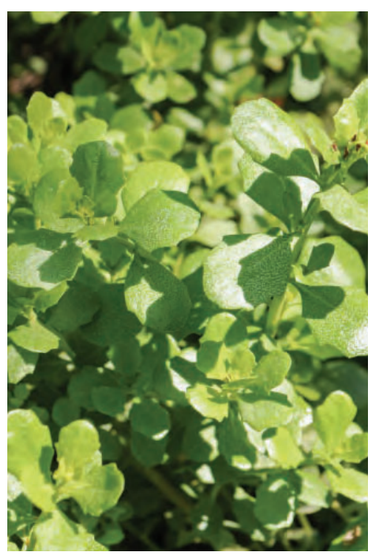
APPROACH:

- PALMS INTERSPERSED WITH SHADE PROVIDING CANOPY TREES ALONG WASHINGTON BLVD PER CULVER CITY'S URBAN FOREST MASTER PLAN GUIDELINES. RELATES TO ROW OF PALMS ACROSS THE STREET ALONG SONY STUDIOS
- SMALLER SCALE SHADE TREES ALONG MOTOR AVE. TO EMPHASIZE ITS RESIDENTIAL NATURE.

LEVEL 1 | STREETSCAPE PLANTING

LOW LITTER, LOW WATER, BRIGHT COLORS

ROSMARINUS OFFICINALIS 'PROSTRATUS'
CREEPING ROSEMARY
2'H X 4-8'W, LOW WATER
BLUE BLOOM IN SPRING, WINTER



BACCHARIS PILULARIS 'PIGEON POINT'
PIGEON POINT COYOTE BRUSH
1-2'H X 6-9'W, LOW WATER

SALVIA LEUCANTHA
MEXICAN BUSH SAGE
3-5'H X 3-5'W, LOW WATER
PURPLE BLOOM IN SUMMER, FALL

PHLOMIS FRUTICOSA
JERUSALEM SAGE
3-4'H X 3-4'W, LOW WATER
YELLOW BLOOM IN SUMMER, SPRING

EUPHORBIA CHARACIAS
MEDITERRANEAN SPURGE
3-4'H X 3-4'W, LOW WATER
GREEN BLOOM IN SPRING

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

LEVEL 2 | PALETTE

MINIMAL POOL, CONCRETE PAVING

WARM-TONED, GRAPHIC, MODERN LOUNGE FURNITURE

CUSTOM CONCRETE SEATING

LUSH PLANTING

LUSH PLANTING

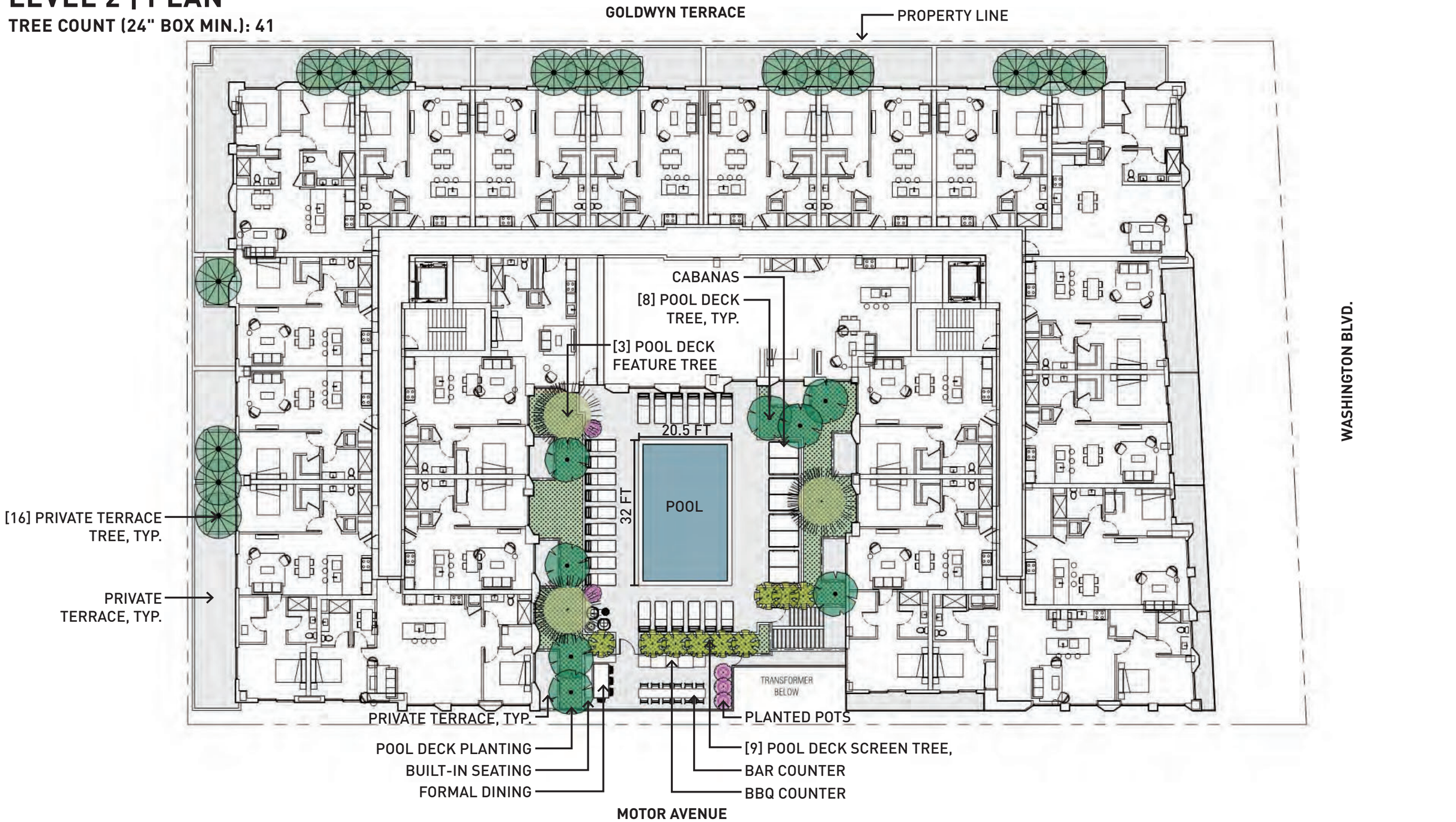
WARM-TONED, GRAPHIC, MODERN LOUNGE FURNITURE

APPROACH:

- REFINED, MINIMAL MATERIALS TO ACT AS COUNTERPOINT TO GRAPHIC FURNITURE AND LUSH, ROBUST PLANTING.

LEVEL 2 | PLAN

TREE COUNT (24" BOX MIN.): 41



SALT

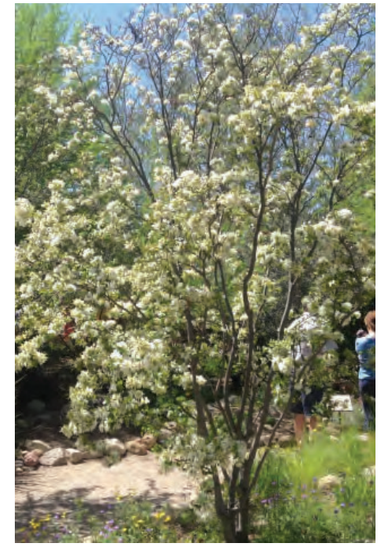
SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

SCALE 1" = 20'-0"
0 10 20 40'

LEVEL 2 | POOL DECK PLANTING

LOW LITTER, MED WATER, DRY LUSH, PINK & WHITE COLORS

POOL DECK FEATURE TREE **POOL DECK SCREEN TREE** **POOL DECK TREE**



APPROACH:

- LUSH EVERGREEN TREES PAIRED WITH SELECT FLOWERING TREES WITH TROPICAL BLOOMS LOCATED IN SUNNIER AREAS, FURTHER AWAY FROM THE POOL.
- PINK AND WHITE COLORS TO ACCENTUATE LOUNGE FURNITURE

TUPIDANTHUS CALYPTRATUS
MALLET FLOWER
15-20'H X 15-25'W, MED WATER

LAURUS NOBILIS
SWEET BAY
10-30'H X 5-20'W, MED WATER

X CHITALPA TASHKENTENSIS 'PINK DAWN'
PINK CHITALPA
20-30'H X 20-30'W, LOW WATER
PINK BLOOM IN SPRING, SUMMER

BAUHINIA LUNARIOIDES
ANACACHO ORCHID
12'H X 10'W, LOW WATER
WHITE BLOOM SPRING TO SUMMER

LEVEL 2 | POOL DECK PLANTING

MED WATER, DRY LUSH, COOL COLORS, SUN/SHADE TOLERANT

PACHYPODIUM LAMEIRI
MADAGASCAR PALM
20-35'H X 20-30'W, LOW WATER
WHITE BLOOMS IN SUMMER

CARPENTERIA CALIFORNICA
BUSH ANEMONE
5-6'H X 6-8'W, MED WATER
WHITE BLOOMS SPRING

PHORMIUM TENAX
NEW ZEALAND FLAX
4-6'H X 1-3'W, LOW WATER

ECHIUM CANDICANS
PRIDE OF MADEIRA
4-6'H X 4-6'W, LOW WATER
BLUE/VIOLET BLOOMS SPRING TO SUMMER

PHILODENDRON 'XANADU'
WINTERBOURN PHILODENDRON
2-3'H X 3-4'W, MED WATER

SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

LEVEL 2 | POOL DECK PLANTING

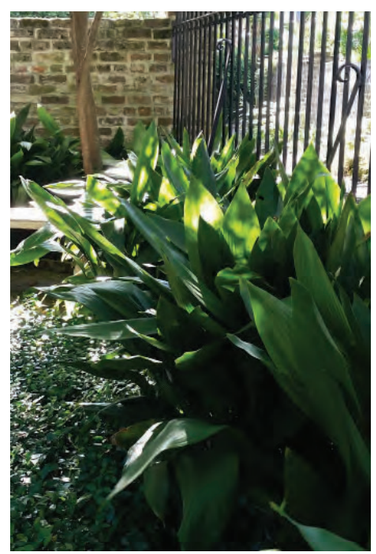
MED WATER, DRY LUSH, COOL COLORS, SHADE TOLERANT

APPROACH:

- BROAD LEAF EVERGREEN SHRUBS THAT CAN WITHSTAND SHADE AND EMPHASIZE LUSH, TROPICAL VIBE.
- WIDE VARIETY OF LEAF SHAPES AND SIZES FOR TEXTURAL AND VISUAL INTEREST.
- FLOWERING STALKS TO AVOID EXCESS PLANT LITTER PROVIDE LOWER MAINTE-NANCE LANDSCAPE.
- EMPHASIS ON SPRING AND SUMMER BLOOMS, WHEN POOL DECK WILL HAVE MORE USE.
- COOL COLORS TO CONTRAST WITH TREES AND FURNITURE

FATSIA JAPONICA
JAPANESE ARALIA
6-16'H X 6-16'W, MED WATER

ACANTHUS MOLLIS
BEAR'S BREECH
3-5'H X 2-3'W, MED WATER
WHITE BLOOM IN SUMMER



ASPIDISTRA ELIATOR
CAST IRON PLANT
2-3'H X 2-3'W, MED WATER

CEANOTHUS THYRSIFLORUS VAR. GRISEUS
YANKEE POINT WILD LILAC
2-3'W X 10-12'W, LOW WATER
BLUE BLOOMS IN SPRING

LEVEL 2 | PRIVATE TERRACE PLANTING

LOW MAINTENANCE, SHADE TOLERANT, EVERGREEN

PRIVATE TERRACE TREE

APPROACH:

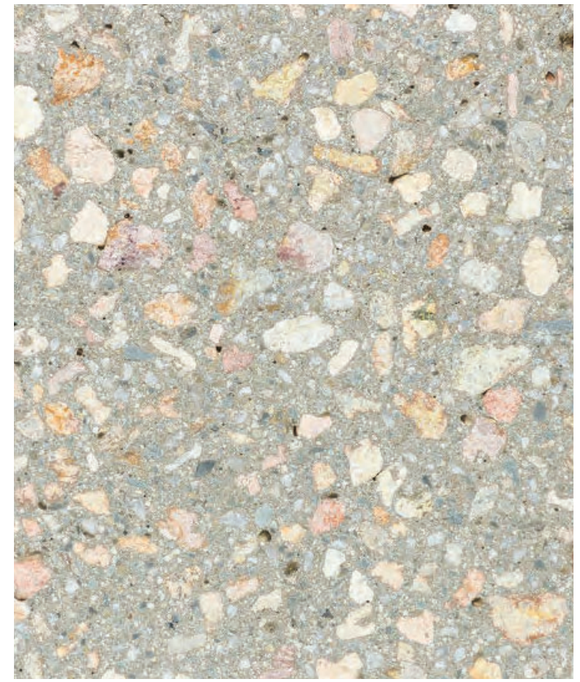
- EVERGREEN, LOW LITTER TREES IN PRIVATE TERRACES WHERE MAINTENANCE WILL NOT BE ABLE TO SERVICE.
- SHADE TOLERANT SPECIES GIVEN LOCATION ALONG NORTHERN FACE OF BUILDING ON 2ND FLOOR.
- LESS COLOR TO NOT COMPETE WITH OR DE-TRACT FROM THE ARCHITECTURAL FACADE.

MAGNOLIA GRANDIFLORA 'LITTLE GEM'
LITTLE GEM SOUTHERN MAGNOLIA
15-20'H X 7-10'W, MED WATER

LAURUS NOBILIS
SWEET BAY
10-30'H X 5-20'W, MED WATER

LEVEL 7 | PALETTE

GREEN-HUED, MODERN LOUNGE FURNITURE



HEAVY TUDOR FINISH CONCRETE W/ WARM AGGREGATE

APPROACH:

- WARM, SUN BLEACHED COLOR PALETTE WITH REFINED MATERIALS IN EARTHY TEXTURES

CUSTOM CONCRETE SEATING

EARTHEN ACCENT PLANTERS

OUTDOOR BBQ

LEVEL 7 | PLAN

TREE COUNT (24" BOX MIN.): 9

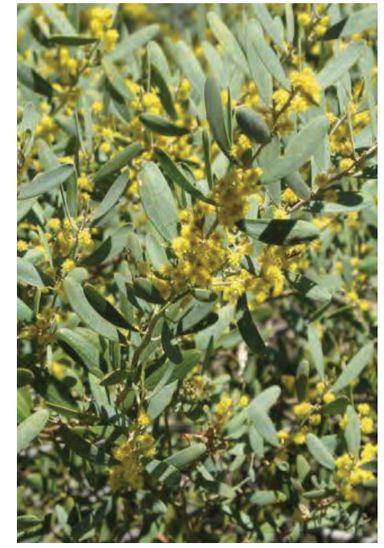
SALT

SONY ADJACENT
10375 W WASHINGTON BLVD
SEP 11, 2019

SCALE 1" = 20'-0"
0 10 20 40'

LEVEL 7 | ROOF DECK PLANTING

LOW WATER, SUN-LOVING, PASTEL COLORS, SHOWY



APPROACH:

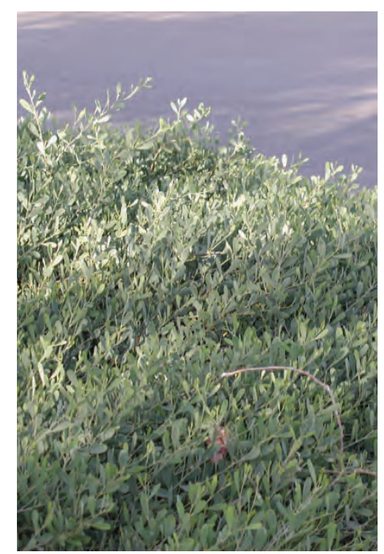
- TALLER, FLOWERING SHRUBS AND PERENNIALS PAIRED WITH SMALL TREES TO PROVIDE SCREENING BETWEEN COMMUNAL PUBLIC AMENITY AREAS AND PRIVATE RESIDENCES.
- DROUGHT TOLERANT, HEAT-LOVING, DURABLE PLANTS TO WITHSTAND CHALLENGED CONDITIONS OF EXPOSED ROOF DECKS WITH LIMITED SOIL VOLUME

OLEA EUROPEA 'MONTRA'
LITTLE OLLIE DWARF OLIVE
4-6'H X 4-6'W, LOW WATER

SENNA PHYLLODINEA
SILVERY CASSIA
3-5'H X 4-6'W, LOW WATER
YELLOW BLOOMS IN WINTER, SPRING

ROMNEYA COULTERI
MATILIJA POPPY
3-5'H X 6-8'W, LOW WATER
WHITE BLOOMS IN SPRING, SUMMER

SALVIA 'BEE'S BLISS'
BEE'S BLISS SAGE
1-3'H X 5'W, LOW WATER
PURPLE BLOOMS IN SPRING



ACACIA REDOLENS
PROSTRATE ACACIA
1-2'H X 10-15'W, V LOW WATER
YELLOW BLOOMS IN SPRING

LEVEL 7 | ROOF DECK PLANTING

LOW WATER, SUN-LOVING, PASTEL COLORS, CONTAINER APPROPRIATE

ROOF DECK TREE

PLANTED POTS

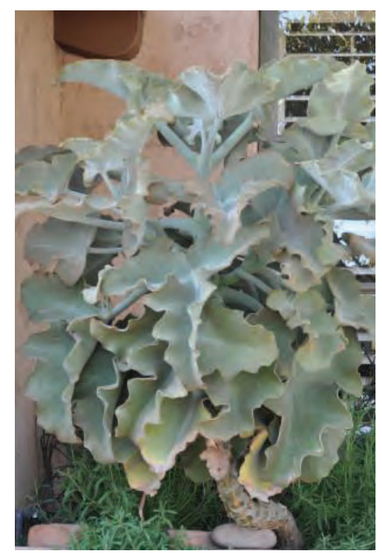
APPROACH:

- SPECIMEN PLANTS WITH SCULPTURAL FORMS IN PLANTERS FOR VISUAL INTEREST.
- SMALL, SLOWER GROWING, CONTAINER APPROPRIATE PLANTS.
- SMALL SCALE TREES TO PROVIDE SOME SHADE, BUT MAINTAIN OPENNESS AND AIRINESS.

LYSILOMA WATSONII
FEATHER BUSH
12-15'H X 12-15'W, LOW WATER
WHITE BLOOMS IN SPRING

SOPHORA SECUNDIFLORA
SILVER TEXAS MOUNTAIN LAUREL
15'H X 15'W, LOW WATER
PURPLE BLOOMS IN SPRING

MELALEUCA NESOPHILA
PINK MELALEUCA
10-18'H X 15-20'W, LOW WATER
PINK AND WHITE BLOOMS IN SUMMER



KALANCHOE BEHARENSIS
FELT PLANT
5-7'H X 5-7'W, LOW WATER

TREE REQUIREMENTS PER LOS ANGELES MUNICIPAL CODE, CITY PLANNING

LEVEL 01: 08 TREES
LEVEL 02: 41 TREES
LEVEL 07: 09 TREES

TOTAL NEW TREE COUNT: 58

NON-PROTECTED/SIGNIFICANT SITE TREES TO BE REMOVED: 3
139 UNITS/4 = 35

TOTAL TREES REQUIRED: 35

LANDSCAPE REQUIREMENTS PER LOS ANGELES MUNICIPAL CODE, CITY PLANNING

LEVEL 01: 2054 SF PLANTING
LEVEL 02: 1980 SF PLANTING
LEVEL 07: 312 SF PLANTING

TOTAL: 4,346 SF PLANTING OUT OF 2762 SF REQUIRED

- INCLUDES STREET TREES
- ALL TREES MUST BE 24" BOX MINIMUM INSIDE FIXED PLANTER
- 30" MIN. PLANTING DEPTH FOR SHRUBS AND TREES ON STRUCTURE
- 12" MIN. PLANTING DEPTH FOR GROUNDCOVER ON STRUCTURE
- 25% OF THE COMMON SPACE AREA SHALL BE PLANTED WITH GROUND COVER, SHRUBS OR TREES

OPEN SPACE CALCULATION

REQUIRED TOTAL OPEN SPACE

UNIT TYPE	UNIT COUNT	OPEN SPACE RATIO	OPEN SPACE REQUIRED
< 3 H.R.*	107 UNITS	100 SF / UNIT	10,700 SF
= 3 H.R.*	32 UNITS	125 SF / UNIT	4,000 SF
> 3 H.R.*	-- UNITS	175 SF / UNIT	-- SF
TOTAL	139 UNITS	-	14,700 SF
TOC REDUCTION	TIER 3 25%	14,700 SF / 25	11,025 SF

PRIVATE OPEN SPACE ATTRIBUTABLE TO TOTAL OPEN SPACE

NO. OF UNITS	MAX. OPEN SPACE RATIO	ATTRIBUTABLE OPEN SPACE
139 DWELLING UNITS	50 SF / UNIT	6,950 SF

* SEE "DWELLING UNIT MATRIX" FOR OPEN SPACE PROVIDED PER UNIT

OPEN SPACE CALCULATION

REQUIRED COMMON OPEN SPACE

TOTAL OPEN SPACE REQ.	COMMON OPEN RATIO	COMMON OPEN SPACE REQ.
11,025 SF	50% OF TOTAL OPEN SPACE	5,513 SF

PROVIDED COMMON OPEN SPACE

LOCATION	OPEN SPACE PROVIDED
POOL DECK, ROOF DECK AND CLUB HOUSE	6,267 SF + 932 SF
TOTAL	7,199 SF > 5,513 SF REQ.

PROVIDED TOTAL OPEN SPACE

OPEN SPACE CLASSIFICATION	OPEN SPACE PROVIDED
PROVIDED PRIVATE OPEN SPACE (77 UNITS x 50)	3,850 SF
PROVIDED COMMON OPEN SPACE	7,199 SF
PROVIDED TOTAL OPEN SPACE	11,049 SF > 11,025 SF REQ.

EXHIBIT E

ENVIRONMENTAL DOCUMENTS

Notice of Exemption & Categorical Exemption Justification for ENV-2020-576-CE
LADOT Transportation Assessment Letter, May 26, 2020
Transportation Assessment, February 17, 2020 and May 8, 2020
Acoustical Analysis, April 2020
Air Quality and Greenhouse Gas Emissions Assessment, April 9, 2020
Phase I Environmental Site Assessment, October 9, 2015

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2020-575-TOC-SPR-HCA / Transit Oriented Communities Affordable Housing Incentive Program & Site Plan Review

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2020-576-CE
PROJECT TITLE 10375 Washington	COUNCIL DISTRICT 5

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
10375 West Washington Boulevard, Los Angeles, CA 90232 (Washington Boulevard & Motor Avenue)

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
139-unit mixed-use development

NAME OF APPLICANT / OWNER:
Frankie Murphy, Washington Motor LP

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Gary Benjamin, Alchemy Planning + Land Use	(213) 479-7521

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

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

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

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

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

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Courtney Shum 6/10/2020	City Planner

ENTITLEMENTS APPROVED
Transit Oriented Communities Affordable Housing Incentive Program & Site Plan Review

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

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

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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June 10, 2020

Frankie Murphy (A)(O)
Washington Motor LP
12100 Wilshire Boulevard, Suite 1180
Los Angeles, CA 90025

Gary Benjamin (R)
Alchemy Planning + Land Use
4470 West Sunset Boulevard, Suite 547
Los Angeles, CA 90027

RE: Case No. DIR-2020-575-TOC-SPR-HCA
Address: 10375 West Washington Boulevard
Planning Area: Palms – Mar Vista – Del Rey
Zone : C2-1
D. M. : 117B165
C. D. : 5
CEQA : ENV-2020-576-CE

RE: ENV-2020-576-CE (Categorical Exemption - Class 32)

The proposed project includes the redevelopment of a parcel at 10375 West Washington Boulevard involving the demolition of existing structures, and the construction of a new, seven-story, mixed-use structure above one level of subterranean parking. The project will contain 139 multi-family dwelling units and 1,969 square feet of ground floor commercial space. Of the 139 units proposed, 14 will be set aside for Extremely Low Income Households. The project proposes to provide a total of 140 automobile parking spaces.

The applicant is seeking to utilize the Transit Oriented Communities (TOC) Affordable Housing Incentive program, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, in order to utilize Base Incentives for increased density, increased floor area ratio, and reduced parking, along with two Additional Incentives for decreased open space and reduced yards consistent with the requirements of the RAS3 Zone. The applicant has also requested a Site Plan Review, pursuant to LAMC Section 16.05, as the project results in an increase of more than 50 dwelling units on the project site.

The project site consists of one corner parcel comprised of five lots totaling approximately 36,317 square feet, with frontages of approximately 150 feet along the north side of Washington Boulevard and 246 feet along the east side of Motor Avenue in the Palms – Mar Vista – Del Rey Community Plan area. The subject property is currently developed with a single-story automobile care center and related surface parking lot. There is one existing unprotected tree on the subject property that will be removed as part of the proposed development. There are no existing street trees in the public right-of-way adjoining the project site.

The subject property is a level parcel of land located in a mostly flat area. The project site is located in a long-developed and urbanized neighborhood bound by Washington Boulevard to the south; Motor Avenue to the west; two- and three-story multi-family medium-high residential uses to the north; general commercial uses, single-family homes, and two- and five-story multi-family residential apartment buildings to the east; and general commercial uses and two- and four-story multi-family residential apartment buildings to the west of Motor Avenue. Directly south of the project site, across Motor Avenue, is the Sony Pictures Studio, located within the City of Culver City.

The proposed project would not have a significant effect on the environment. A "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment) (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The project site is located within the Palms – Mar Vista – Del Rey Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property for General Commercial uses, which accommodates the C2 zone designated for the subject property. The project site is not within the boundaries of any specific plan or interim control ordinance.

The proposed project will result in the addition of 139 new dwelling units to the Community Plan area, including 14 units for Extremely Low Income households. The site is currently improved with automotive-related commercial uses. The project will also include a ground-floor retail unit to contribute to the commercial corridor of Washington Boulevard.

The Palms – Mar Vista – Del Rey Community Plan outlines the following policies, objectives, and goals which will be supported by the addition of new market-rate and affordable housing units to the Plan area:

GOAL 1 A SAFE, SECURE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL COMMUNITY RESIDENTS.

Objective 1-1 *To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.*

Policy 1-1.1 *Provide for adequate multi-family residential development.*

Policy 1-1.2 *Protect the quality of residential environment and the appearance of communities with attention to site and building design.*

Policy 1-1.3 *Protect existing single-family residential neighborhoods from new out-of scale development and other incompatible uses.*

Objective 1-2 *To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.*

Policy 1-2.1 *Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.*

Objective 1-4 *To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.*

Policy 1-4.1 *Promote greater individual choice in type, quality, price and location of housing.*

Policy 1-4.2 *Ensure that new housing opportunities minimize displacement of residents.*

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

Policy 2-1.2 *Protect commercially planned/zoned areas from encroachment by residential only development.*

Policy 2-2.4 *Promote mixed use projects along designated transit corridors and in appropriate commercial centers.*

In addition, the project meets the eligibility requirements for the TOC Affordable Housing Incentive Program. As an eligible Housing Development and pursuant to the TOC Guidelines, the project is eligible for Base Incentives and Additional Incentives in exchange for the provision of affordable housing. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the LAMC. Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The project site is located in the Palms – Mar Vista – Del Rey Community Plan area within Los Angeles city limits. The project site encompasses approximately 36,317 square feet of lot area, or 0.83 acre. The project site is located in a long-developed and urbanized neighborhood bound by Washington Boulevard to the south; Motor Avenue to the west; two- and three-story multi-family medium-high residential uses to the north; general commercial uses, single-family homes, and two- and five-story multi-family residential apartment buildings to the east; and general commercial uses and two- and four-story multi-family residential apartment buildings to the west of Motor Avenue. Directly south of the project site, across Motor Avenue, is the Sony Pictures Studio, located within the City of Culver City. Therefore, the project will occur 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:

The project site is located in an urbanized area within the Palms – Mar Vista – Del Rey Community Plan area. The project site is in an established neighborhood that has long been developed. The subject property is currently developed with a single-story automobile care center and related surface parking lot. There is one existing unprotected tree on the subject property that will be removed as part of the proposed development. There are no existing street trees in the public right-of-way adjoining the project site. The site is unlikely to have any value as natural habitat. The project site also is not within or near any listed significant ecological areas. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

Traffic. In a letter dated May 26, 2020, the Los Angeles Department of Transportation (LADOT) concurred with the transportation analyses prepared by Ganddini Group, dated February 17, 2020 and May 8, 2020. On July 30, 2019, pursuant to Senate Bill 743 and recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impact under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provides instructions on preparing the transportation assessment for land use proposal and defines the significant impact thresholds.

The DOT VMT calculator tool measures project impact in terms of Household VMT per Capital and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

The assessment concluded that since the project's retail portion is less than the 50,000 square feet threshold, the retail component is determined to have a less than significant impact for the work VMT per employee. As cited in the VMT Analysis report, prepared by Ganddini Group, the VMT projections for the household portion is 6.9 and therefore less than significant. Therefore, the project will not cause a significant or substantial increase in traffic and traffic impacts will be less-than-significant and no mitigation is required.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Acoustical Analysis prepared by Michael Baker International dated April 2020 and attached to the subject environmental case file, as the project is required to comply with all applicable ordinances and regulations, it will not result in any significant noise impacts. Any noise arising from the construction of the project would be temporary in nature, would cease upon project completion; based on the temporary duration and compliance with regulatory requirements governing construction hours and equipment, the project's construction would not result in a significant effect on the environment. Compliance with the applicable City ordinances and regulations will further limit the impacts of temporary construction noise to the extent feasible.

The project will not generate permanent significant operational noise impacts. As the project is a mixed-use development with retail and residential components, the project is not expected to generate significant permanent operational noise impacts. The project is expected to generate a negligible increase in ambient noise from operation. Thus, overall, the project will not result in any significant permanent effects relating to noise.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will result in the construction of 139 residential units and 1,969 square feet of commercial retail space, and will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Furthermore, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the Air Quality and Greenhouse Gas Emissions Assessment prepared by Michael Baker International dated April 9, 2020 and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines (the report provides the full analysis and the CalEEMod output report dated August 29, 2019 and attached to the subject environmental case file provides the air quality modeling results). Potential impacts related to air quality from such a project will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient

quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality. The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and heavily developed neighborhood and thus would not be expected to impact water quality. As a mixed-use residential and commercial development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

(e) The site can be adequately served by all required utilities and public services:

The site is currently developed with structures used for commercial purposes in a highly urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of a variety of single- and multi-family residences and commercial uses, all of which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, Pacific Division, and the South Bureau Fire Department. These utilities and public services have continuously served the neighborhood for several decades.

The project consists of the new construction of a 139-unit mixed-use development with 1,969 square feet of ground floor retail space. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities

and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

As the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The Project site in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

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

This exception does not apply to the proposed project. The project involves the construction of a mixed-use development in an area previously developed and surrounded by residential, commercial, and mixed-use developments. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This exception does not apply to the proposed project. The project site is comprised of approximately 36,317 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential and commercial uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by a variety of other single-family, multi-family, and commercial buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant

impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

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

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. A Phase 1 Environmental Site Assessment was completed by EDI Consultants and is included as part of the administrative case file. The results of the study found no evidence of recognized environmental conditions in connection with the project site, and no further action was identified. The proposed project involves the demolition of an existing single-story automobile care center with a related surface parking lot No aboveground storage tanks (ASTs) have been identified at the proposed project site, nor is there any indication of the presence of an underground storage tank (USTs on the proposed project site. One leaking underground storage tank (LUST) is located within 1,000 feet of the proposed project site. The LUST has been remediated, and the case has been closed by the State Water Resources Control Board (SWRCB). Based on the status of the cases and the distances, these properties are not considered to pose a significant hazard to the proposed project site. Accordingly, this exception does not apply.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The proposed project site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The existing buildings do not meet the criteria to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, or as a City Historic-Cultural Landmark. The nearest historic resources or potentially historic resources are the Citizens State Bank and Palms Cycle Shop located 0.1 miles northwest of the proposed project site, which are designated as a Los Angeles Historic-Cultural Monument. Construction and operation of the proposed project would not alter any of the physical characteristics of the nearby historic resources, including through construction activities, vibration from off-road equipment, and operation of the proposed project. Therefore, this exception does not apply.

CONCLUSION

The proposed project involves the construction of a new seven-story mixed-use building on an existing parcel encompassing approximately 36,317 square feet of lot area. The project is

consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

Da FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

10375 Washington Boulevard
DOT Case No. Other WLA16-104645

Date: May 26, 2020

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

Subject: **REVISED TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED USE RESIDENTIAL/COMMERCIAL PROJECT AT 10375 WASHINGTON BOULEVARD**

On April 25, 2017, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the mixed use project located at 10375 Washington Boulevard, which was subject to a transportation analysis dated April 5, 2017 prepared by Michael Baker International. However, subsequent to the releasing of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action and revision to the scope of the project the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis dated April 5, 2017. Please replace the previous DOT assessment letter dated April 25, 2017, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Ganddini Group, Inc., dated February 17, 2020, with subsequent revision on May 8, 2020, for the proposed mixed use residential/commercial project located at 10375 Washington Boulevard. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project is for the construction of a seven story mixed use residential and commercial building on the northeast corner of Washington Boulevard and Motor Avenue. The proposed project consists of a total of 139 residential units and 1,969 square feet of ground floor commercial space. The site is currently occupied by an 8,534 square foot auto care center which will be removed to allow for the new development. The project is to provide a total of 140 parking spaces within a subterranean garage and surface parking lot per LAMC. Vehicular access will be provided via a new driveway on the east side of Motor Avenue. The project is expected to be completed by 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineer (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on socioeconomic data and the built environment factors of the project's surroundings, it was determined that the project would generate a net increase of 389 daily vehicle trips, and therefore require a transportation assessment. A copy of the VMT calculator project screening criteria is provided as **Attachment "A"** to this report.

C. Transportation Impact

On July 30, 2019, pursuant to Senate Bill (SB) 743 and recent changes to section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impact under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provides instructions on preparing the transportation assessment for land use proposals and defines the significant impact thresholds.

The DOT VMT calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

Since the Project's retail portion is less than the 50,000 square feet threshold, the retail component is determined to have a less than significant impact for the work VMT per employee. As cited in the VMT Analysis report, prepared by The Ganddini Group, the VMT projections for the household portion is 6.9 and therefore less than significant. A copy of the VMT Calculator summary reports is provided as **Attachment "B"** that to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that the lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analysis were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "Level of Service" screening methodology that indicates that the trips generated by the development will not likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment "C"** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. 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 to the extent feasible.

B. Highway Dedication And Street Widening Requirements

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

C. Parking Analysis

The project indicated that 140 vehicular parking spaces will be provided on site within parking garage. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Project Access

Project access to the site will be provided via one driveway along the east side of Motor Avenue. The driveway will provide access to the project's subterranean and surface parking garage. The driveway is proposed to accommodate full vehicular access (i.e. left-turn and right-turn ingress and egress movements).

E. Driveway Access, Safety and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential 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. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

F. 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 me or Pedro Ayala at (213) 485-1062.

HS:pa

Attachments

c: Courtney Shum, DCP
Jason Douglas, Council District No. 11
Rudy Guevara, DOT
Kevin Azarmahan, BOE
Tom Huang, Giancarlo Ganddini, Ganddini Group
Frankie Murphy, GR Properties

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

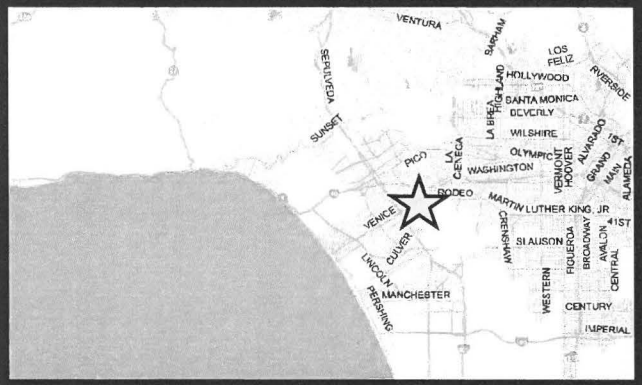
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Project

Address: 10375 W WASHINGTON BLVD, 90232



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | Auto Repair	8.534	ksf
Retail | Auto Repair	8.534	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.969	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	1.969	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	545 Daily Vehicle Trips
1,101 Daily VMT	3,147 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	389 Net Daily Trips
The net increase in daily VMT ≤ 0	2,046 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.969 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/17/2020

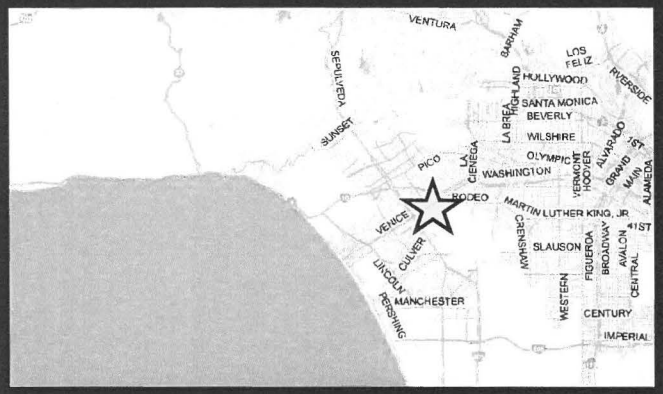
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project:

Scenario: Project

Address: 10375 W WASHINGTON BLVD, 90232



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Retail | General Retail	1.969	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation	100	city code parking provision for the project site
	74	actual parking provision for the project site
Unbundle Parking ☐ Proposed Prj ☐ Mitigation	150	monthly parking cost (dollar) for the project site
Parking Cash-Out ☐ Proposed Prj ☐ Mitigation	50	percent of employees eligible
Price Workplace Parking ☐ Proposed Prj ☐ Mitigation	6.00	daily parking charge (dollar)
	25	percent of employees subject to priced parking
Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation	200	cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
545 Daily Vehicle Trips	545 Daily Vehicle Trips
3,147 Daily VMT	3,147 Daily VMT
6.9 Household VMT per Capita	6.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

2/17/2020

Table 9

Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	Existing 2020 Conditions												Opening Year 2022 Conditions											
			AM Peak Hour						PM Peak Hour						AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.835	D	0.839	D	+0.004	No	1.055	F	1.059	F	+0.004	No	0.869	D	0.873	D	+0.004	No	1.097	F	1.101	F	+0.004	No
2.	Motor Ave / Venice Blvd	TS	0.968	E	0.972	E	+0.004	No	1.010	F	1.012	F	+0.002	No	1.008	F	1.012	F	+0.004	No	1.051	F	1.053	F	+0.002	No
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.721	C	+0.003	No	0.707	C	0.719	C	+0.012	No	0.747	C	0.751	C	+0.004	No	0.735	C	0.749	D	+0.014	No

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

10375 W. Washington Boulevard
DOT Case No. OtherWLA16-104645

DATE: April 25, 2017

TO: Karen Hoo, City Planner
Department of City Planning

FROM: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

SUBJECT: **TRAFFIC IMPACT ASSESSMENT FOR THE 108-UNIT RESIDENTIAL CONDOMINIUM AND 3,600 SQUARE FOOT RETAIL MIXED-USE PROJECT TO BE LOCATED AT 10375 WEST WASHINGTON BOULEVARD**

The Department of Transportation (DOT) has reviewed the technical memorandum report prepared by Michael Baker International dated April 5, 2017, regarding the proposed residential condominium and retail mixed-use project to be located at 10375 W. Washington Boulevard. After a review of the pertinent data, DOT has determined that the analysis conducted adequately describes the project related impact of the proposed project.

PROJECT DESCRIPTION

The proposed Project is a residential condominium and retail building consisting of 108 units and 3,600 square feet of retail. The Project site was previously occupied by an auto care center use, which will be demolished to accommodate the proposed mixed-use development. Parking for the development will be provided underneath the Project. Vehicular access to the Project will be provided via a single two-way operational driveway located on the East side of Motor Avenue, approximately 200 feet North of Washington Boulevard.

DISCUSSION AND FINDINGS

Trip Generation

The Project is estimated to result in a net increase of 435 daily vehicle trips, a net increase of twenty-seven (27) AM peak hour trips and, a net increase of thirty-one (31) PM peak hour trips. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the report trip rates (Table 5) and trip generation table (Table 6) can be found in **Attachment "A"**.

Traffic Impact

Traffic impact analysis was conducted at three (3) intersections adjacent to the project. Based on DOT's traffic impact criteria[1], the proposed development would **not** impose a significant level of impact at any of the three (3) study intersections that were identified for detailed analysis. A copy of the report summary traffic analysis table (Table 10) can be found in **Attachment "B"**.

[1] Per the DOT 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.

Congestion Management Program (CMP)
In accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA), an increase in the freeway volume by 150 vehicles per hour during the AM or PM peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an actual increase or decrease of 2% in the demand capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM peak hours requires further analysis. Based on the trip generation of the proposed Project and the distribution of the Project trips, the project-related trips are below the 50 trip threshold for potential CMP intersection impact, therefore, no further analysis is required. Similarly, the maximum number of project-related trips to occur along the nearest freeway segment is below the 150 trip threshold for potential CMP Freeway Segment impact; therefore, no further analysis is required.

Freeway Screening Analysis
To comply with the Freeway Analysis Agreement executed between Caltrans and LADOT in October 2013, and subsequently revised and renewed in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of four screening criteria would require the applicant to work directly with Caltrans to prepare a more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis is required.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements
The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

B. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to the DOT Western District Operations Office 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.

C. Driveway Access and Circulation
Review of the traffic impact analysis does not constitute approval of the Project's driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential 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. As noted previously, access for the proposed Project will be via a single two-way operational driveway, located on the East side of Motor Avenue, approximately 200 feet North of Washington Boulevard.

D. Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

E. Pedestrian Connectivity

Applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

F. 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 Eder Romero at (213) 485-1062.

HS:ER

Attachments

cc: Faisal Alserri, Jay Greenstein, CD 5
Sean Haeri, Mohammad Blorfroshan, DOT
David Weintraub, DCP
Michael Patonai, BOE
Michael Baker International

Table 5
ITE Trip Generation Rates

Trip Rates										
Project				Daily	AM Peak			PM Peak		
No.	Land Use	Code[1]	Unit[2]		Total	In%	Out%	Total	In%	Out%
12	Residential Condominium / Townhouse	ITE 230	DU	***5.81***	***0.44***	*17%*	*83%*	***0.52***	*67%*	*33%*
23	Shopping Center (Average)	ITE 820	TSF	***42.70***	***0.96***	*62%*	*38%*	***3.71***	*48%*	*52%*
34	Automobile Care Center	ITE 942	TSF	***23.72***	***2.25***	*66%*	*34%*	***3.11***	*48%*	*52%*

Note

[1] Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012

[2] TSF = Thousand Square Feet; DU = Dwelling Unit

Table 6
Forecast Project Trip Generation

Traffic Generation - 10375 Washington Blvd (Westside Los Angeles)									
Project			Daily	AM Peak			PM Peak		
No.	Land Use	Quantity[2]		Total	In	Out	Total	In	Out
	Existing								
A	Automobile Care Center	8.534 TSF	**202**	**19**	13	6	**27**	13	14
		Existing Subtotal Trips	**202**	**19**	13	6	**27**	13	14
	• Pass-By Trip Credit	10%	**-20**	**-2**	-1	-1	**-2**	-1	-1
	• Transit Credit	15% [4]	**-30**	**-3**	-2	-1	**-4**	-2	-2
		Existing Subtotal Trips - With Credit	**152**	**14**	10	4	**21**	10	11
	Proposed								
B	Residential Condominium / Townhouse	108 DU	**627**	**48**	8	40	**56**	38	18
C	Shopping Center (Average)	3.600 TSF	**154**	**3**	2	1	**13**	6	7
		Proposed Subtotal Trips	**781**	**51**	10	41	**69**	44	25
	• Retail Pass-By Trip Credit	50% [3]	**-77**	**-2**	-1	-1	**-7**	-3	-4
	• Transit Credit	15% [4]	**-117**	**-8**	-2	-6	**-10**	-7	-3
		Proposed Subtotal Trips - With Credit	**587**	**41**	7	34	**52**	34	18
Total Net Trips - With Credit			**435**	**27**	-3	30	**31**	24	7

Note

[2] TSF = Thousand Square Feet; DU = Dwelling Unit

[3] Retail use less than 50 TSF. Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

[4] Site located within 1/4 mile of a bus stop.

Attachment "B"

Table 10
Intersection Analysis Summary

Intersection		Existing 2017 Conditions		Existing 2017 Plus Project Conditions		Project Impact		Forecast Year 2018 Without Project Conditions		Forecast Year 2018 With Project Conditions		Project Impact	
No.	Name	V/C[1]	LOS	V/C[1]	LOS			V/C[1]	LOS	V/C[1]	LOS		
1	Motor Ave / Washington Blvd												
	AM Peak Hour	0.697	B	0.697	B	0.000	No	0.707	C	0.707	C	0.000	No
	PM Peak Hour	0.686	B	0.695	0.867	0.009	No	0.696	B	0.706	C	0.010	No
2	Motor Ave / Venice Blvd												
	AM Peak Hour	0.868	D	0.869	D	0.001	No	0.881	D	0.881	D	0.000	No
	PM Peak Hour	0.867	D	0.867	D	0.000	No	0.881	D	0.881	D	0.000	No
3	Overland Ave / Washington Blvd												
	AM Peak Hour	0.811	D	0.815	D	0.004	No	0.823	D	0.828	D	0.005	No
	PM Peak Hour	1.023	F	1.026	F	0.003	No	1.039	F	1.041	F	0.002	No

Note

1 Circular 212 Method, Volume/Capacity (V/C) Ratio

2 Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.701 - 0.800	≥ 0.040
D	> 0.801 - 0.900	≥ 0.020
E	> 0.901 - 1.000	≥ 0.010
F	> 1.000	≥ 0.010

February 17, 2020

Mr. Eddie Torres
MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

RE: 10375 Washington Boulevard Mixed-Use Project Traffic Study Addendum
19-0175

Dear Mr. Torres:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this traffic study addendum for the proposed 10375 Washington Boulevard Mixed-Use Project located in the City of Los Angeles. The project site is located north of Washington Boulevard and East of Motor Avenue as shown in Figure 1. A Traffic Technical Memorandum previously prepared by Michael Baker International in January 30, 2017 assessed the traffic impacts associated with a previously proposed project consisting of 108 condominium dwelling units and 3,600 square feet of ground-floor retail space. The currently proposed project has been revised to consist of 139 multi-family dwelling units and 1,969 square feet of ground floor retail space. The existing site is currently occupied by an 8,534 square foot automobile care center. Figure 2 shows the project site plan.

The purpose of this traffic study addendum is to evaluate the potential project impacts based on the proposed site plan. This updated traffic analysis will utilize the 2016 traffic count data from the 2017 Traffic Memo, and the traffic forecast will also utilize the similar growth rate assumptions from the 2017 Traffic Memo to estimate the current 2020 conditions and Opening Year 2022 conditions. This traffic study addendum will consist of the following tasks:

1. Determine the net project trips generated by the proposed 139 multi-family dwelling units and 1,969 of ground floor retail space.

2. Revise traffic volumes for the existing 2020 conditions and the Opening Year 2022 conditions based on the 2016 traffic count data and similar growth rate assumptions from the previous 2017 Traffic Memo.

3. Revise intersection Level of Service operations analysis based on the updated 2020 and 2022 traffic forecast.

4. Identify additional mitigation measure improvements required as a result of the updated site plan, if any.

Appendix A includes the updated Transportation Impact Study Memorandum of Understanding (MOU) which has been reviewed and accepted by Los Angeles Department of Transportation (DOT) and Culver City.

REVISED PROJECT TRIP GENERATION

Table 1 shows the proposed project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities. The existing site is currently occupied by an 8,534 square foot automobile care center. The currently proposed project has been revised to consist of 139 multi-family dwelling units and 1,969 of ground floor retail space. As shown in Table 1, the proposed project is forecast to generate a total of approximately 516 net daily vehicle trips, including 29 net vehicle trips during the AM peak hour and 35 net vehicle trips during the PM peak hour.

Transit Trip Credit Adjustment Factor

Culver City Bus Line 1 runs along Washington Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Washington Boulevard intersection directly at the project site as well as at the Overland Avenue/Washington Boulevard intersection approximately 0.21 mile west of the project site. Los Angeles Metro Bus Routes 33 and 733 run along Venice Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Venice Boulevard intersection approximately 0.13 mile north of the project site.

In accordance with the Traffic Study Policies and Procedures (LADOT), a 15% transit credit for development located near transit locations has been applied to the trips generated by the proposed project as well as to the existing automobile care center on the project site that will be displaced by the proposed project.

Pass-By Trip Adjustment Factor

A pass-by trip adjustment is applicable to commercial land uses located along busy arterial highways attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, a motorist already traveling along Washington Boulevard between work and home or other destinations may stop at the retail component of the proposed project site. A pass-by discount under this example would eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the project site and an outbound trip from the project site.

In accordance with Attachment I of the Traffic Study Policies and Procedures (LADOT), a 50% pass-by trip credit has been applied to the trips generated by the retail component of the proposed project as well as to the existing automobile care center on the project site that will be displaced by the proposed project.

TRANSIT FACILITIES

Figure 3 shows the transit services available in the study area, including the existing pedestrian facilities. Culver City Bus Line 1 runs along Washington Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Washington Boulevard intersection directly at the project site as well as at the Overland Avenue/Washington Boulevard intersection approximately 0.21 mile west of the project site. Los Angeles Metro Bus Routes 33 and 733 run along Venice Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Venice Boulevard intersection approximately 0.13 mile north of the project site.

BICYCLE FACILITIES

Venice Boulevard currently has on-street bike lanes on both eastbound and westbound directions of travel. In the study area, there are currently no bike lanes on Washington Boulevard, Overland Avenue and Motor Avenue. Figure 4 shows the Culver City Proposed Bicycle Network. As shown in Figure 4, "Bike Route" is proposed on Washington Boulevard and Overland Avenue in the study area.

PEDESTRIAN FACILITIES

Existing pedestrian facilities adjacent to the project site are previously shown on Figure 3. There are currently sidewalks on both sides of the street along Washington Boulevard, Venice Boulevard, Overland Avenue and Motor Avenue. Figure 5 shows the Culver City Proposed Pedestrian Network. As shown in Figure 5, "Pedestrian Corridor" is proposed on Washington Boulevard in the study area.

FUTURE TRAFFIC FORECAST

This traffic study addendum supplements the 10375 W Washington Boulevard Traffic Technical Memorandum previous prepared by Michael Baker International (January 30, 2017). The existing 2020 and Opening Year 2022 background traffic volumes for this updated traffic study addendum are based on the 2016 traffic data and similar growth rate assumptions from the 2017 Traffic Memo including the updated project trip generation. The traffic study addendum evaluates the following four (4) traffic conditions:

1. Existing 2020 conditions;
2. Existing Plus Project conditions;
3. Opening Year 2022 Without Project conditions; and
4. Opening Year 2022 With Project conditions.

The study area of the traffic analysis includes the following three (3) intersections that are also analyzed in the previous 2017 Traffic Memo, as shown in Figure 1:

Study Intersections	Jurisdiction
1. Overland Avenue (NS) at Washington Boulevard (EW)	Los Angeles
2. Motor Avenue (NS) at Venice Boulevard (EW)	Los Angeles
3. Motor Avenue (NS) at Washington Boulevard (EW)	Los Angeles

Figure 6 identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area.

The existing 2020 and Opening Year 2022 background traffic volumes for this traffic study addendum are based on the 2017 traffic count data and similar growth rate assumptions from the previous 2017 Traffic Memo including the updated project trip generation. For the existing 2020 conditions, a 1% annual growth rate over a 3-year period (or a total of 3% growth) is applied to the previous 2017 traffic counts to determine the current 2020 traffic conditions. To estimate the Opening Year 2022 conditions, a 2% annual growth rate over a 2-year period (or a total of 4% growth) is applied to the current 2020 traffic volumes to determine the Opening Year 2022 traffic conditions. These growth rate assumptions are consistent to the previous 2017 Traffic Memo.

The updated project trip generation is shown in Table 1. The trip distribution patterns for the project trips shown in Figure 7 are based on the same assumptions in the previous 2017 Traffic Memo. The project-only AM and PM peak hour intersection turning movement volumes are shown on Figure 8 and Figure 9.

Existing 2020 AM and PM peak hour intersection turning movement volumes are shown on Figure 10 and Figure 11. Existing Plus Project AM and PM peak hour intersection turning movement volumes are shown on Figure 12 and Figure 13. Opening Year 2022 Without Project AM and PM peak hour intersection turning movement volumes are shown Figure 14 and Figure 15. Opening Year 2022 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17. The roadway segment average daily traffic (ADT) volumes are provided in Appendix B.

ANALYSIS ASSUMPTIONS

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Transportation Research Board Circular 212 Critical Movement Analysis (CMA) planning method is utilized to determine the operating LOS of signalized intersections in the City of Los Angeles. The CMA methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in Table 2.

City of Los Angeles Intersection Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection and thus requires mitigation, a transportation impact at a signalized intersection is deemed significant in accordance with Table 3.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

Existing 2020 Conditions

The intersection Levels of Service for Existing 2020 conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing 2020 conditions, except for the following study intersections that are currently operating at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

Existing 2020 Plus Project Conditions

The intersection Levels of Service for Existing 2020 Plus Project conditions are shown in Table 5. As shown in Table 5, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing 2020 Plus Project conditions, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

It should be noted that this is a degradation of Level of Service for the already deficient intersections during the Existing 2020 conditions. The deficiency is not solely caused by the proposed project. Based on the City's guidelines, the project does not contribute to a significant traffic impact because the change in V/C ratio is within the impact threshold. As shown in Table 5, the addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for Existing 2020 Plus Project conditions. No off-site mitigations are required. These findings are consistent the previous 2017 Traffic Memo.

Opening Year 2022 Without Project Conditions

The intersection Levels of Service for Opening Year 2022 Without Project conditions are shown in Table 6. As shown in Table 6, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year 2022 Without Project conditions, except for the following study intersections that are currently operating at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

Opening Year 2022 With Project Conditions

The intersection Levels of Service for Opening Year 2022 With Project conditions are shown in Table 7. As shown in Table 7, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year 2022 With Project conditions, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

It should be noted that this is a degradation of Level of Service for the already deficient intersections during the Existing 2020 conditions. The deficiency is not solely caused by the proposed project. Based on the City's guidelines, the project does not contribute to a significant traffic impact because the change in V/C ratio is within the impact threshold. As shown in Table 7, the addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for Opening Year 2022 With Project conditions. No off-site mitigations are required. These findings are consistent the previous 2017 Traffic Memo.

INTERSECTION TURN LANE QUEUING ANALYSIS

This traffic study evaluated the need for a dedicated westbound right-turn only lane at the intersection of Motor Avenue and Washington Boulevard (Intersection #3) adjacent to the project site based on the Highway Capacity Manual back-of-queue analysis. Table 8 summarizes the turn lane queuing analysis results for the intersection of Motor Avenue and Washington Boulevard (Intersection #3) for Opening Year (2020) With Project conditions. The intersection turn movement queuing analysis worksheets are included in Appendix D. The queuing lengths are listed based on an assumption of 25 feet per vehicle with a minimum of one vehicle.

Based on the queuing analysis results in Table 8, no queuing issues are anticipated at the turn lanes because the 95th-percentile queue lengths do not exceed the available storage lengths including the turn lanes and travel lanes on the street. Since no queuing issues are anticipated at the intersection of Motor Avenue and Washington Boulevard (Intersection #3) and the intersection is also projected to operate at acceptable Level of Service D or better, a dedicated westbound right turn lane is not needed on Washington Boulevard.

Additionally, the existing westbound shared through-right lane is approximately 18 feet wide, which is wide enough to accommodate two passenger cars side-by-side, thus allowing right-turn vehicles to bypass the through movement make a westbound turn to Motor Avenue.

VEHICLE MILES TRAVELLED (VMT) ANALYSIS

VMT screening and analysis was performed for the project in accordance with the LADOT methodology. VMT screening and analysis worksheets are provided in Appendix E.

Project Screening

The proposed project is forecast to result in a net increase of more than 250 daily trips and as well as net increase in daily VMT. Therefore, the proposed project is required to perform VMT analysis.

VMT Methodology & Thresholds

A VMT analysis was performed for the project using the City of Los Angeles VMT Calculator (Version 1.2). The City of Los Angeles has established a threshold of significance of 15 percent below the Area Planning Commission (APC average). The project site is located in the West Los Angeles APC. Accordingly, the threshold of significance for the West Los Angeles APC is 7.4 household VMT per capita for the residential component and 11.1 work VMT per employee for the retail component.

VMT Analysis and Impact Assessment

The project VMT was calculated based on the proposed land use quantities with no Transportation Demand Management (TDM) strategies applied.

Based on the City of Los Angeles VMT Calculator, the residential component of the proposed project is forecast to generate 6.9 household VMT per capita. In accordance with LADOT Transportation Assessment Guidelines (July 2019), the portion of the project that contains small-scale or local serving retail uses (less than 50,000 square feet) is presumed to have a less than significant VMT impact.

Based on the established thresholds of significance, the proposed project is forecast to result in a less than significant VMT impact.

CONCLUSION

Table 9 summarizes the overall results of the intersection traffic analysis. The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for all analysis conditions, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

It should be noted that this is a degradation of Level of Service for the already deficient intersections during the Existing 2020 conditions. The deficiency is not solely caused by the proposed project. Based on the City's guidelines, the project does not contribute to a significant traffic impact because the change in V/C ratio is within the impact threshold. The addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for both Existing 2020 Plus Project and Opening Year 2022 With Project

conditions. No off-site mitigations are required. These findings are consistent the previous 2017 Traffic Memo.

Based on the queuing analysis results, no queuing issues are anticipated at the turn lanes because the 95th-percentile queue lengths do not exceed the available storage lengths including the turn lanes and travel lanes on the street. Since no queuing issues are anticipated at the intersection of Motor Avenue and Washington Boulevard (Intersection #3) and the intersection is also projected to operate at acceptable Level of Service D or better, a dedicated westbound right turn lane is not needed on Washington Boulevard. Additionally, the existing westbound shared through-right lane is approximately 18 feet wide, which is wide enough to accommodate two passenger cars side-by-side, thus allowing right-turn vehicles to bypass the through movement make a westbound turn to Motor Avenue.

As requested by Culver City during the review of the Transportation Impact Study Memorandum of Understanding (MOU), the project should provide 10 feet of right-of-way dedication along its Washington Boulevard frontage to be consistent with other properties on the north side of Washington Boulevard and for future planning purposes.

Based on the established thresholds of significance, the proposed project is forecast to result in a less than significant VMT impact.

It has been a pleasure to service your needs on the proposed 10375 Washington Boulevard Mixed-Use Project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,

GANDDINI GROUP, INC.

Tom Huang, TE
Senior Associate

Table 1
Project Trip Generation

Trip Generation Rates										
Project				AM Peak			PM Peak			Weekday Daily
No.	Land Use	Code[1]	Units[2]	In %	Out %	Total	In %	Out %	Total	
1	Multifamily Housing (Mid-Rise) Residential	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44
2	Variety Store	ITE 814	TSF	57%	43%	3.18	52%	48%	6.84	63.47
3	Automobile Care Center	ITE 942	TSF	66%	34%	2.25	48%	52%	3.11	23.72

Trips Generated									
Project			AM Peak			PM Peak			Weekday Daily
No.	Land Use	Quantity[2]	In	Out	Total	In	Out	Total	
	Existing								
A	Automobile Care Center	8.534 TSF	13	6	19	13	14	27	202
	Existing Subtotal Trips		13	6	19	13	14	27	202
	Commercial Pass-By Trip Credit	10%	-1	-1	-2	-1	-1	-2	-20
	Existing Subtotal Trips - With Credit		12	5	17	12	13	25	182
	Proposed								
B	Multifamily Housing (Mid-Rise) Residential	139 DU	13	38	51	38	24	62	756
C	Variety Store	1.969 TSF	4	3	7	7	6	13	125
	Existing Subtotal Trips		17	41	58	45	30	75	881
	Retail Pass-By Trip Credit	50% [3]	-2	-2	-4	-4	-3	-7	-63
	Residential Transit Credit	10% [4]	-1	-4	-5	-4	-2	-6	-76
	Proposed Subtotal Trips - With Credit		14	35	49	37	25	62	742
Total Net Trips - With Credit			+2	+30	+32	+25	+12	+37	+560

Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code

(2) TSF = Thousand Square Feet; DU = Dwelling Unit

(3) Retail use less than 50 TSF. Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

(4) Residential site located within 1/4 mile of a bus stop.

Table 2
Signalized Intersection Level of Service Ranges & Volume/Capacity Ratio

Level of Service	Circular 212 Critical Movement Analysis (CMA) Volume/Capacity Ratio (V/C)
A	≤ 0.600
B	> 0.601 ≤ 0.700
C	> 0.700 to ≤ 0.800
D	> 0.800 to ≤ 0.900
E	> 0.900 to ≤1.000
F	> 1.000

Source: Transportation Research Board

Table 3
Significant Transportation Impact Thresholds

Level of Service	Circular 212 Critical Movement Analysis (CMA)	
	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.04
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

Source: Traffic Study Policies and Procedures (LADOT)

Table 4
Existing Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	Existing 2020 Conditons			
			AM Peak Hour		PM Peak Hour	
			V/C[2]	LOS[3]	V/C[2]	LOS[3]
1.	Overland Ave / Washington Blvd	TS	0.835	D	1.055	F
2.	Motor Ave / Venice Blvd	TS	1.189	F	1.286	F
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.707	C

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) LOS = Level of Service

Table 5
Existing 2020 Plus Project Conditions Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.835	D	0.839	D	+0.004	No	1.055	F	1.059	F	+0.004	No
2.	Motor Ave / Venice Blvd	TS	1.189	F	1.191	F	+0.002	No	1.286	F	1.287	F	+0.001	No
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.721	C	+0.003	No	0.707	C	0.721	C	+0.014	No

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

Table 6
Opening Year 2022 Without Project Conditions Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			V/C[2]	LOS[3]	V/C[2]	LOS[3]
1.	Overland Ave / Washington Blvd	TS	0.869	D	1.097	F
2.	Motor Ave / Venice Blvd	TS	1.238	F	1.337	F
3.	Motor Ave / Washington Blvd	TS	0.747	C	0.735	C

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) LOS = Level of Service

Table 7
Opening Year 2022 With Project Conditions Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.869	D	0.873	D	+0.004	No	1.097	F	1.100	F	+0.003	No
2.	Motor Ave / Venice Blvd	TS	1.238	F	1.239	F	+0.001	No	1.337	F	1.338	F	+0.001	No
3.	Motor Ave / Washington Blvd	TS	0.747	C	0.751	C	+0.004	No	0.735	C	0.749	C	+0.014	No

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

Table 8
Adjacent Intersection Turn Movement Queuing Analysis

ID	Study Intersection	Turning Movement	Available Storage Length	Lane Width	Opening Year (2020) With Project						Adequate Length?
					AM Peak Hour			PM Peak Hour			
					Traffic Volume	Queue[1] Vehicle	Queue[2] Length	Traffic Volume	Queue[1] Vehicle	Queue[2] Length	
3.	Motor Ave / Washington Blvd (Signalized Intersection)	SB Left Turn	60'+450' in Median[3] = 640'	10'	185	9.49	237'	253	10.56	264'	Yes
		SB Right Turn	60'+580' on Street[4] = 640'	19'	147	7.84	196'	300	13.02	326'	Yes
		EB Left Turn	200'+110' in Median[3] = 310'	10'	434	6.60	165'	370	8.77	219'	Yes
		EB Through	990' on Street[4] = 990'	11'+13'	1,000	6.81	170'	1,234	13.80	345'	Yes
		WB Through	690' on Street[4] = 690'	10'+18'	651	14.47	362'	666	15.43	386'	Yes
		WB Right Turn	690' on Street[4] = 690'	Shared 18'	251	14.99	375'	224	15.96	399'	Yes

Notes:

(1) 95th Percentile Peak Hour Queue Vehicles

(2) Queue length rounded up to a minimum of one vehicle length of 25 feet

(3) Available left-turn storage length includes the striped two-way left-turn median.

(4) Available on-street storage length includes the distance to the upstream signalized intersection.

Table 9
Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	Existing 2020 Conditions												Opening Year 2022 Conditions											
			AM Peak Hour						PM Peak Hour						AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.835	D	0.839	D	+0.004	No	1.055	F	1.059	F	+0.004	No	0.869	D	0.873	D	+0.004	No	1.097	F	1.100	F	+0.003	No
2.	Motor Ave / Venice Blvd	TS	1.189	F	1.191	F	+0.002	No	1.286	F	1.287	F	+0.001	No	1.238	F	1.239	F	+0.001	No	1.337	F	1.338	F	+0.001	No
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.721	C	+0.003	No	0.707	C	0.721	C	+0.014	No	0.747	C	0.751	C	+0.004	No	0.735	C	0.749	D	+0.014	No

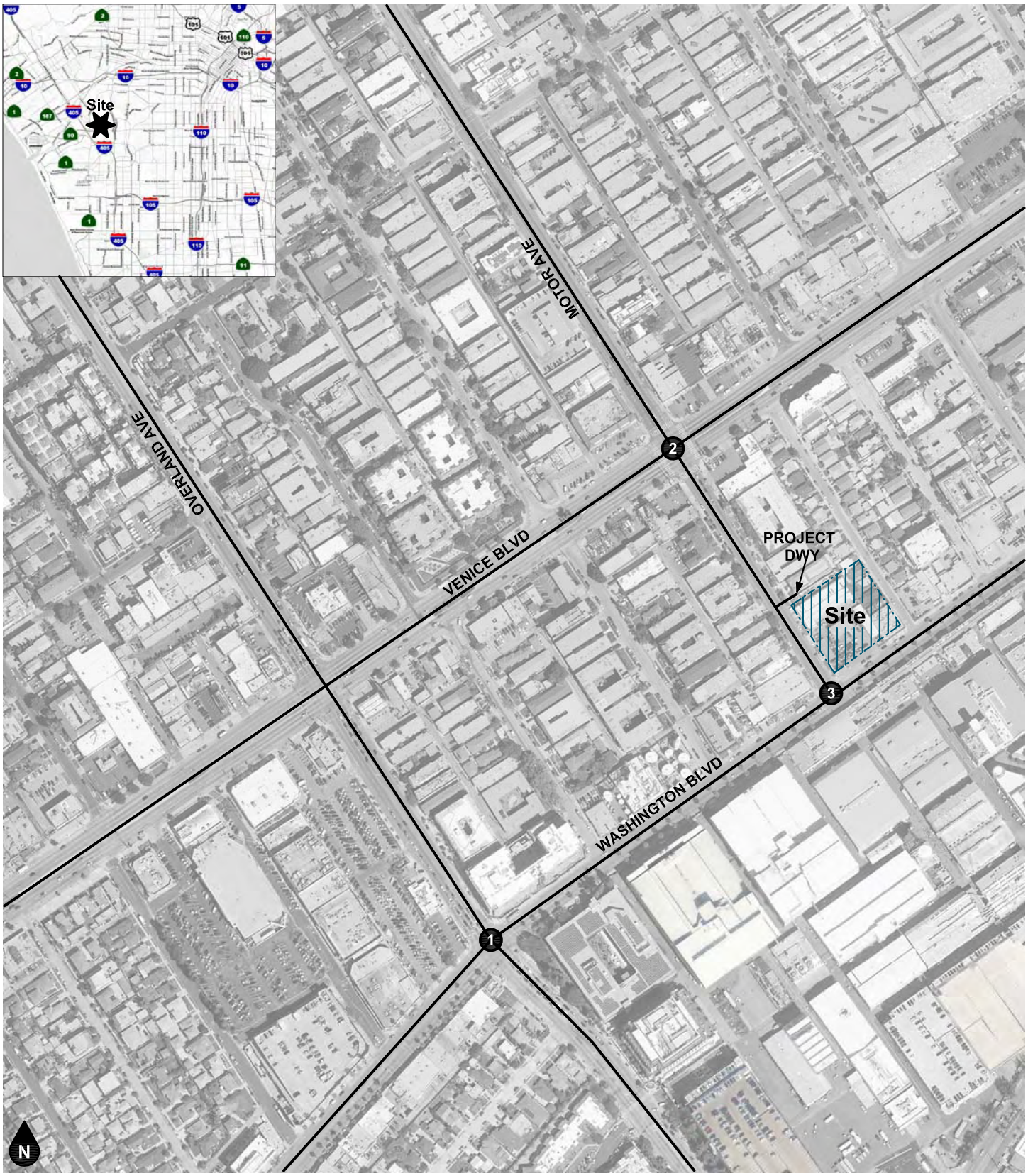
Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010



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(#) Study Intersection

Figure 1
Project Location Map

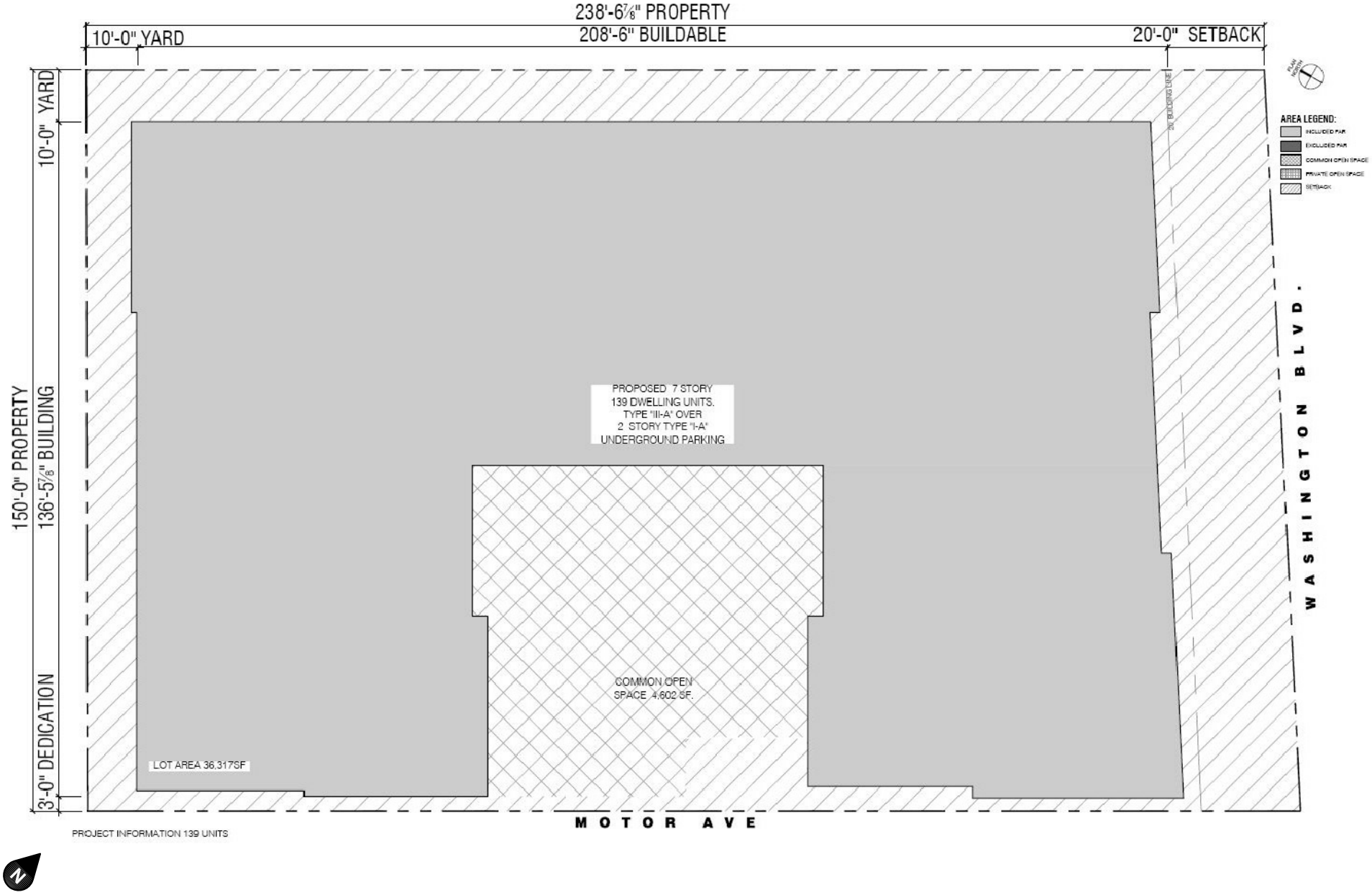
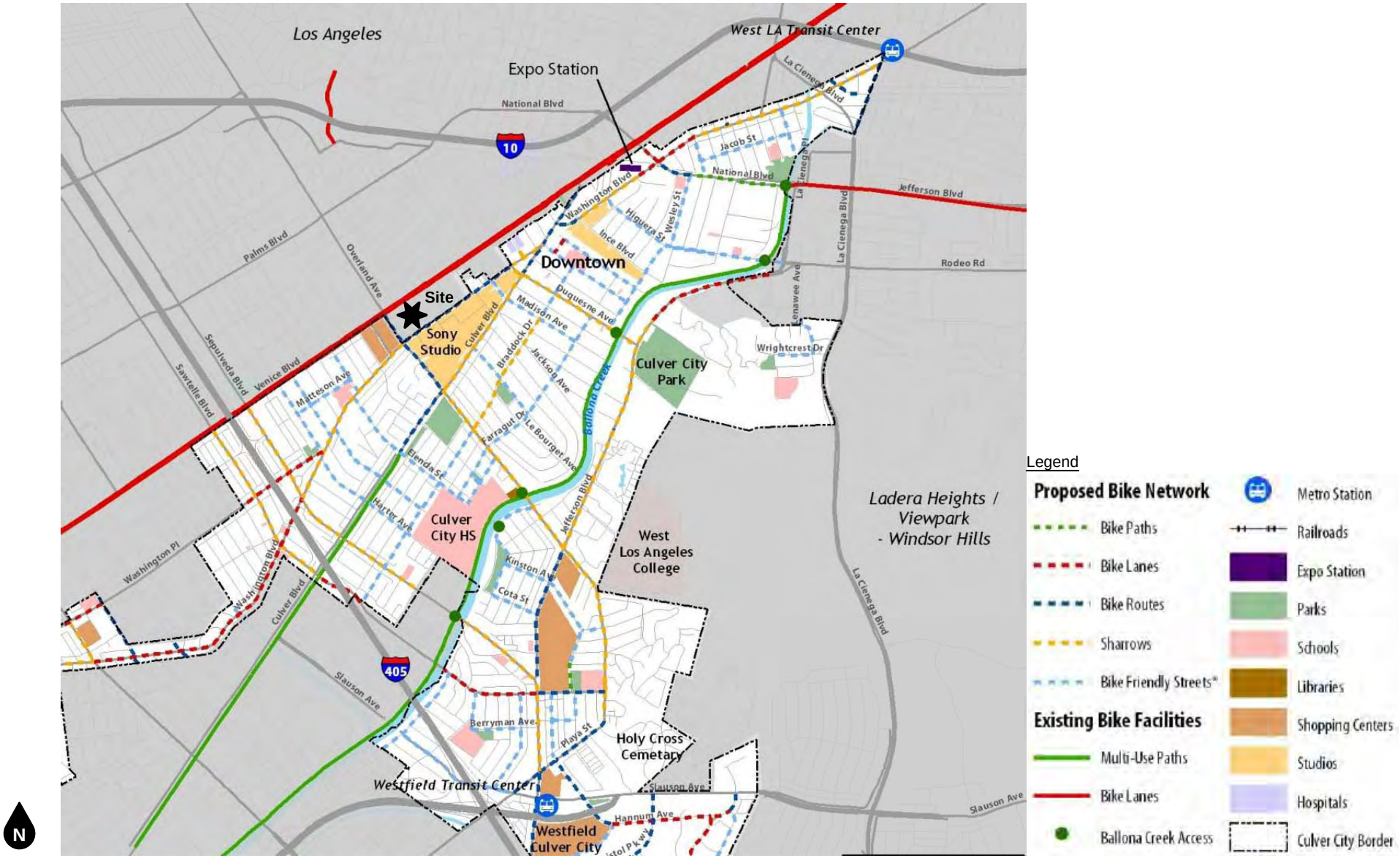


Figure 2
Project Site Plan

Legend

- Sidewalk
- Cross Walk
- B Culver City Bus Line 1 Bus Stop
- B Los Angeles Metro Bus Route 33 Bus Stop
- B Los Angeles Metro Bus Route 733 Bus Stop

Figure 3
Existing Transit Lines and Pedestrian Facilities



Source: City of Culver City

Figure 4
Culver City Proposed Bicycle Network

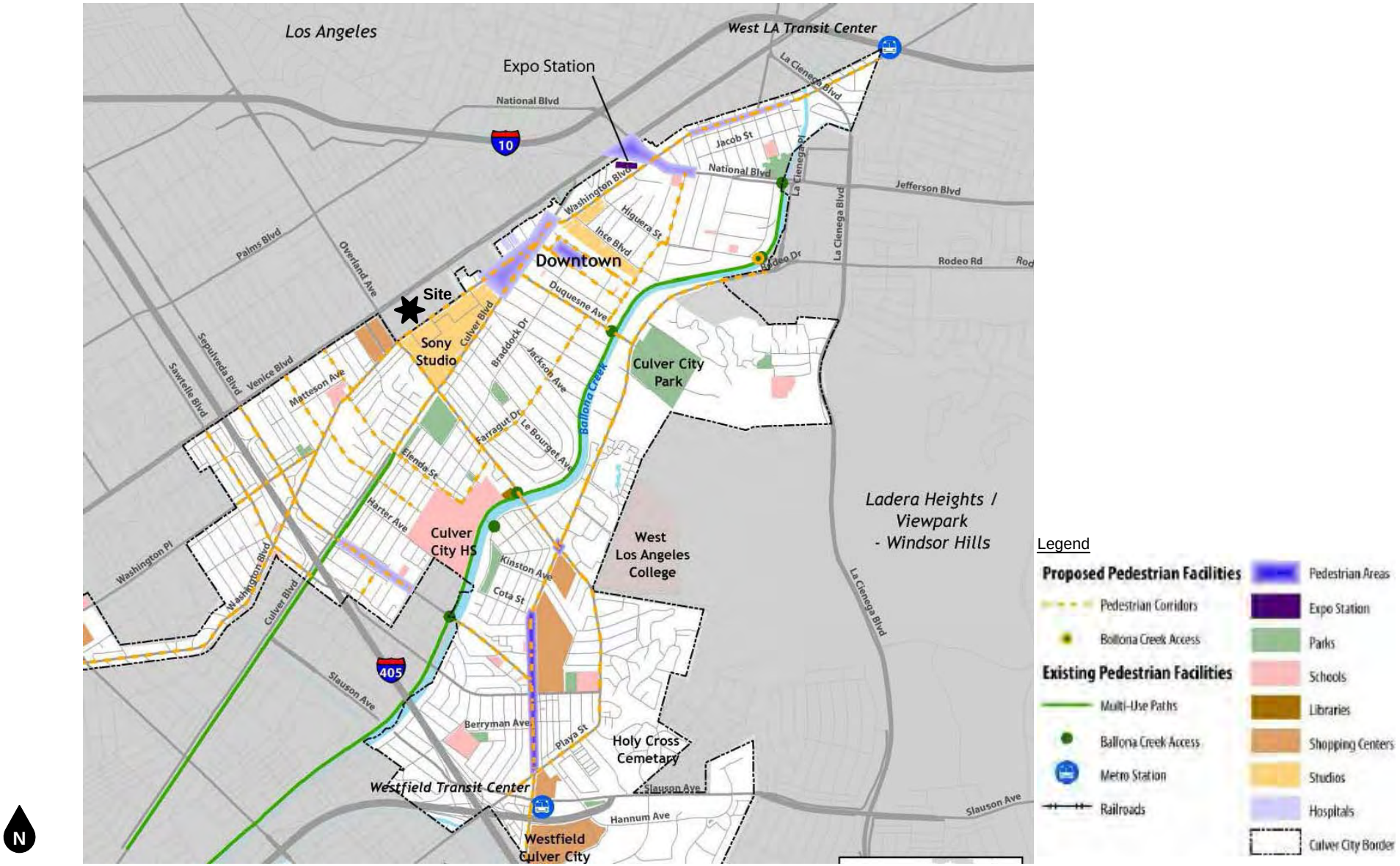
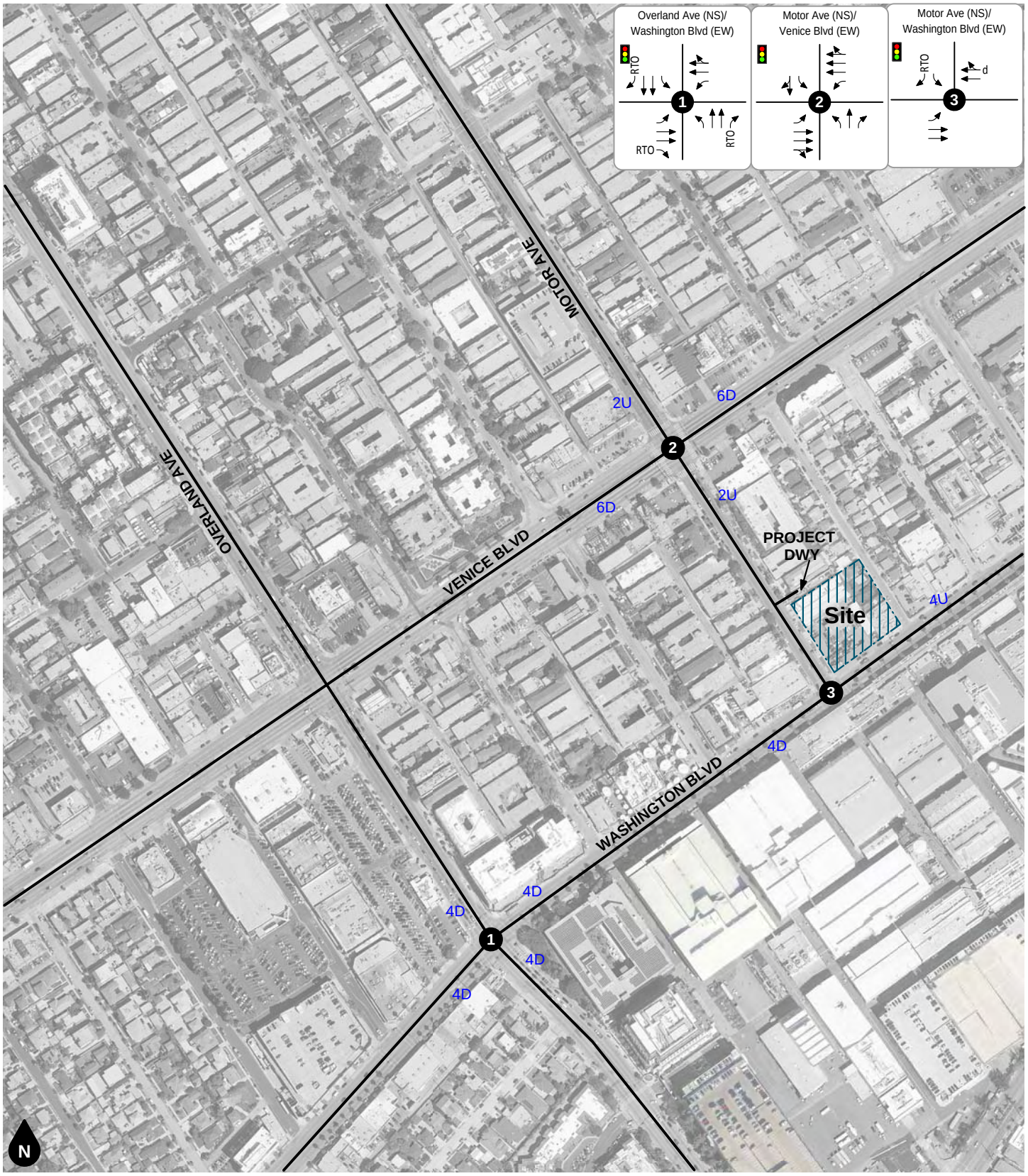


Figure 5
Culver City Proposed Pedestrian Network

Source: City of Culver City



Legend

Traffic Signal

#D #-Lane Divided Roadway

#U #-Lane Undivided Roadway

Existing Lane

RTO Right Turn Overlap

d De Facto Right Turn Lane

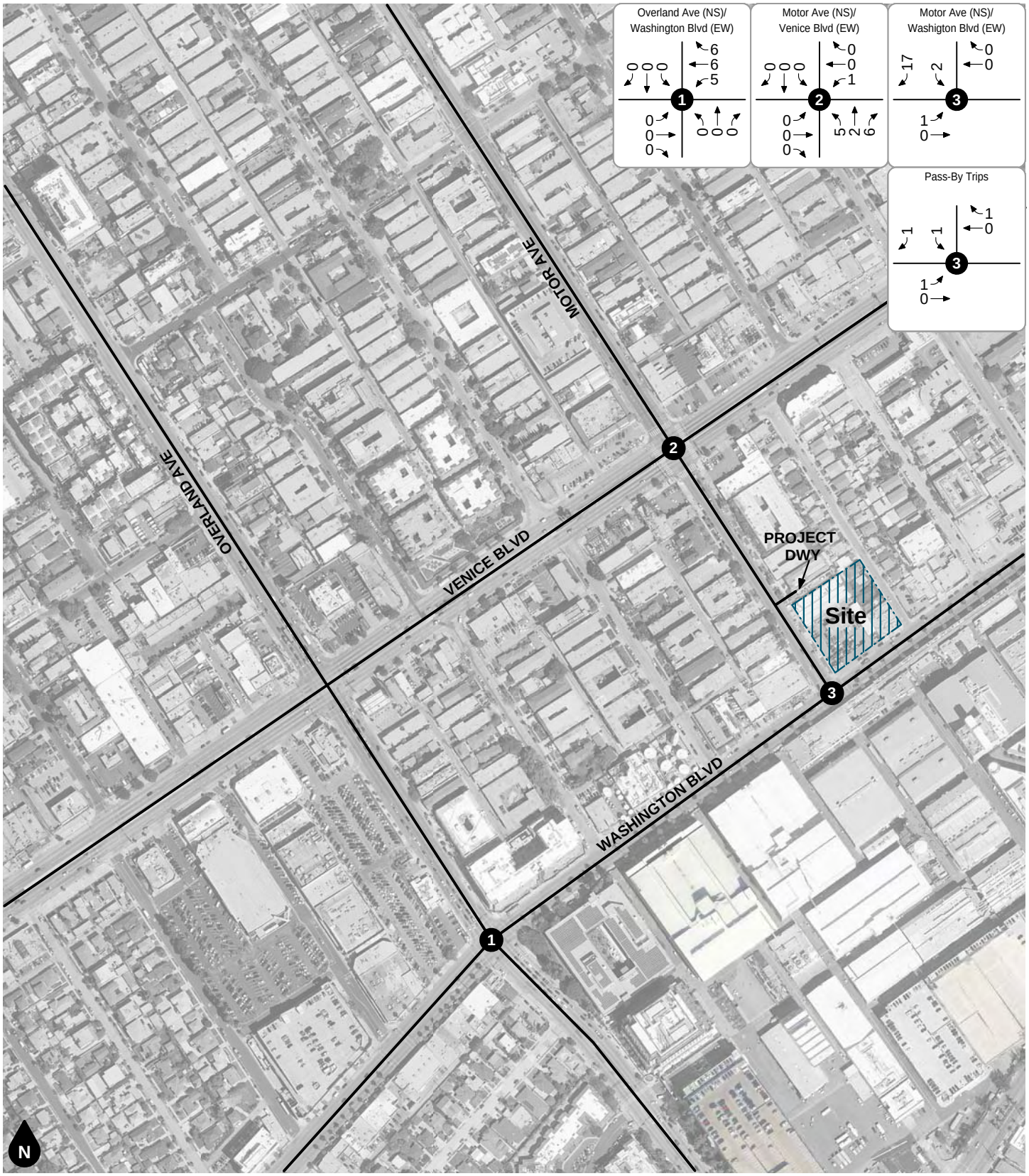
Figure 6

Existing Lane Geometry and Intersection Traffic Controls

Legend

10% Percent To/From Project

Figure 7
Project Trip Distribution



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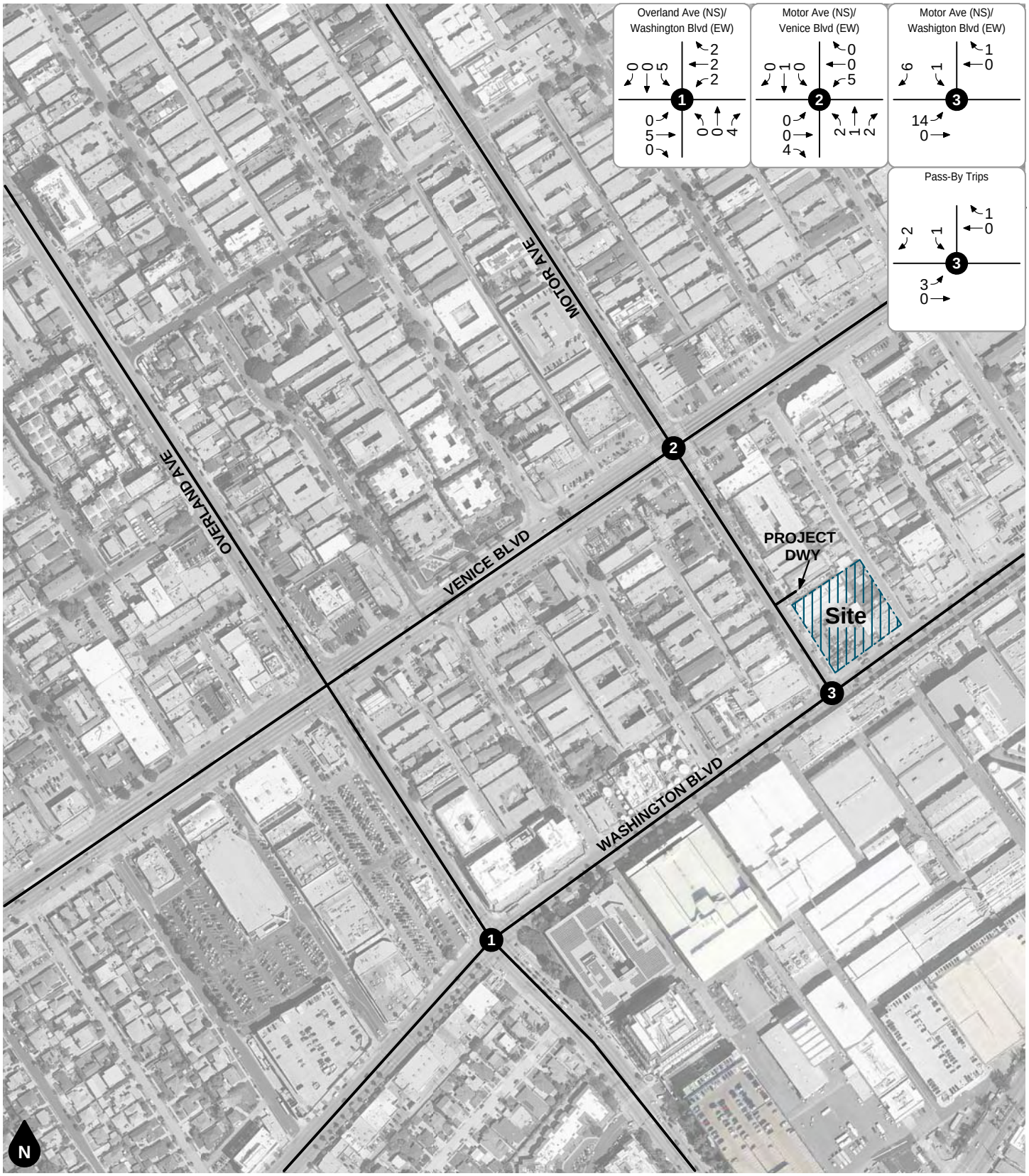
Study Intersection

Figure 8
Project-Only AM Peak Hour Intersection Turning Movement Volumes



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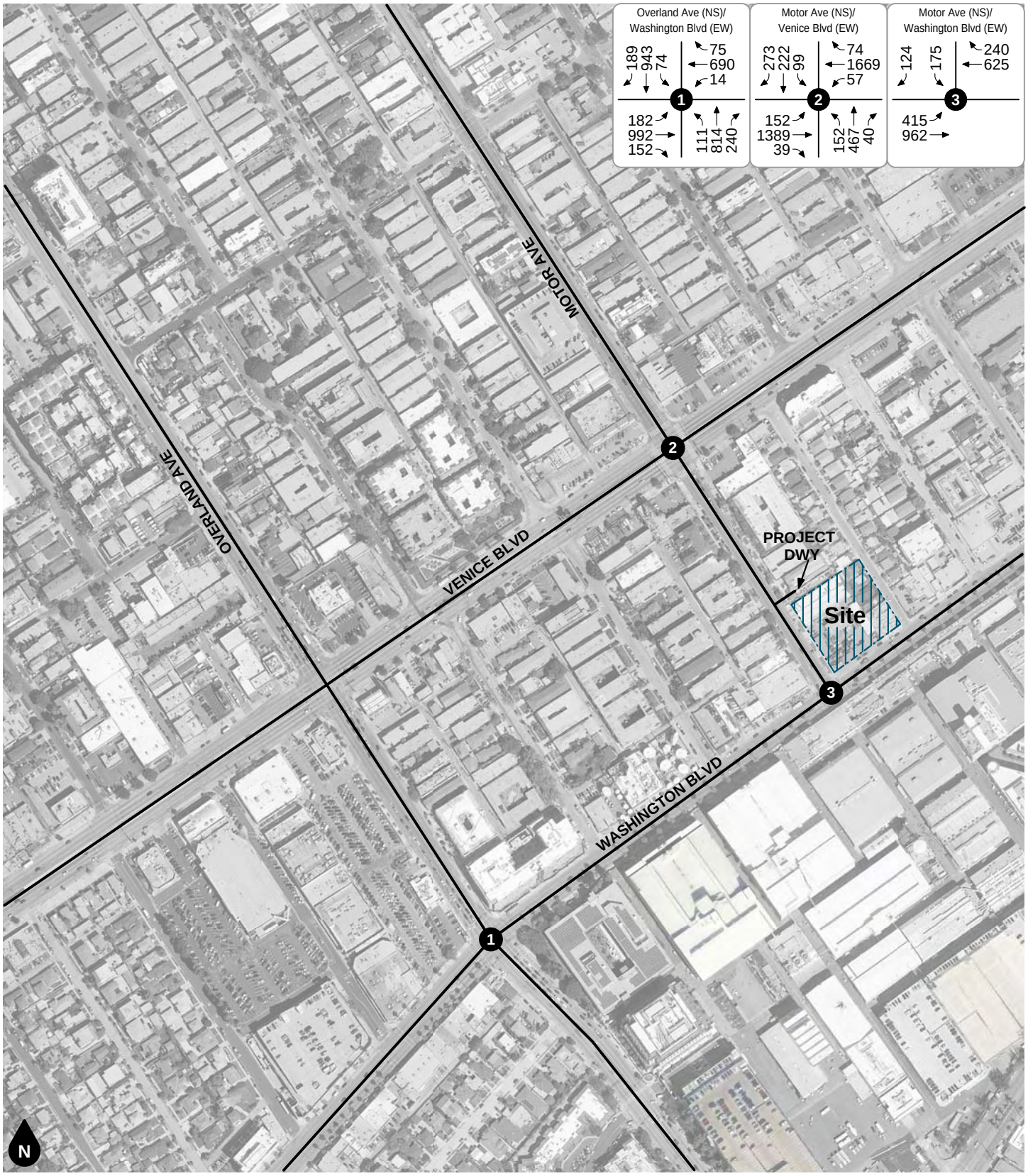
Study Intersection

Figure 9
Project-Only PM Peak Hour Intersection Turning Movement Volumes



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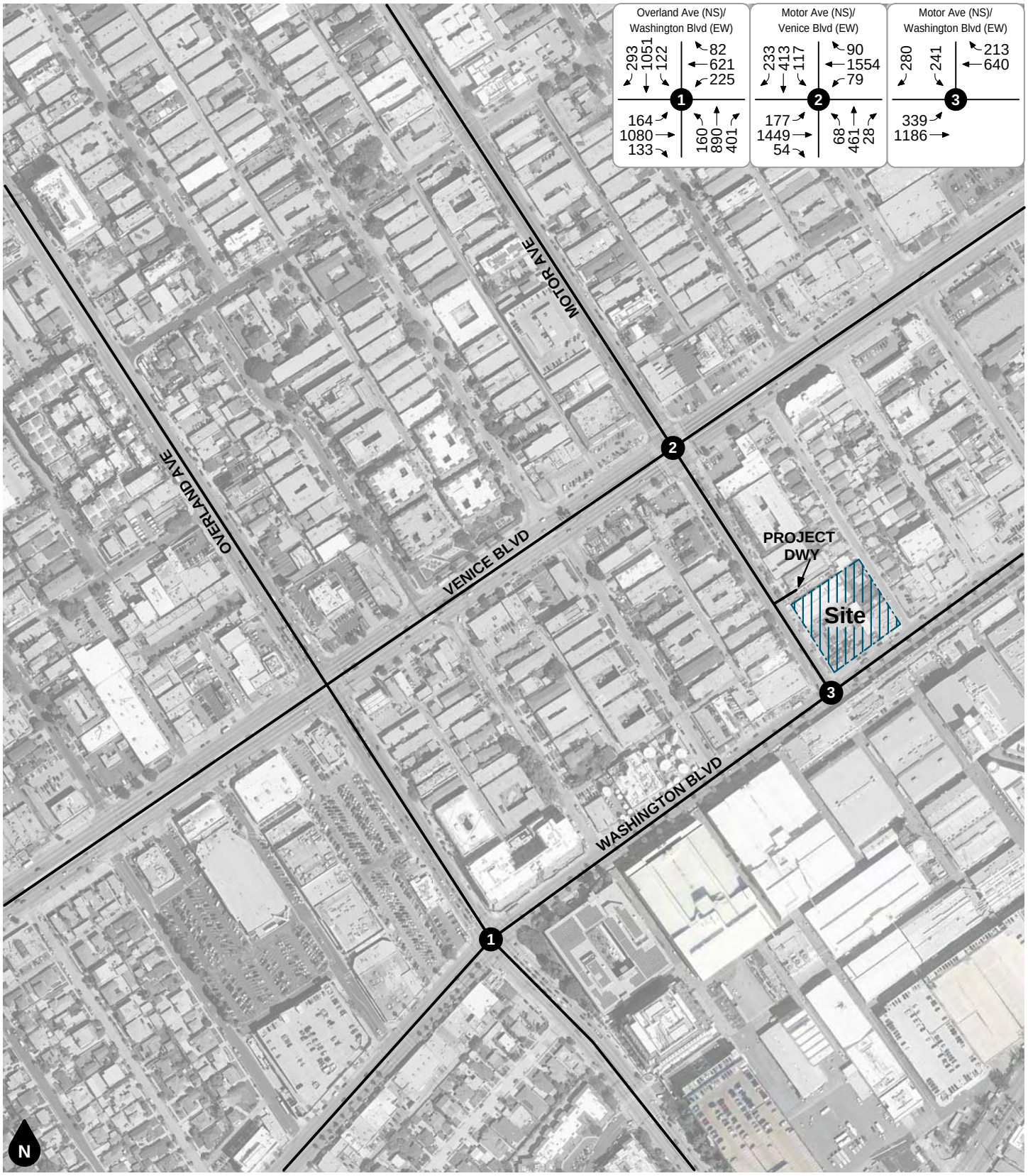
Study Intersection

Figure 10
Existing 2020 AM Peak Hour Intersection Turning Movement Volumes



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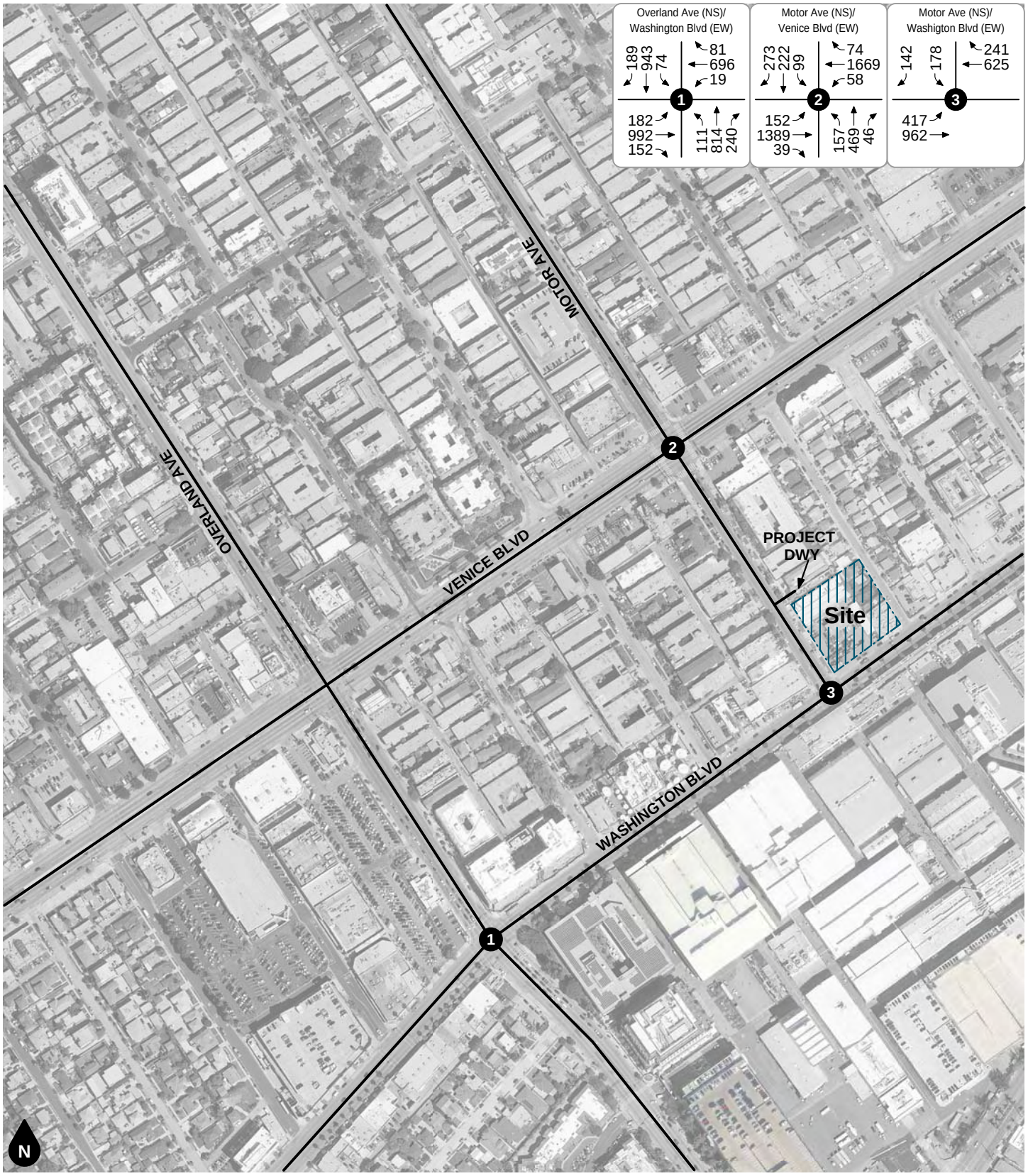
Study Intersection

Figure 11
Existing 2020 PM Peak Hour Intersection Turning Movement Volumes



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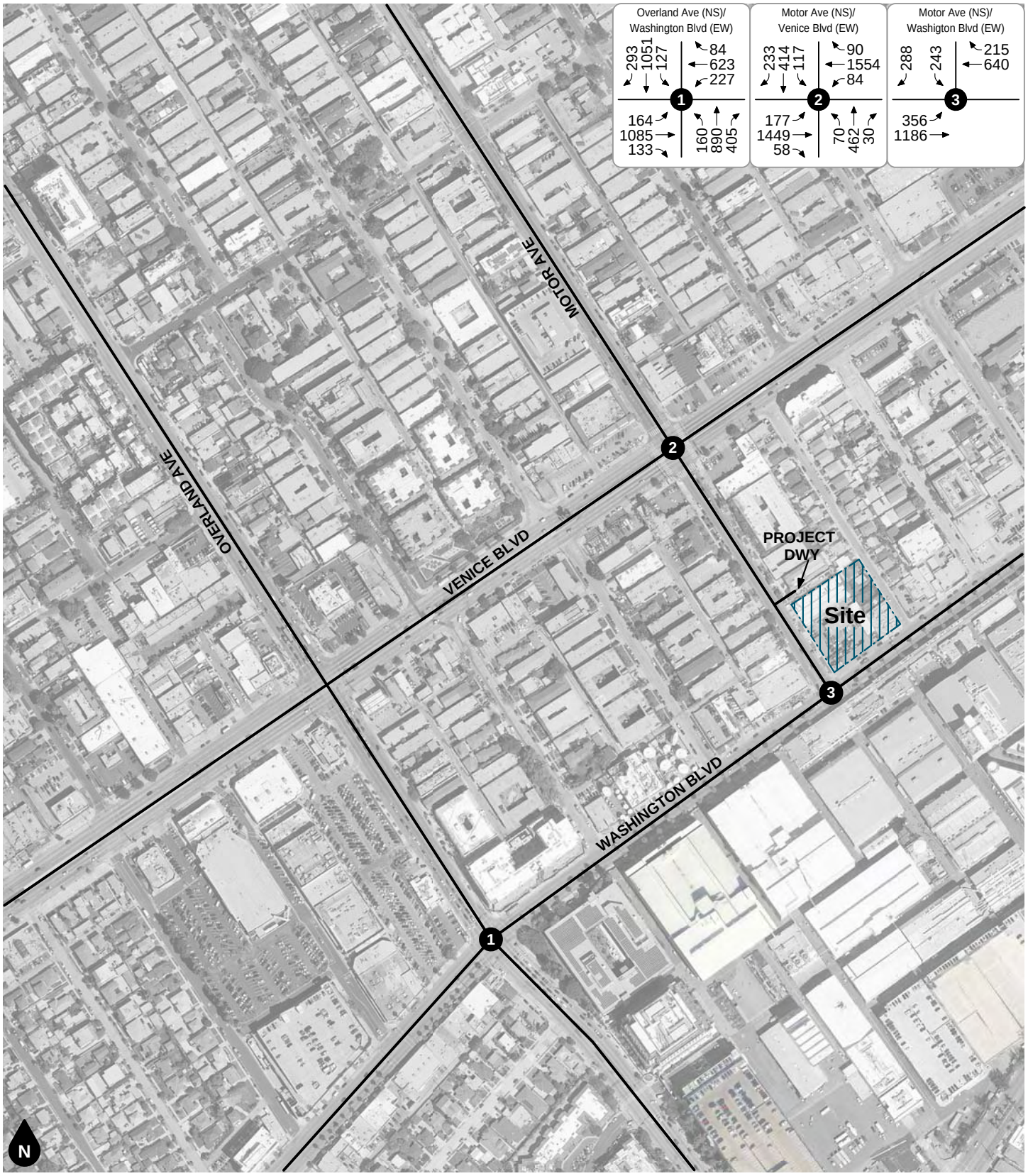
Study Intersection

Figure 12
Existing Plus Project AM Peak Hour Intersection Turning Movement Volumes



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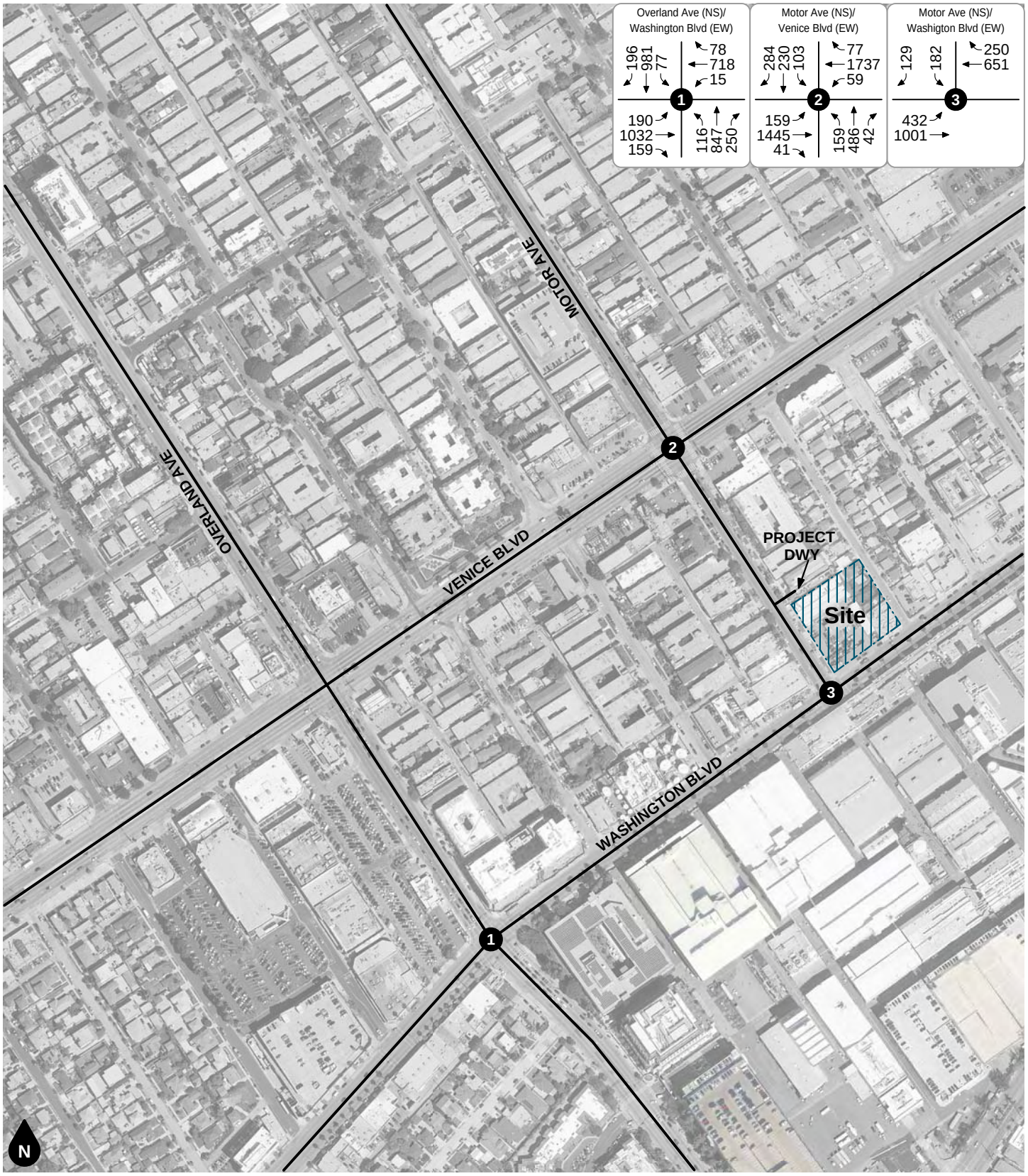
Study Intersection

Figure 13
Existing Plus Project PM Peak Hour Intersection Turning Movement Volumes



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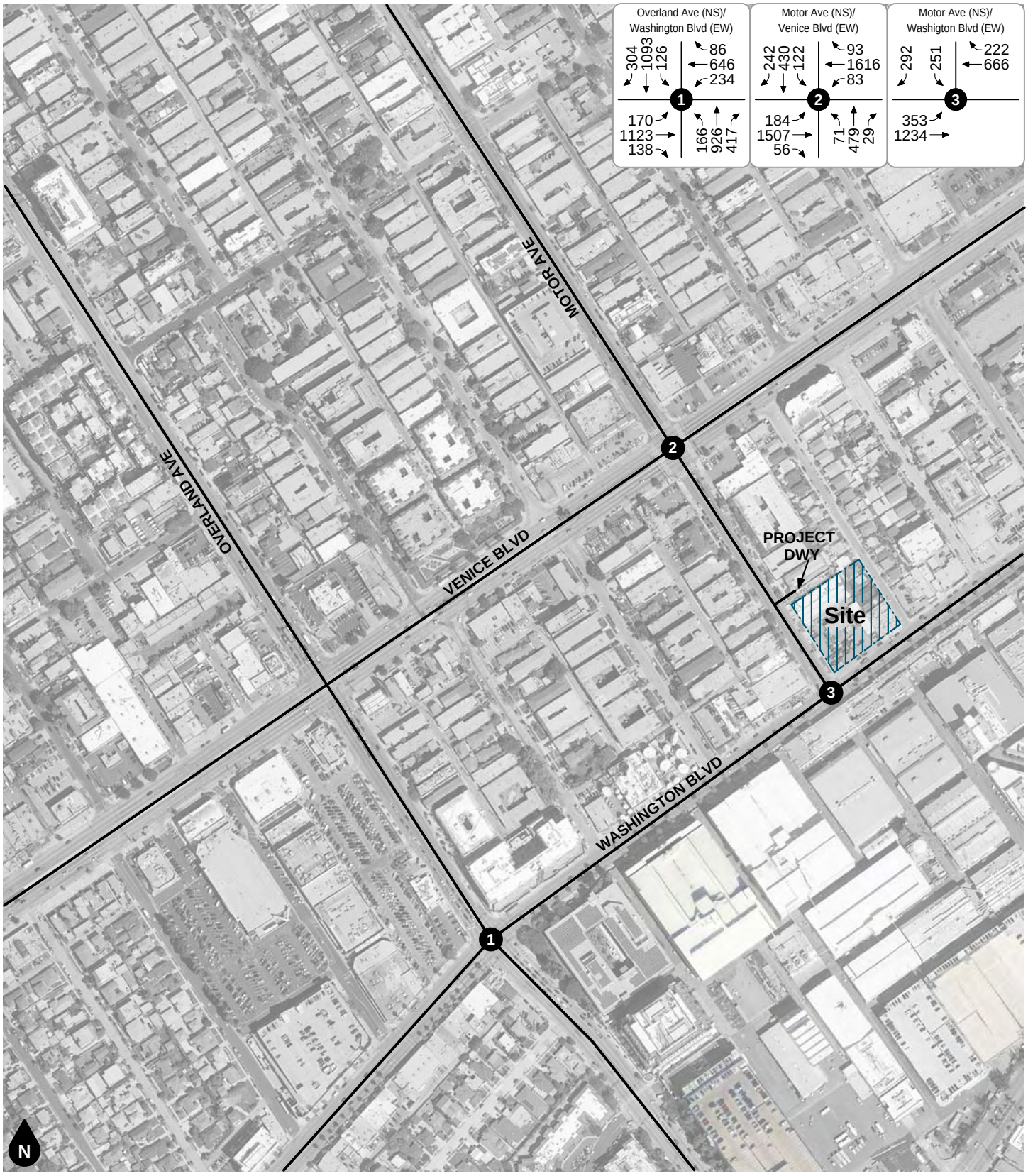
Study Intersection

Figure 14
Opening Year 2022 Without Project AM Peak Hour Intersection Turning Movement Volumes



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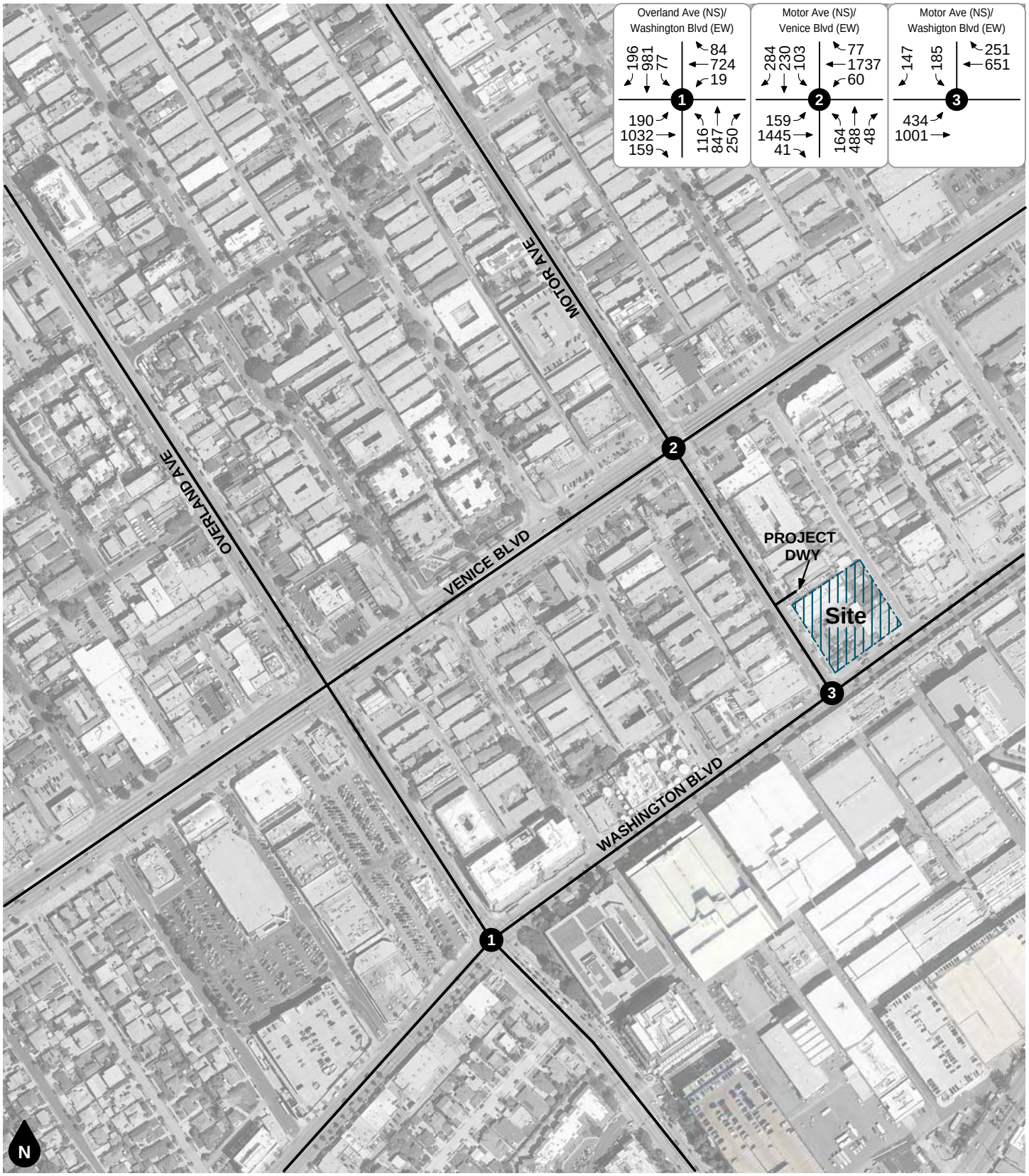
Study Intersection

Figure 15
Opening Year 2022 Without Project PM Peak Hour Intersection Turning Movement Volumes



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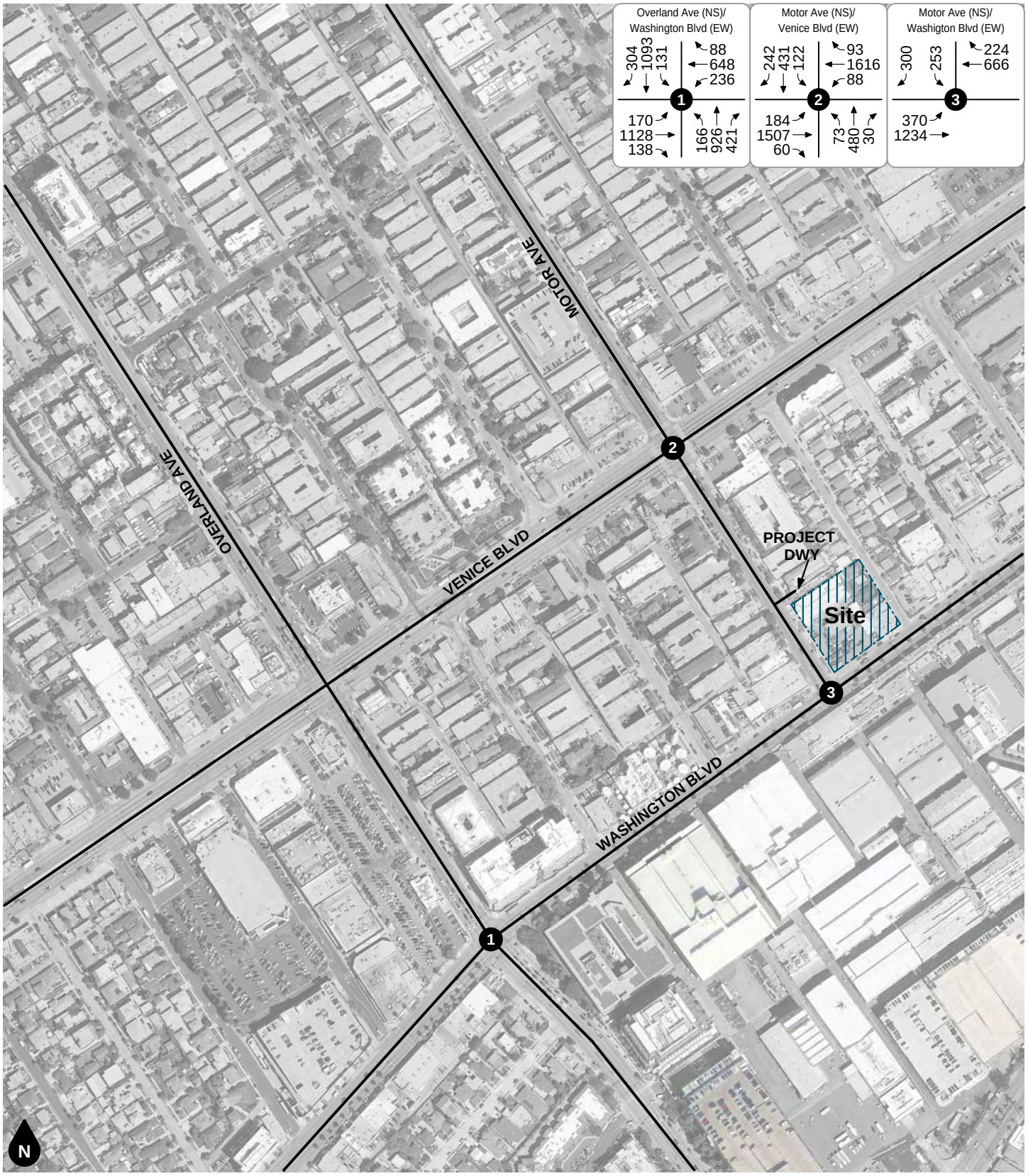
Study Intersection

Figure 16
Opening Year 2022 With Project AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 17

Opening Year 2022 With Project PM Peak Hour Intersection Turning Movement Volumes

APPENDIX A

TRANSPORTATION IMPACT STUDY MEMORANDUM OF UNDERSTANDING (MOU)

Tom Huang

From: El-Guindy, Heba <Heba.El-Guindy@culvercity.org>
Sent: Monday, February 10, 2020 3:07 PM
To: Giancarlo Ganddini
Cc: Tom Huang; egtorres@mbakerintl.com; Kurtz, Barry; pedro.ayala@lacity.org
Subject: RE: 10375 Washington Boulevard - Traffic Study Update

Hi Giancarlo,

Please proceed with the work, and please let us know if you have questions or need information along the way.

Best regards,
Heba

Heba El-Guindy, TE
Mobility and Traffic Engineering Manager
Public Works Department
9770 Culver Boulevard
Culver City, CA 90230-0507
✉ Heba.El-Guindy@culvercity.org
☎ 310-253-5628

From: Giancarlo Ganddini <giancarlo@ganddini.com>
Sent: Monday, February 10, 2020 3:01 PM
To: Kurtz, Barry <barry.kurtz@culvercity.org>; pedro.ayala@lacity.org
Cc: El-Guindy, Heba <Heba.El-Guindy@culvercity.org>; Tom Huang <tom@ganddini.com>; egtorres@mbakerintl.com
Subject: RE: 10375 Washington Boulevard - Traffic Study Update

Barry and Pedro,

Thanks in advance for your time reviewing the MOU for 10375 Washington Boulevard.

The version of the MOU Tom sent last Friday (also attached here) is the third submittal; I sincerely hope all comments have been addressed to your satisfaction and look forward to receiving a signed MOU by tomorrow. This traffic study is the critical path item and the project cannot continue enduring further delays. If there any additional comments, I would kindly ask that you note them on the signed MOU so that we can incorporate them and finalize the analysis.

Thank you,
Giancarlo Ganddini, PE, PTP
Principal

GANDDINI GROUP, INC.
550 Parkcenter Drive, Suite 202
Santa Ana, CA 92705
o. 714 795 3100 x 101
c. 949 735 9314
www.ganddini.com

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: 10375 W Washington Boulevard Mixed-Use Project (OtherWLA16-104645)

Project Address: 10375 West Washington Boulevard, Los Angeles, CA

Project Description: Mixed-use project with 139-unit multi-family dwelling units and 1,969 SF ground floor retail space to replace an 8,534 SF auto care center.

LADOT Project Case Number: OtherWLA16-104645 Project Site Plan attached? *(Required)* ☒ Yes ☐ No See Figure 2

II. TRIP GENERATION

Geographic Distribution: N 25 % S 15 % E 25 % W 35 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No See Figure 3

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No	
Transit Usage	☒	☐	10% Per TIS Guidelines. Within 1/4 mile of a bus stop.
Transportation Demand Management	☐	☒	
Existing Active Land Use	☒	☐	8,534 SF auto care center with 10% pass-by (See Table 1)
Previous Land Use	☐	☒	
Internal Trip	☐	☒	
Pass-By Trip	☒	☐	50% Per TIS Guidelines. Retail <50,000 SF

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ☒ Other: ITE 10th Edition, 2017

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	2	30	32
PM Trips	25	12	37

See Figures 4 and 5 for Project AM and PM volumes.

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☒ No 2%Per Yr.
A combined 2.0% annual growth rate will account for both related projects of 1% and background growth of 1%.

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ☒ No See Table 2

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ☒ Yes ☐ No See Figure 1

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

Traffic counts were conducted in 2017, and a 1% annual growth rate over a 3-year period (a total of 3.0% growth) will be applied the previous 2017 counts to determine the current 2020 conditions. The opening year 2022 will include a combined 2% annual growth rate over a 2-year period (a total of 4.0% growth) to account for both the related projects of 1% and background growth of 1% from 2020 to 2022.

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Ganddini Group, Inc./Tom Huang, TE	GR Properties/Frankie Murphy
Address:	550 Parkcenter Dr, Ste 202, Santa Ana CA	12100 Wilshire Blvd, #1180, Los Angeles
Phone Number:	(714) 795 - 3100 x 102	(626) 566-7915
E-Mail:	tom@ganddini.com	frankie.murphy@grproperties.com.hk

Approved by: x _____ 02/07/2020 x _____ _____

Consultant's Representative | Date | LADOT Representative | Date

Approved by: _____ _____

Culver City Representative | Date

V. Study Intersections: (see Figure 1)

1. Motor Avenue / Washington Boulevard
2. Motor Avenue / Venice Boulevard
3. Overland Avenue / Washington Boulevard

VI. Other Consideration:

1. The project should provide 10 feet of right-of-way dedication along its Washington Boulevard frontage to be consistent with other properties on the north side of Washington Boulevard, and for future planning purposes.

2. The traffic study will evaluate the need for dedicated right-turn only lanes at the Washington Boulevard intersections during the AM and PM peak hours.

3. The traffic study will include discussion sections on bicycle, transit and pedestrian travels.

Background: A Traffic Technical Memorandum previously prepared by Michael Baker International in April 5, 2017 assessed the traffic impacts associated with the proposed project based on a previous site plan. The current proposed project has been revised. The purpose of this updated traffic study addendum is to evaluate the potential project impacts based on the new proposed site plan. The updated traffic study addendum will utilize the 2017 traffic count data from the 2017 Traffic Memo and factored up with growth rates.

Table 1
Project Trip Generation

Trip Generation Rates										
Project				AM Peak			PM Peak			Weekday Daily
No.	Land Use	Code[1]	Units[2]	In %	Out %	Total	In %	Out %	Total	
1	Multifamily Housing (Mid-Rise) Residential	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44
2	Variety Store	ITE 814	TSF	57%	43%	3.18	52%	48%	6.84	63.47
3	Automobile Care Center	ITE 942	TSF	66%	34%	2.25	48%	52%	3.11	23.72

Trips Generated									
Project			AM Peak			PM Peak			Weekday Daily
No.	Land Use	Quantity[2]	In	Out	Total	In	Out	Total	
	Existing								
A	Automobile Care Center	8.534 TSF	13	6	19	13	14	27	202
	Existing Subtotal Trips		13	6	19	13	14	27	202
	Commercial Pass-By Trip Credit	10%	-1	-1	-2	-1	-1	-2	-20
	Existing Subtotal Trips - With Credit		12	5	17	12	13	25	182
	Proposed								
B	Multifamily Housing (Mid-Rise) Residential	139 DU	13	38	51	38	24	62	756
C	Variety Store	1.969 TSF	4	3	7	7	6	13	125
	Existing Subtotal Trips		17	41	58	45	30	75	881
	Retail Pass-By Trip Credit	50% [3]	-2	-2	-4	-4	-3	-7	-63
	Residential Transit Credit	10% [4]	-1	-4	-5	-4	-2	-6	-76
	Proposed Subtotal Trips - With Credit		14	35	49	37	25	62	742
Total Net Trips - With Credit			+2	+30	+32	+25	+12	+37	+560

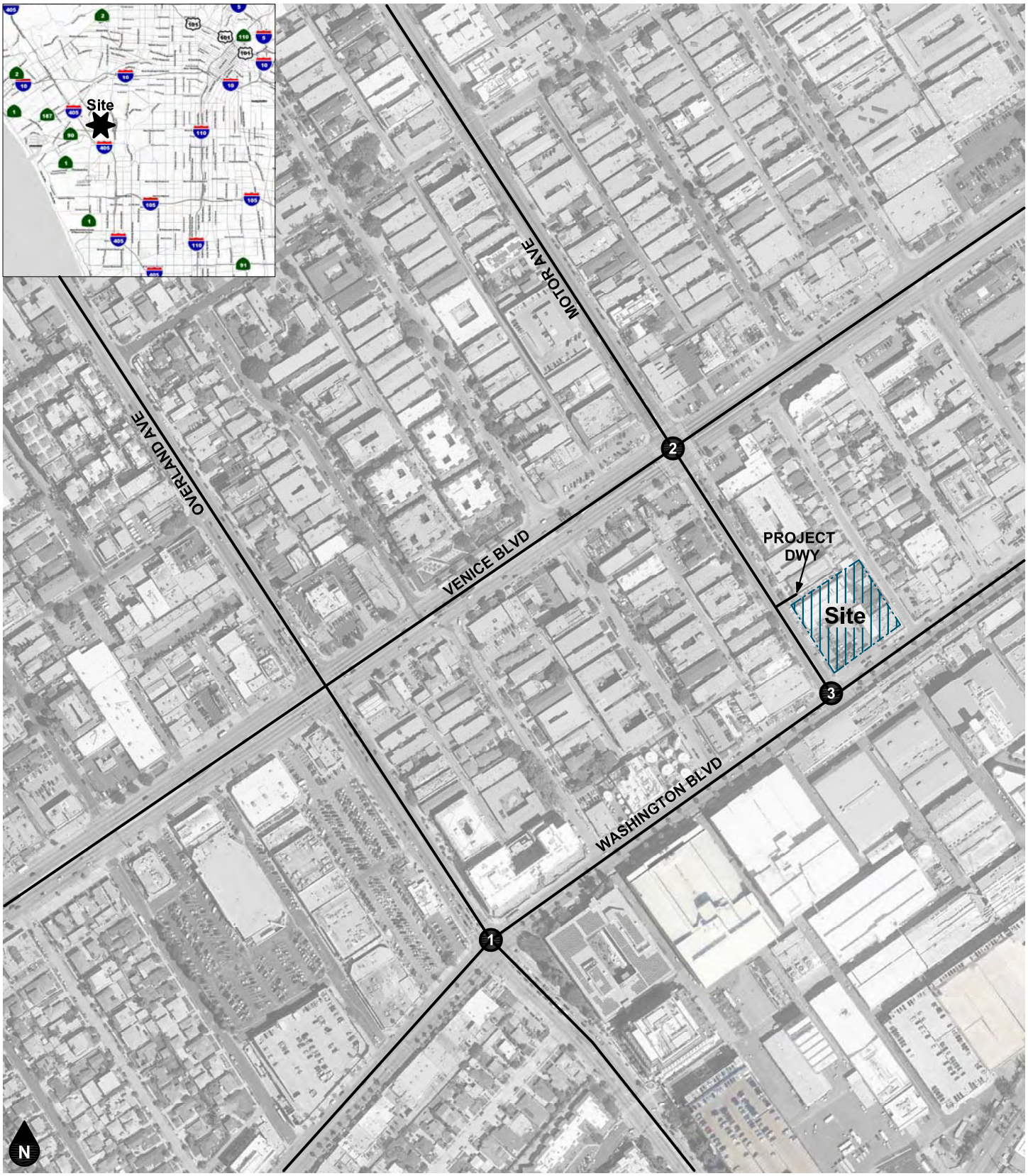
Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code

(2) TSF = Thousand Square Feet; DU = Dwelling Unit

(3) Retail use less than 50 TSF. Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

(4) Residential site located within 1/4 mile of a bus stop.



Legend

(#) Study Intersection

Figure 1
Project Location Map

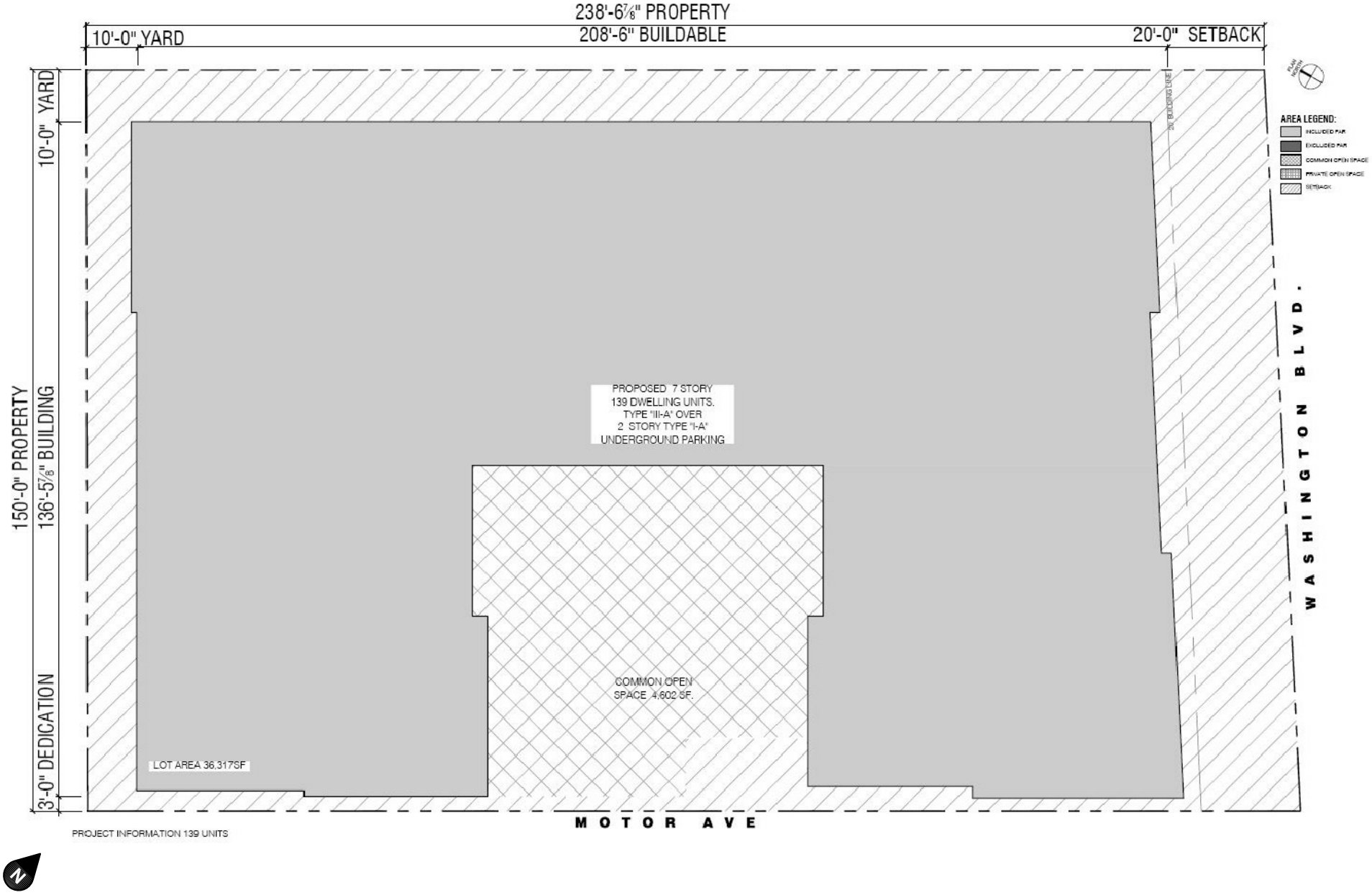
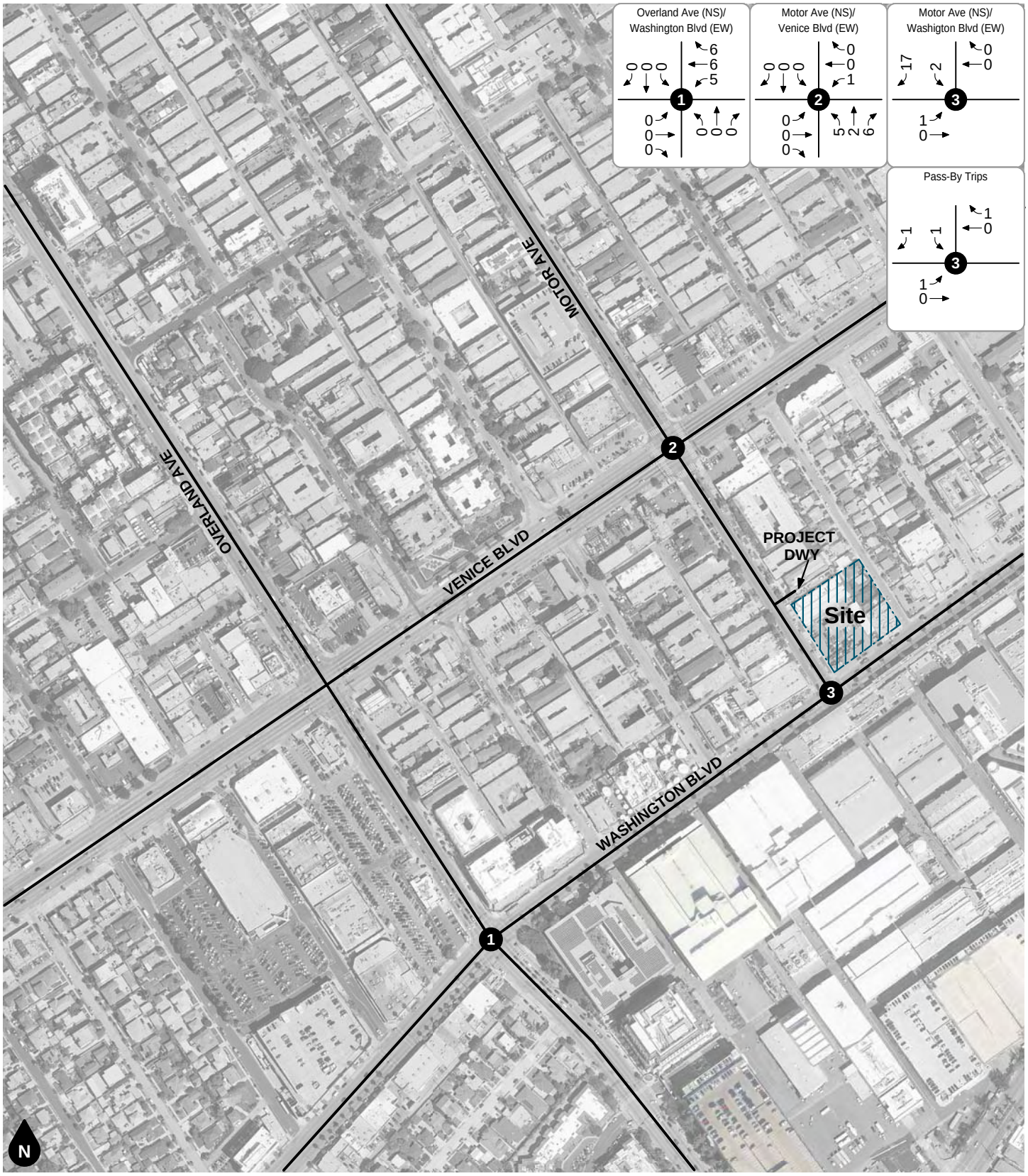


Figure 2
Project Site Plan

Legend

10% Percent To/From Project

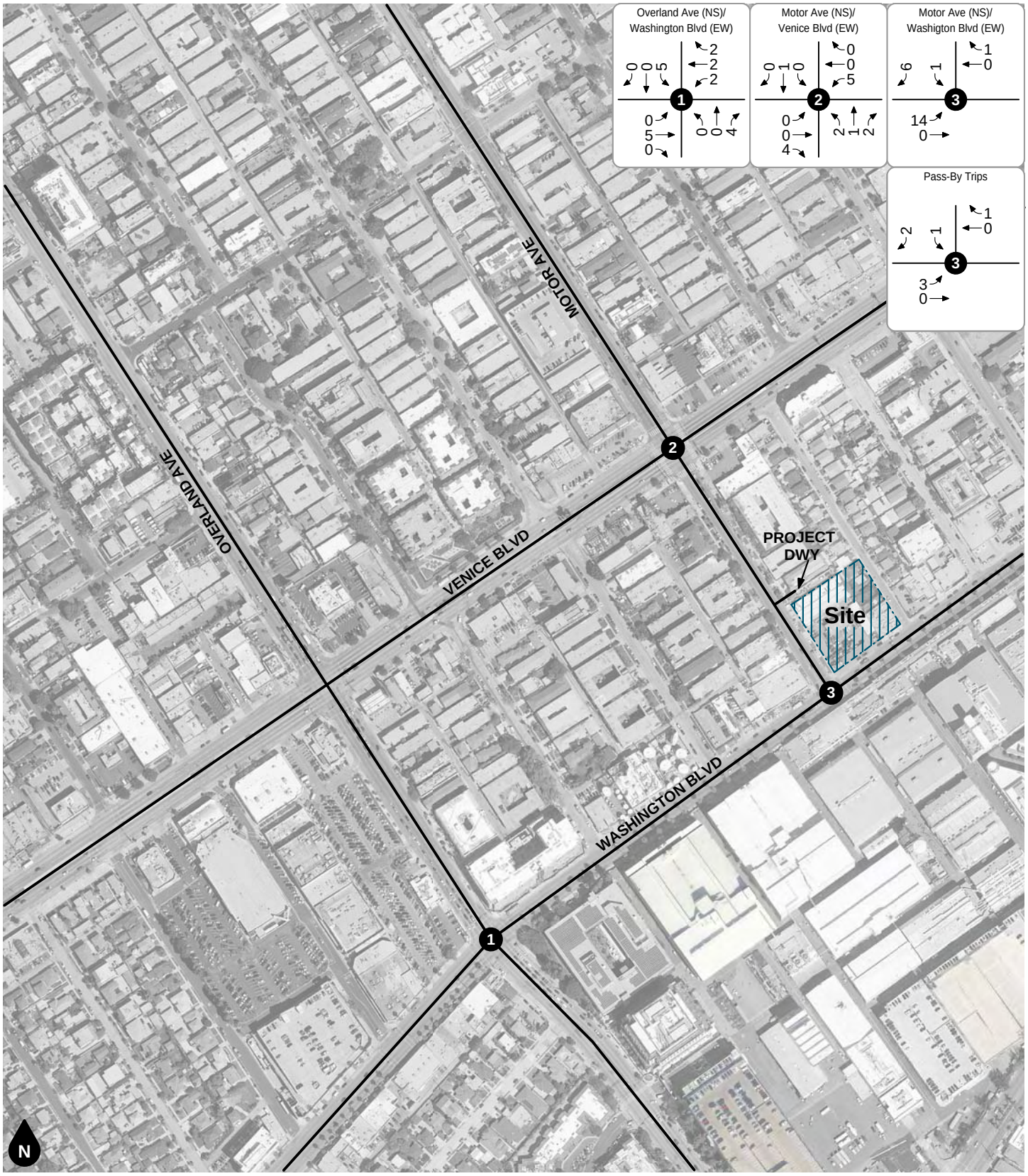
Figure 3
Project Trip Distribution



Legend

Study Intersection

Figure 4
Project-Only AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 5
Project-Only PM Peak Hour Intersection Turning Movement Volumes

APPENDIX B

ROADWAY SEGMENT AVERAGE DAILY TRAFFIC (ADT)

Table A
Roadway Segment Average Daily Traffic (ADT) Summary

Roadway Segment			Existing (2019)	Project Only	Existing Plus Project	Opening Year Without Project	Opening Year With Project
A	Overland Ave	North of Washington Blvd	25,800 [1]	100	25,900	26,100	26,200
B	Overland Ave	South of Washington Blvd	28,300 [1]	80	28,400	28,600	28,700
C	Motor Ave	North of Venice Blvd	14,800 [1]	30	14,800	14,900	14,900
D	Motor Ave	Venice Blvd to Project Dwy	10,900 [1]	210	11,100	11,000	11,200
E	Motor Ave	Project Dwy to Washington Blvd	10,600 [1]	310	10,900	10,700	11,000
F	Venice Blvd	West of Motor Ave	35,000 [1]	80	35,100	35,400	35,500
G	Venice Blvd	East of Motor Ave	32,800 [1]	100	32,900	33,100	33,200
H	Washington Blvd	West of Overland Ave	24,300 [1]	100	24,400	24,500	24,600
I	Washington Blvd	Overland Ave to Motor Ave	25,100 [1]	290	25,400	25,400	25,700
J	Washington Blvd	East of Motor Ave	22,600 [1]	30	22,600	22,800	22,800

Notes:

(1) Existing average daily traffic volume is estimated as PM peak hour volume equal to approximately 10% of the daily traffic.

APPENDIX C

LEVEL OF SERVICE WORKSHEETS

Existing 2020

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
1	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	108	1	**108**	0	108	**108**	0	111	1	**111**	0	111	1	**111**	0	111	1	**111**
	Left-Through		0							0				0				0	
	Through	790	2	395	0	790	395	0	814	2	407	0	814	2	407	0	814	2	407
	Through-Right		0							0				0				0	
	Right	233	1	219	0	233	219	0	240	1	226	0	240	1	226	0	240	1	226
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	915	2	**458**	0	915	**458**	0	943	2	**472**	0	943	2	**472**	0	943	2	**472**
	Through-Right		0							0				0				0	
	Right	183	1	6	0	183	6	0	189	1	7	0	189	1	7	0	189	1	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	963	2	482	0	963	482	0	992	2	496	0	992	2	496	0	992	2	496
	Through-Right		0							0				0				0	
	Right	148	1	40	0	148	40	0	152	1	41	0	152	1	41	0	152	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	14	1	14	0	14	14	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	670	1	**372**	0	670	**372**	0	690	1	**383**	0	690	1	**383**	0	690	1	**383**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		566	*North-South:*		566	*North-South:*			583	*North-South:*			583	*North-South:*			583
		East-West:		549	*East-West:*		549	*East-West:*			565	*East-West:*			565	*East-West:*			565
		SUM:		1115	*SUM:*		1115	*SUM:*			1148	*SUM:*			1148	*SUM:*			1148
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.811				0.835				0.835				0.835
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.811			0.811				0.835				0.835				0.835
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
1	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	155	1	**155**	0	155	**155**	0	160	1	**160**	0	160	1	**160**	0	160	1	**160**
	Left-Through		0							0				0				0	
	Through	864	2	432	0	864	432	0	890	2	445	0	890	2	445	0	890	2	445
	Through-Right		0							0				0				0	
	Right	389	1	171	0	389	171	0	401	1	176	0	401	1	176	0	401	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	0	118	118	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	1020	2	**510**	0	1020	**510**	0	1051	2	**526**	0	1051	2	**526**	0	1051	2	**526**
	Through-Right		0							0				0				0	
	Right	284	1	125	0	284	125	0	293	1	129	0	293	1	129	0	293	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	159	1	159	0	159	159	0	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	1048	2	**524**	0	1048	**524**	0	1080	2	**540**	0	1080	2	**540**	0	1080	2	**540**
	Through-Right		0							0				0				0	
	Right	129	1	0	0	129	0	0	133	1	0	0	133	1	0	0	133	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	218	1	**218**	0	218	**218**	0	225	1	**225**	0	225	1	**225**	0	225	1	**225**
	Left-Through		0							0				0				0	
	Through	603	1	342	0	603	342	0	621	1	352	0	621	1	352	0	621	1	352
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		665	North-South:		665	North-South:			686	North-South:			686	North-South:			686
		East-West:		742	East-West:		742	East-West:			765	East-West:			765	East-West:			765
		SUM:		1407	SUM:		1407	SUM:			1451	SUM:			1451	SUM:			1451
VOLUME/CAPACITY (V/C) RATIO:				1.023			1.023				1.055				1.055				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			1.023				1.055				1.055				1.055
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
2	East-West Street:	Venice Blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1
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
	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?				0				0				0				0				0
Override Capacity				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	148	1	148	0	148	148	0	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	453	1	**453**	0	453	**453**	0	467	1	**467**	0	467	1	**467**	0	467	1	**467**
	Through-Right		0							0				0				0	
	Right	39	1	12	0	39	12	0	40	1	12	0	40	1	12	0	40	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	1	96	0	96	96	0	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	215	0	**480**	0	215	**480**	0	222	0	**495**	0	222	0	**495**	0	222	0	**495**
	Through-Right		1							1				1				1	
	Right	265	0	0	0	265	0	0	273	0	0	0	273	0	0	0	273	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	148	1	**148**	0	148	**148**	0	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through		0							0				0				0	
	Through	1348	2	462	0	1348	462	0	1389	2	476	0	1389	2	476	0	1389	2	476
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1620	2	**564**	0	1620	**564**	0	1669	2	**581**	0	1669	2	**581**	0	1669	2	**581**
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		933	*North-South:*		933	*North-South:*			962	*North-South:*			962	*North-South:*			962
		East-West:		712	*East-West:*		712	*East-West:*			733	*East-West:*			733	*East-West:*			733
		SUM:		1645	*SUM:*		1645	*SUM:*			1695	*SUM:*			1695	*SUM:*			1695
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			1.154				1.189				1.189				1.189
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.154			1.154				1.189				1.189				1.189
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
2	East-West Street:	Venice Blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1
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
	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?				0				0				0				0				0
Override Capacity				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	66	1	66	0	66	66	0	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	447	1	**447**	0	447	**447**	0	461	1	**461**	0	461	1	**461**	0	461	1	**461**
	Through-Right		0							0				0				0	
	Right	27	1	0	0	27	0	0	28	1	0	0	28	1	0	0	28	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	114	0	114	114	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	401	0	**627**	0	401	**627**	0	413	0	**646**	0	413	0	**646**	0	413	0	**646**
	Through-Right		1							1				1				1	
	Right	226	0	0	0	226	0	0	233	0	0	0	233	0	0	0	233	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	172	1	**172**	0	172	**172**	0	177	1	**177**	0	177	1	**177**	0	177	1	**177**
	Left-Through		0							0				0				0	
	Through	1406	2	486	0	1406	486	0	1449	2	501	0	1449	2	501	0	1449	2	501
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	77	0	77	77	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	1508	2	**532**	0	1508	**532**	0	1554	2	**548**	0	1554	2	**548**	0	1554	2	**548**
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1074	*North-South:*		1074	*North-South:*			1107	*North-South:*			1107	*North-South:*			1107
		East-West:		704	*East-West:*		704	*East-West:*			725	*East-West:*			725	*East-West:*			725
		SUM:		1778	*SUM:*		1778	*SUM:*			1832	*SUM:*			1832	*SUM:*			1832
VOLUME/CAPACITY *(V/C)* RATIO:				1.248			1.248				1.286				1.286				1.286
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.248			1.248				1.286				1.286				1.286
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
3	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	170	1	**170**	0	170	**170**	0	175	1	**175**	0	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	120	1	0	0	120	0	0	124	1	0	0	124	1	0	0	124	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	403	1	**403**	0	403	**403**	0	415	1	**415**	0	415	1	**415**	0	415	1	**415**
	Left-Through		0							0				0				0	
	Through	934	2	467	0	934	467	0	962	2	481	0	962	2	481	0	962	2	481
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	607	1	**420**	0	607	**420**	0	625	1	**433**	0	625	1	**433**	0	625	1	**433**
	Through-Right		1							1				1				1	
	Right	233	0	233	0	233	233	0	240	0	240	0	240	0	240	0	240	0	240
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		170	*North-South:*		170	*North-South:*			175	*North-South:*			175	*North-South:*			175
		East-West:		823	*East-West:*		823	*East-West:*			848	*East-West:*			848	*East-West:*			848
		SUM:		993	*SUM:*		993	*SUM:*			1023	*SUM:*			1023	*SUM:*			1023
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.697				0.718				0.718				0.718
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.697				0.718				0.718				0.718
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
3	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	234	1	**234**	0	234	**234**	0	241	1	**241**	0	241	1	**241**	0	241	1	**241**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	272	1	0	0	272	0	0	280	1	0	0	280	1	0	0	280	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	329	1	**329**	0	329	**329**	0	339	1	**339**	0	339	1	**339**	0	339	1	**339**
	Left-Through		0							0				0				0	
	Through	1151	2	576	0	1151	576	0	1186	2	593	0	1186	2	593	0	1186	2	593
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	621	1	**414**	0	621	**414**	0	640	1	**427**	0	640	1	**427**	0	640	1	**427**
	Through-Right		1							1				1				1	
	Right	207	0	207	0	207	207	0	213	0	213	0	213	0	213	0	213	0	213
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		234	*North-South:*		234	*North-South:*			241	*North-South:*			241	*North-South:*			241
		East-West:		743	*East-West:*		743	*East-West:*			766	*East-West:*			766	*East-West:*			766
		SUM:		977	*SUM:*		977	*SUM:*			1007	*SUM:*			1007	*SUM:*			1007
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.686				0.707				0.707				0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.686				0.707				0.707				0.707
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

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

Opening Year 2022

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	2/11/2020
1	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	111	1	**111**	0	111	**111**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	814	2	407	0	814	407	0	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0							0				0				0	
	Right	240	1	226	0	240	221	0	250	1	235	0	250	1	230	0	250	1	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	74	0	74	74	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	943	2	**472**	0	943	**472**	0	981	2	**491**	0	981	2	**491**	0	981	2	**491**
	Through-Right		0							0				0				0	
	Right	189	1	7	0	189	7	0	196	1	6	0	196	1	6	0	196	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	182	1	**182**	0	182	**182**	0	190	1	**190**	0	190	1	**190**	0	190	1	**190**
	Left-Through		0							0				0				0	
	Through	992	2	496	0	992	496	0	1032	2	516	0	1032	2	516	0	1032	2	516
	Through-Right		0							0				0				0	
	Right	152	1	41	0	152	41	0	159	1	43	0	159	1	43	0	159	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	14	1	14	5	19	19	0	15	1	15	5	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	690	1	**383**	6	696	**389**	0	718	1	**398**	6	724	1	**404**	0	724	1	**404**
	Through-Right		1							1				1				1	
	Right	75	0	75	6	81	81	0	78	0	78	6	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		583	*North-South:*		583	*North-South:*			607	*North-South:*			607	*North-South:*			607
		East-West:		565	*East-West:*		571	*East-West:*			588	*East-West:*			594	*East-West:*			594
		SUM:		1148	*SUM:*		1154	*SUM:*			1195	*SUM:*			1201	*SUM:*			1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.835			0.839				0.869				0.873				0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.839				0.869				0.873				0.873
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	2/11/2020
1	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	160	1	**160**	0	160	**160**	0	166	1	**166**	0	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	890	2	445	0	890	445	0	926	2	463	0	926	2	463	0	926	2	463
	Through-Right		0							0				0				0	
	Right	401	1	176	4	405	178	0	417	1	183	4	421	1	185	0	421	1	185
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	122	1	122	5	127	127	0	126	1	126	5	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	1051	2	**526**	0	1051	**526**	0	1093	2	**547**	0	1093	2	**547**	0	1093	2	**547**
	Through-Right		0							0				0				0	
	Right	293	1	129	0	293	129	0	304	1	134	0	304	1	134	0	304	1	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	164	1	164	0	164	164	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	1080	2	**540**	5	1085	**543**	0	1123	2	**562**	5	1128	2	**564**	0	1128	2	**564**
	Through-Right		0							0				0				0	
	Right	133	1	0	0	133	0	0	138	1	0	0	138	1	0	0	138	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	225	1	**225**	2	227	**227**	0	234	1	**234**	2	236	1	**236**	0	236	1	**236**
	Left-Through		0							0				0				0	
	Through	621	1	352	2	623	354	0	646	1	366	2	648	1	368	0	648	1	368
	Through-Right		1							1				1				1	
	Right	82	0	82	2	84	84	0	86	0	86	2	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	686		*North-South:*	686			*North-South:*	713			*North-South:*	713			*North-South:*	713
			East-West:	765		*East-West:*	770			*East-West:*	796			*East-West:*	800			*East-West:*	800
			SUM:	1451		*SUM:*	1456			*SUM:*	1509			*SUM:*	1513			*SUM:*	1513
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			1.059				1.097				1.100				1.100
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			1.059				1.097				1.100				1.100
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	2/11/2020
2	East-West Street:	Venice Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1
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
	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?				0				0				0				0				0
Override Capacity				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	152	1	152	5	157	157	0	159	1	159	5	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	467	1	**467**	2	469	**469**	0	486	1	**486**	2	488	1	**488**	0	488	1	**488**
	Through-Right		0							0				0				0	
	Right	40	1	12	6	46	17	0	42	1	13	6	48	1	18	0	48	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	0	99	99	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	222	0	**495**	0	222	**495**	0	230	0	**514**	0	230	0	**514**	0	230	0	**514**
	Through-Right		1							1				1				1	
	Right	273	0	0	0	273	0	0	284	0	0	0	284	0	0	0	284	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	152	1	**152**	0	152	**152**	0	159	1	**159**	0	159	1	**159**	0	159	1	**159**
	Left-Through		0							0				0				0	
	Through	1389	2	476	0	1389	476	0	1445	2	495	0	1445	2	495	0	1445	2	495
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	57	1	58	58	0	59	1	59	1	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	1669	2	**581**	0	1669	**581**	0	1737	2	**605**	0	1737	2	**605**	0	1737	2	**605**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	962		*North-South:*	964			*North-South:*	1000			*North-South:*	1002			*North-South:*	1002
			East-West:	733		*East-West:*	733			*East-West:*	764			*East-West:*	764			*East-West:*	764
			SUM:	1695		*SUM:*	1697			*SUM:*	1764			*SUM:*	1766			*SUM:*	1766
VOLUME/CAPACITY *(V/C)* RATIO:				1.189			1.191				1.238				1.239				1.239
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.189			1.191				1.238				1.239				1.239
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	2/11/2020
2	East-West Street:	Venice Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1
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
	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?				0				0				0				0				0
Override Capacity				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	68	1	68	2	70	70	0	71	1	71	2	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	461	1	**461**	1	462	**462**	0	479	1	**479**	1	480	1	**480**	0	480	1	**480**
	Through-Right		0							0				0				0	
	Right	28	1	0	2	30	0	0	29	1	0	2	31	1	0	0	31	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	117	1	117	0	117	117	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	413	0	**646**	1	414	**647**	0	430	0	**672**	1	431	0	**673**	0	431	0	**673**
	Through-Right		1							1				1				1	
	Right	233	0	0	0	233	0	0	242	0	0	0	242	0	0	0	242	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	1449	2	501	0	1449	502	0	1507	2	521	0	1507	2	522	0	1507	2	522
	Through-Right		1							1				1				1	
	Right	54	0	54	4	58	58	0	56	0	56	4	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	79	1	79	5	84	84	0	83	1	83	5	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1554	2	**548**	0	1554	**548**	0	1616	2	**570**	0	1616	2	**570**	0	1616	2	**570**
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1107	*North-South:*		1109	*North-South:*			1151	*North-South:*			1153	*North-South:*			1153
		East-West:		725	*East-West:*		725	*East-West:*			754	*East-West:*			754	*East-West:*			754
		SUM:		1832	*SUM:*		1834	*SUM:*			1905	*SUM:*			1907	*SUM:*			1907
VOLUME/CAPACITY *(V/C)* RATIO:				1.286			1.287				1.337				1.338				1.338
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.286			1.287				1.337				1.338				1.338
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	2/11/2020
3	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	175	1	**175**	3	178	**178**	0	182	1	**182**	3	185	1	**185**	0	185	1	**185**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	124	1	0	18	142	0	0	129	1	0	18	147	1	0	0	147	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	415	1	**415**	2	417	**417**	0	432	1	**432**	2	434	1	**434**	0	434	1	**434**
	Left-Through		0							0				0				0	
	Through	962	2	481	0	962	481	0	1001	2	501	0	1001	2	501	0	1001	2	501
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	625	1	**433**	0	625	**433**	0	651	1	**451**	0	651	1	**451**	0	651	1	**451**
	Through-Right		1							1				1				1	
	Right	240	0	240	1	241	241	0	250	0	250	1	251	0	251	0	251	0	251
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		175	*North-South:*		178	*North-South:*			182	*North-South:*			185	*North-South:*			185
		East-West:		848	*East-West:*		850	*East-West:*			883	*East-West:*			885	*East-West:*			885
		SUM:		1023	*SUM:*		1028	*SUM:*			1065	*SUM:*			1070	*SUM:*			1070
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.721				0.747				0.751				0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.721				0.747				0.751				0.751
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	2/11/2020
3	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	241	1	**241**	2	243	**243**	0	251	1	**251**	2	253	1	**253**	0	253	1	**253**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	280	1	0	8	288	0	0	292	1	0	8	300	1	0	0	300	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	339	1	**339**	17	356	**356**	0	353	1	**353**	17	370	1	**370**	0	370	1	**370**
	Left-Through		0							0				0				0	
	Through	1186	2	593	0	1186	593	0	1234	2	617	0	1234	2	617	0	1234	2	617
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	640	1	**427**	0	640	**428**	0	666	1	**444**	0	666	1	**445**	0	666	1	**445**
	Through-Right		1							1				1				1	
	Right	213	0	213	2	215	215	0	222	0	222	2	224	0	224	0	224	0	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		241	*North-South:*		243	*North-South:*			251	*North-South:*			253	*North-South:*			253
		East-West:		766	*East-West:*		784	*East-West:*			797	*East-West:*			815	*East-West:*			815
		SUM:		1007	*SUM:*		1027	*SUM:*			1048	*SUM:*			1068	*SUM:*			1068
VOLUME/CAPACITY *(V/C)* RATIO:				0.707			0.721				0.735				0.749				0.749
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.707			0.721				0.735				0.749				0.749
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX D

INTERSECTION TURN LANE QUEUING WORKSHEETS

10375 Washington Boulevard Mixed Use

Vistro File: J:\...\AM OYP.vistro
Report File: J:\...\AM OYP.pdf

Scenario 1 Opening Year 2022 Plus Project
2/13/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Motor Ave (NS) at Washington Blvd (EW)	Signalized	HCM 6th Edition	SB Left	0.542	19.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 3: Motor Ave (NS) at Washington Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0
Pocket Length [ft]	67.00	100.00	240.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	175	124	415	962	625	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	2	17	1	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	1	1	1	0	0	1
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	1	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	147	434	1000	651	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	37	109	250	163	63
Total Analysis Volume [veh/h]	185	147	434	1000	651	251
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	ProtectedPermissi	Permissive	Permissive	Permissive
Signal group	1	6	3	8	4	0
Auxiliary Signal Groups		6				
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	26	26	35	94	59	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	90	90	55	55
g / C, Green / Cycle	0.18	0.18	0.75	0.75	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.09	0.42	0.28	0.24	0.26
s, saturation flow rate [veh/h]	1781	1589	1044	3560	1870	1703
c, Capacity [veh/h]	327	291	752	2670	857	780
d1, Uniform Delay [s]	44.66	44.09	11.81	5.21	23.20	23.95
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.96	6.12	3.21	0.40	2.31	3.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.50	0.58	0.37	0.53	0.58
d, Delay for Lane Group [s/veh]	51.61	50.21	15.02	5.62	25.51	27.05
Lane Group LOS	D	D	B	A	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.61	4.40	3.67	3.78	9.43	9.84
50th-Percentile Queue Length [ft/ln]	140.22	110.02	91.69	94.52	235.79	246.05
95th-Percentile Queue Length [veh/ln]	9.49	7.84	6.60	6.81	14.47	14.99
95th-Percentile Queue Length [ft/ln]	237.32	196.04	165.04	170.13	361.71	374.68

Movement, Approach, & Intersection Results

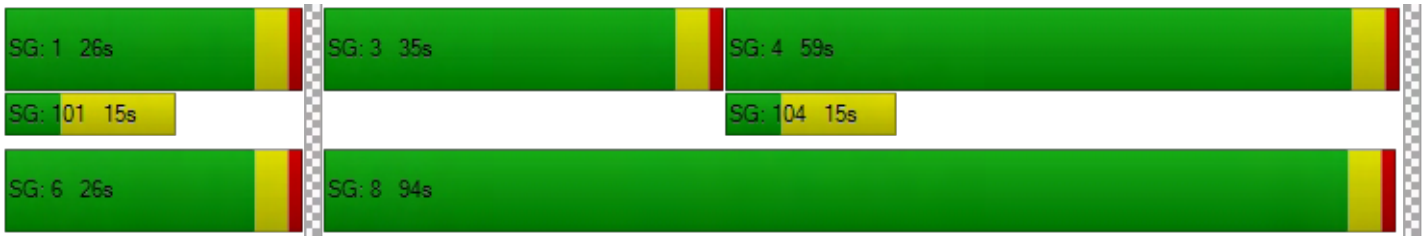
d_M, Delay for Movement [s/veh]	51.61	50.21	15.02	5.62	25.98	27.05
Movement LOS	D	D	B	A	C	C
d_A, Approach Delay [s/veh]	50.99		8.46		26.28	
Approach LOS	D		A		C	
d_I, Intersection Delay [s/veh]	19.78					
Intersection LOS	B					
Intersection V/C	0.542					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.634	0.000	2.740
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	60.00	60.00	60.00
I_b,int, Bicycle LOS Score for Intersection	4.132	5.315	4.877
Bicycle LOS	D	F	E

Sequence

Ring 1	1	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



10375 Washington Boulevard Mixed Use

Vistro File: J:\...\PM OYP.vistro
Report File: J:\...\PM OYP.pdf

Scenario 1 Opening Year 2022 Plus Project
2/13/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Motor Ave (NS) at Washington Blvd (EW)	Signalized	HCM 6th Edition	SB Right	0.617	24.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 3: Motor Ave (NS) at Washington Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0
Pocket Length [ft]	67.00	100.00	240.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	241	280	339	1186	640	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	1	6	14	0	0	1
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	1	2	3	0	0	1
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	1	0	1	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	300	370	1234	666	224
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	75	93	309	167	56
Total Analysis Volume [veh/h]	253	300	370	1234	666	224
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	ProtectedPermissi	Permissive	Permissive	Permissive
Signal group	1	6	3	8	4	0
Auxiliary Signal Groups		6				
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	40	40	26	80	54	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	76	76	50	50
g / C, Green / Cycle	0.30	0.30	0.63	0.63	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.14	0.19	0.37	0.35	0.24	0.26
s, saturation flow rate [veh/h]	1781	1589	990	3560	1870	1717
c, Capacity [veh/h]	534	477	589	2255	779	716
d1, Uniform Delay [s]	34.27	36.24	16.12	12.35	26.79	27.56
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.99	6.18	5.01	0.96	3.03	4.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.63	0.63	0.55	0.57	0.62
d, Delay for Lane Group [s/veh]	37.26	42.42	21.13	13.31	29.82	31.60
Lane Group LOS	D	D	C	B	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.41	8.30	5.08	8.90	10.19	10.61
50th-Percentile Queue Length [ft/ln]	160.19	207.40	126.88	222.61	254.85	265.34
95th-Percentile Queue Length [veh/ln]	10.56	13.02	8.77	13.80	15.43	15.96
95th-Percentile Queue Length [ft/ln]	263.97	325.50	219.24	344.96	385.75	398.91

Movement, Approach, & Intersection Results

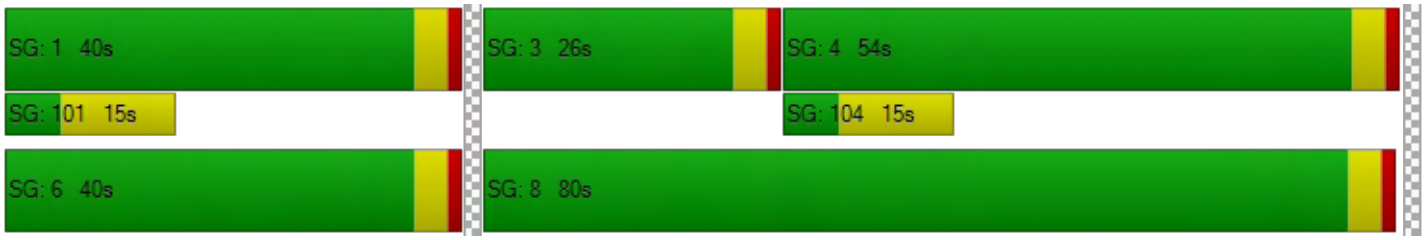
d_M, Delay for Movement [s/veh]	37.26	42.42	21.13	13.31	30.41	31.60
Movement LOS	D	D	C	B	C	C
d_A, Approach Delay [s/veh]	40.06		15.11		30.71	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	24.19					
Intersection LOS	C					
Intersection V/C	0.617					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.618	0.000	2.822
Crosswalk LOS	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	60.00	60.00	60.00
I_b,int, Bicycle LOS Score for Intersection	4.132	5.456	4.867
Bicycle LOS	D	F	E

Sequence

Ring 1	1	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E

VMT ANALYSIS WORKSHEETS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

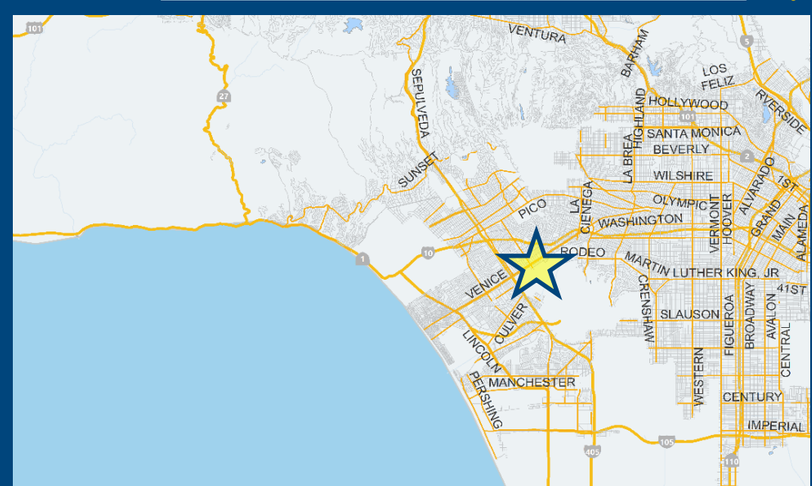
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Project

Address: 10375 W WASHINGTON BLVD, 90232



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | Auto Repair	8.534	ksf
Retail | Auto Repair	8.534	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.969	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	1.969	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	545 Daily Vehicle Trips
1,101 Daily VMT	3,147 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.	☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	389 Net Daily Trips
The net increase in daily VMT ≤ 0	2,046 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.969 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/17/2020

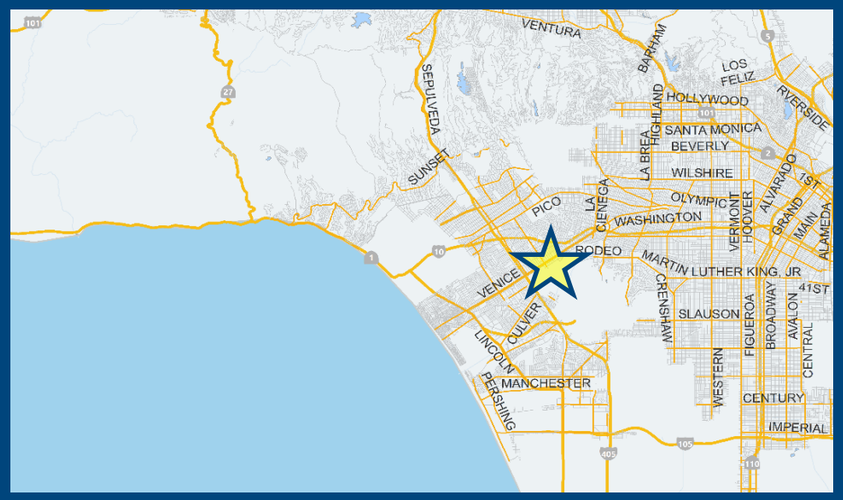
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project:

Scenario: Project

Address: 10375 W WASHINGTON BLVD, 90232



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Retail | General Retail	1.969	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
- 150 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
545 Daily Vehicle Trips	**545** Daily Vehicle Trips
3,147 Daily VMT	**3,147** Daily VMT
6.9 Household VMT per Capita	**6.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

2/17/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 17, 2020
Project Name:
Project Scenario: Project
Project Address: 10375 W WASHINGTON BLVD, 90232

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	139	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.969	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 17, 2020
Project Name:
Project Scenario: Project
Project Address: 10375 W WASHINGTON BLVD, 90232

Version 1.2

Analysis Results

Total Employees: 4
Total Population: 313

Proposed Project		*With Mitigation*	
545	**Daily Vehicle Trips**	**545**	**Daily Vehicle Trips**
3,147	**Daily VMT**	**3,147**	**Daily VMT**
6.9	**Household VMT per Capita**	**6.9**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	N/A	Work > 11.1	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 17, 2020
Project Name:
Project Scenario: Project
Project Address: 10375 W WASHINGTON BLVD, 90232

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	188	-24.5%	142	6.8	1,278	966
Home Based Other Production	504	-48.6%	259	4.6	2,318	1,191
Non-Home Based Other Production	18	-11.1%	16	6.7	121	107
Home-Based Work Attraction	6	-100.0%	0	10.6	64	0
Home-Based Other Attraction	133	-49.6%	67	6.9	918	462
Non-Home Based Other Attraction	69	-11.6%	61	6.9	476	421

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	142	966	0.0%	142	966
Home Based Other Production	0.0%	259	1,191	0.0%	259	1,191
Non-Home Based Other Production	0.0%	16	107	0.0%	16	107
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	67	462	0.0%	67	462
Non-Home Based Other Attraction	0.0%	61	421	0.0%	61	421

MXD VMT Methodology Per Capita & Per Employee

Total Population: 313
Total Employees: 4
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,157**	**2,157**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**6.9**	**6.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

May 8, 2020

Mr. Eddie Torres
MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

RE: 10375 Washington Boulevard Mixed-Use Project Revised Traffic Study
19-0175

Dear Mr. Torres:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this Revised Traffic Study for the proposed 10375 Washington Boulevard Mixed-Use Project located in the City of Los Angeles. The project site is located north of Washington Boulevard and East of Motor Avenue as shown in Figure 1. A Traffic Technical Memorandum previously prepared by Michael Baker International in January 30, 2017 assessed the traffic impacts associated with a previously proposed project consisting of 108 condominium dwelling units and 3,600 square feet of ground-floor retail space. The currently proposed project has been revised to consist of 139 multi-family dwelling units and 1,969 square feet of ground floor retail space. The existing site is currently occupied by an 8,534 square foot automobile care center. Figure 2 shows the project site plan.

The purpose of this Revised Traffic Study is to evaluate the potential project impacts based on the proposed site plan. This updated traffic analysis will utilize the 2016 traffic count data from the 2017 Traffic Memo, and the traffic forecast will also utilize the similar growth rate assumptions from the 2017 Traffic Memo to estimate the current 2020 conditions and Opening Year 2022 conditions. This Revised Traffic Study will consist of the following tasks:

1. Determine the net project trips generated by the proposed 139 multi-family dwelling units and 1,969 of ground floor variety store retail space.

2. Revise traffic volumes for the existing 2020 conditions and the Opening Year 2022 conditions based on the 2016 traffic count data and similar growth rate assumptions from the previous 2017 Traffic Memo.

3. Revise intersection Level of Service operations analysis based on the updated 2020 and 2022 traffic forecast.

4. Identify additional mitigation measure improvements required as a result of the updated site plan, if any.

Appendix A includes the updated Transportation Impact Study Memorandum of Understanding (MOU) which has been reviewed and accepted by Los Angeles Department of Transportation (DOT) and Culver City.

REVISED PROJECT TRIP GENERATION

Table 1 shows the proposed project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities. The existing site is currently occupied by an 8,534 square foot automobile care center. The currently proposed project has been revised to consist of 139 multi-family dwelling units and 1,969 of ground floor variety store retail space. As shown in Table 1, the proposed project is forecast to generate a total of approximately 610 net daily vehicle trips, including 36 net vehicle trips during the AM peak hour and 42 net vehicle trips during the PM peak hour.

Transit Trip Credit Adjustment Factor

Culver City Bus Line 1 runs along Washington Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Washington Boulevard intersection directly at the project site as well as at the Overland Avenue/Washington Boulevard intersection approximately 0.21 mile west of the project site. Los Angeles Metro Bus Routes 33 and 733 run along Venice Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Venice Boulevard intersection approximately 0.13 mile north of the project site.

In accordance with the Traffic Study Policies and Procedures (LADOT), a 10% transit credit for residential development located near transit locations has been applied to the trips generated by the proposed project.

Pass-By Trip Adjustment Factor

A pass-by trip adjustment is applicable to commercial land uses located along busy arterial highways attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, a motorist already traveling along Washington Boulevard between work and home or other destinations may stop at the retail component of the proposed project site. A pass-by discount under this example would eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the project site and an outbound trip from the project site.

In accordance with Attachment I of the Traffic Study Policies and Procedures (LADOT), a 10% pass-by trip credit has been applied to the trips generated by the specialty retail component of the proposed project as well as to the existing automobile care center on the project site that will be displaced by the proposed project.

TRANSIT FACILITIES

Figure 3 shows the transit services available in the study area, including the existing pedestrian facilities. Culver City Bus Line 1 runs along Washington Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Washington Boulevard intersection directly at the project site as well as at the Overland Avenue/Washington Boulevard intersection approximately 0.21 mile west of the project site. Los Angeles Metro Bus Routes 33 and 733 run along Venice Boulevard, with bus stops provided on both eastbound and westbound directions at the Motor Avenue/Venice Boulevard intersection approximately 0.13 mile north of the project site.

BICYCLE FACILITIES

Venice Boulevard currently has on-street bike lanes on both eastbound and westbound directions of travel. In the study area, there are currently no bike lanes on Washington Boulevard, Overland Avenue and Motor Avenue. Figure 4 shows the Culver City Proposed Bicycle Network. As shown in Figure 4, "Bike Route" is proposed on Washington Boulevard and Overland Avenue in the study area.

PEDESTRIAN FACILITIES

Existing pedestrian facilities adjacent to the project site are previously shown on Figure 3. There are currently sidewalks on both sides of the street along Washington Boulevard, Venice Boulevard, Overland Avenue and Motor Avenue. Figure 5 shows the Culver City Proposed Pedestrian Network. As shown in Figure 5, "Pedestrian Corridor" is proposed on Washington Boulevard in the study area.

FUTURE TRAFFIC FORECAST

This Revised Traffic Study supplements the 10375 W Washington Boulevard Traffic Technical Memorandum previous prepared by Michael Baker International (January 30, 2017). The existing 2020 and Opening Year 2022 background traffic volumes for this updated Revised Traffic Study are based on the 2016 traffic data and similar growth rate assumptions from the 2017 Traffic Memo including the updated project trip generation. The Revised Traffic Study evaluates the following four (4) traffic conditions:

1. Existing 2020 conditions;
2. Existing Plus Project conditions;
3. Opening Year 2022 Without Project conditions; and
4. Opening Year 2022 With Project conditions.

The study area of the traffic analysis includes the following three (3) intersections that are also analyzed in the previous 2017 Traffic Memo, as shown in Figure 1:

Study Intersections	Jurisdiction
1. Overland Avenue (NS) at Washington Boulevard (EW)	Los Angeles
2. Motor Avenue (NS) at Venice Boulevard (EW)	Los Angeles
3. Motor Avenue (NS) at Washington Boulevard (EW)	Los Angeles

Figure 6 identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area.

The existing 2020 and Opening Year 2022 background traffic volumes for this Revised Traffic Study are based on the 2017 traffic count data and similar growth rate assumptions from the previous 2017 Traffic Memo including the updated project trip generation. For the existing 2020 conditions, a 1% annual growth rate over a 3-year period (or a total of 3% growth) is applied to the previous 2017 traffic counts to determine the current 2020 traffic conditions. To estimate the Opening Year 2022 conditions, a 2% annual growth rate over a 2-year period (or a total of 4% growth) is applied to the current 2020 traffic volumes to determine the Opening Year 2022 traffic conditions. These growth rate assumptions are consistent to the previous 2017 Traffic Memo. The 2017 traffic count data sheets are included in Appendix B.

The updated project trip generation is shown in Table 1. The trip distribution patterns for the project trips shown in Figure 7 are based on the same assumptions in the previous 2017 Traffic Memo. The project-only AM and PM peak hour intersection turning movement volumes are shown on Figure 8 and Figure 9.

Existing 2020 AM and PM peak hour intersection turning movement volumes are shown on Figure 10 and Figure 11. Existing Plus Project AM and PM peak hour intersection turning movement volumes are shown on Figure 12 and Figure 13. Opening Year 2022 Without Project AM and PM peak hour intersection turning movement volumes are shown Figure 14 and Figure 15. Opening Year 2022 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17. The roadway segment average daily traffic (ADT) volumes are provided in Appendix C.

ANALYSIS ASSUMPTIONS

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Transportation Research Board Circular 212 Critical Movement Analysis (CMA) planning method is utilized to determine the operating LOS of signalized intersections in the City of Los Angeles. The CMA methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in Table 2.

City of Los Angeles Intersection Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection and thus requires mitigation, a transportation impact at a signalized intersection is deemed significant in accordance with Table 3.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix D.

Existing 2020 Conditions

The intersection Levels of Service for Existing 2020 conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing 2020 conditions, except for the following study intersections that are currently operating at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

Existing 2020 Plus Project Conditions

The intersection Levels of Service for Existing 2020 Plus Project conditions are shown in Table 5. As shown in Table 5, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing 2020 Plus Project conditions, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

It should be noted that this is a degradation of Level of Service for the already deficient intersections during the Existing 2020 conditions. The deficiency is not solely caused by the proposed project. Based on the City's guidelines, the project does not contribute to a significant traffic impact because the change in V/C ratio is within the impact threshold. As shown in Table 5, the addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for Existing 2020 Plus Project conditions. No off-site mitigations are required. These findings are consistent the previous 2017 Traffic Memo.

Opening Year 2022 Without Project Conditions

The intersection Levels of Service for Opening Year 2022 Without Project conditions are shown in Table 6. As shown in Table 6, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year 2022 Without Project conditions, except for the following study intersections that are currently operating at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours).

Opening Year 2022 With Project Conditions

The intersection Levels of Service for Opening Year 2022 With Project conditions are shown in Table 7. As shown in Table 7, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year 2022 With Project conditions, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

It should be noted that this is a degradation of Level of Service for the already deficient intersections during the Existing 2020 conditions. The deficiency is not solely caused by the proposed project. Based on the City's guidelines, the project does not contribute to a significant traffic impact because the change in V/C ratio is within the impact threshold. As shown in Table 7, the addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for Opening Year 2022 With Project conditions. No off-site mitigations are required. These findings are consistent the previous 2017 Traffic Memo.

INTERSECTION TURN LANE QUEUING ANALYSIS

This traffic study evaluated the need for a dedicated westbound right-turn only lane at the intersection of Motor Avenue and Washington Boulevard (Intersection #3) adjacent to the project site based on the Highway Capacity Manual back-of-queue analysis. Table 8 summarizes the turn lane queuing analysis results for the intersection of Motor Avenue and Washington Boulevard (Intersection #3) for Opening Year (2020) With Project conditions. The intersection turn movement queuing analysis worksheets are included in Appendix E. The queuing lengths are listed based on an assumption of 25 feet per vehicle with a minimum of one vehicle.

Based on the queuing analysis results in Table 8, no queuing issues are anticipated at the turn lanes because the 95th-percentile queue lengths do not exceed the available storage lengths including the turn lanes and travel lanes on the street. Since no queuing issues are anticipated at the intersection of Motor Avenue and Washington Boulevard (Intersection #3) and the intersection is also projected to operate at acceptable Level of Service D or better, a dedicated westbound right turn lane is not needed on Washington Boulevard.

Additionally, the existing westbound shared through-right lane is approximately 18 feet wide, which is wide enough to accommodate two passenger cars side-by-side, thus allowing right-turn vehicles to bypass the through movement make a westbound turn to Motor Avenue.

SITE PARKING, ACCESS, AND CIRCULATION

The proposed project provides 140 parking stalls of the 140 total parking stalls required per City of Los Angeles Transit Oriented Communities (Tier 3) guidelines as shown below:

Project Land Use	Quantity	Code Requirement	Parking Stalls Required	Parking Stalls Provided
Retail	1,969 SF	1 stall per 250 SF and 30% reduction	8 x 0.7 = 6	6
Residential Studio 1 Bedroom 2 Bedroom	 13 DU 94 DU 32 DU	 0.5 stall per DU 0.5 stall per DU 0.5 stall per DU	 7 47 16	134
Additional			64	
TOTAL			140	140

Notes:
Source: Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) (City of Los Angeles, February 2018), Tier 3.
SF = Square Feet; DU = Dwelling Units

Detailed parking plans are provided in Appendix F. A 20-foot vehicular access driveway is proposed at Motor Avenue at approximately 145 feet north of Washington Boulevard. Based on the queueing analysis shown in Table 8, it is possible that the southbound queue on Motor Avenue could extend past the project driveway during peak hours. The northbound lane on Motor Avenue would remain unobstructed allowing for vehicles exiting the project site to turn right or queue on-site until an adequate gap becomes available. Vehicles travelling northbound on Motor Avenue would enter site unobstructed and southbound vehicles would queue within the existing two-way left turn lane. Therefore, the proposed project driveway is not anticipated to result in additional congestion or spillover into adjacent intersections.

The proposed driveway provides access to/from 54 on-site parking spaces at the ground level parking area. Access to an additional 86 on-site parking spaces at the basement level is provided via an internal ramp near the northwest side of the site measuring approximately 21 feet wide. Internal drive aisles range from 24 to 28 feet in width, with a minimum of 25 feet behind parking stalls.

VEHICLE MILES TRAVELLED (VMT) ANALYSIS

VMT screening and analysis was performed for the project in accordance with the LADOT methodology. VMT screening and analysis worksheets are provided in Appendix G.

Project Screening

The proposed project is forecast to result in a net increase of more than 250 daily trips and as well as net increase in daily VMT. Therefore, the proposed project is required to perform VMT analysis.

VMT Methodology & Thresholds

A VMT analysis was performed for the project using the City of Los Angeles VMT Calculator (Version 1.2). The City of Los Angeles has established a threshold of significance of 15 percent below the Area Planning Commission (APC average). The project site is located in the West Los Angeles APC. Accordingly, the threshold of significance for the West Los Angeles APC is 7.4 household VMT per capita for the residential component and 11.1 work VMT per employee for the retail component.

VMT Analysis and Impact Assessment

The project VMT was calculated based on the proposed land use quantities with no Transportation Demand Management (TDM) strategies applied.

Based on the City of Los Angeles VMT Calculator, the residential component of the proposed project is forecast to generate 6.9 household VMT per capita. In accordance with LADOT Transportation Assessment Guidelines (July 2019), the portion of the project that contains small-scale or local serving retail uses (less than 50,000 square feet) is presumed to have a less than significant VMT impact.

Based on the established thresholds of significance, the proposed project is forecast to result in a less than significant VMT impact.

CONCLUSION

Table 9 summarizes the overall results of the intersection traffic analysis. The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for all analysis conditions, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Overland Avenue/Washington Boulevard – #1 (AM and PM peak hours)
- Motor Avenue/Venice Boulevard – #2 (AM and PM peak hours)

It should be noted that this is a degradation of Level of Service for the already deficient intersections during the Existing 2020 conditions. The deficiency is not solely caused by the proposed project but also other factors including existing traffic demand and background traffic growth. These two deficient intersections are already functioning at deficient Level of Service E or worse during existing traffic conditions with current traffic demand. With additional background traffic growth and the proposed project traffic, these two deficient intersections are forecast to continue to operate at deficient Level of Service E or worse. Based on the City's guidelines, the project does not contribute to a significant traffic impact because the change in V/C ratio is within the impact threshold. The addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for both Existing 2020 Plus Project and Opening Year 2022 With Project conditions. No off-site mitigations are required. These findings are consistent the previous 2017 Traffic Memo.

Based on the queuing analysis results, no queuing issues are anticipated at the turn lanes because the 95th-percentile queue lengths do not exceed the available storage lengths including the turn lanes and travel lanes on the street. Since no queuing issues are anticipated at the intersection of Motor Avenue and Washington Boulevard (Intersection #3) and the intersection is also projected to operate at acceptable Level of Service D or better, a dedicated westbound right turn lane is not needed on Washington Boulevard. Additionally, the existing westbound shared through-right lane is approximately 18 feet wide, which is wide enough to accommodate two passenger cars side-by-side, thus allowing right-turn vehicles to bypass the through movement make a westbound turn to Motor Avenue.

Mr. Eddie Torres
MICHAEL BAKER INTERNATIONAL
May 8, 2020

As requested by Culver City during the review of the Transportation Impact Study Memorandum of Understanding (MOU), the project should provide 10 feet of right-of-way dedication along its Washington Boulevard frontage to be consistent with other properties on the north side of Washington Boulevard and for future planning purposes.

Based on the established thresholds of significance, the proposed project is forecast to result in a less than significant VMT impact.

It has been a pleasure to service your needs on the proposed 10375 Washington Boulevard Mixed-Use Project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,

GANDDINI GROUP, INC.

Tom Huang, TE
Senior Associate

Table 1
Project Trip Generation

Trip Generation Rates										
Project				AM Peak			PM Peak			Weekday Daily
No.	Land Use	Code[1]	Units[2]	In %	Out %	Total	In %	Out %	Total	
1	Multifamily Housing (Mid-Rise) Residential	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44
2	Variety Store	ITE 814	TSF	57%	43%	3.18	52%	48%	6.84	63.47
3	Automobile Care Center	ITE 942	TSF	66%	34%	2.25	48%	52%	3.11	23.72

Trips Generated									
Project			AM Peak			PM Peak			Weekday Daily
No.	Land Use	Quantity[2]	In	Out	Total	In	Out	Total	
	Existing								
A	Automobile Care Center	8.534 TSF	13	6	19	13	14	27	202
	Existing Subtotal Trips		13	6	19	13	14	27	202
	Commercial Pass-By Trip Credit	10% [3]	-1	-1	-2	-1	-1	-2	-20
	Existing Subtotal Trips - With Credit		12	5	17	12	13	25	182
	Proposed								
B	Multifamily Housing (Mid-Rise) Residential	139 DU	13	38	51	38	24	62	756
C	Variety Store	1.969 TSF	4	3	7	7	6	13	125
	Existing Subtotal Trips		17	41	58	45	30	75	881
	Retail Pass-By Trip Credit	10% [4]	-	-	-	-1	-1	-2	-13
	Residential Transit Credit	10% [5]	-1	-4	-5	-4	-2	-6	-76
	Proposed Subtotal Trips - With Credit		16	37	53	40	27	67	792
Total Net Trips - With Credit			+4	+32	+36	+28	+14	+42	+610

Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code

(2) TSF = Thousand Square Feet; DU = Dwelling Unit

(3) Auto Repair (10%). Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

(4) Specialty retail (10%). Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

(5) Residential site located within 1/4 mile of a bus stop (10%).

Table 2
Signalized Intersection Level of Service Ranges & Volume/Capacity Ratio

Level of Service	Circular 212 Critical Movement Analysis (CMA)
	Volume/Capacity Ratio (V/C)
A	≤ 0.600
B	> 0.601 ≤ 0.700
C	> 0.700 to ≤ 0.800
D	> 0.800 to ≤ 0.900
E	> 0.900 to ≤1.000
F	> 1.000

Source: Transportation Research Board

Table 3
Significant Transportation Impact Thresholds

Level of Service	Circular 212 Critical Movement Analysis (CMA)	
	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.04
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

Source: Traffic Study Policies and Procedures (LADOT)

Table 4
Existing Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	Existing 2020 Conditons			
			AM Peak Hour		PM Peak Hour	
			V/C[2]	LOS[3]	V/C[2]	LOS[3]
1.	Overland Ave / Washington Blvd	TS	0.835	D	1.055	F
2.	Motor Ave / Venice Blvd	TS	0.968	E	1.010	F
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.707	C

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) LOS = Level of Service

Table 5
Existing 2020 Plus Project Conditions Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.835	D	0.839	D	+0.004	No	1.055	F	1.059	F	+0.004	No
2.	Motor Ave / Venice Blvd	TS	0.968	E	0.972	E	+0.004	No	1.010	F	1.012	F	+0.002	No
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.721	C	+0.003	No	0.707	C	0.719	C	+0.012	No

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

Table 6
Opening Year 2022 Without Project Conditions Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			V/C[2]	LOS[3]	V/C[2]	LOS[3]
1.	Overland Ave / Washington Blvd	TS	0.869	D	1.097	F
2.	Motor Ave / Venice Blvd	TS	1.008	F	1.051	F
3.	Motor Ave / Washington Blvd	TS	0.747	C	0.735	C

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) LOS = Level of Service

Table 7
Opening Year 2022 With Project Conditions Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.869	D	0.873	D	+0.004	No	1.097	F	1.101	F	+0.004	No
2.	Motor Ave / Venice Blvd	TS	1.008	F	1.012	F	+0.004	No	1.051	F	1.053	F	+0.002	No
3.	Motor Ave / Washington Blvd	TS	0.747	C	0.751	C	+0.004	No	0.735	C	0.749	C	+0.014	No

Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010

Table 8
Adjacent Intersection Turn Movement Queuing Analysis

ID Study Intersection	Turning Movement	Available Storage Length	Lane Width	Opening Year (2020) With Project						Adequate Length?
				AM Peak Hour			PM Peak Hour			
				Traffic Volume	Queue[1] Vehicle	Queue[2] Length	Traffic Volume	Queue[1] Vehicle	Queue[2] Length	
3. Motor Ave / Washington Blvd (Signalized Intersection)	SB Left Turn	60'+450' in Median[3] = 640'	10'	184	9.44	236'	252	10.52	263'	Yes
	SB Right Turn	60'+580' on Street[4] = 640'	19'	146	7.79	195'	301	13.07	327'	Yes
	EB Left Turn	200'+110' in Median[3] = 310'	10'	435	6.62	166'	370	8.77	219'	Yes
	EB Through	990' on Street[4] = 990'	11'+13'	1,000	6.81	170'	1,234	13.80	345'	Yes
	WB Through	690' on Street[4] = 690'	10'+18'	651	14.45	361'	666	15.41	385'	Yes
	WB Right Turn	690' on Street[4] = 690'	Shared 18'	250	14.97	374'	223	15.93	398'	Yes

Notes:

(1) 95th Percentile Peak Hour Queue Vehicles

(2) Queue length rounded up to a minimum of one vehicle length of 25 feet

(3) Available left-turn storage length includes the striped two-way left-turn median.

(4) Available on-street storage length includes the distance to the upstream signalized intersection.

Table 9

Intersection Analysis Summary

ID	Study Intersection	Traffic Control[1]	Existing 2020 Conditions												Opening Year 2022 Conditions											
			AM Peak Hour						PM Peak Hour						AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]			V/C[2]	LOS[3]	V/C[2]	LOS[3]		
1.	Overland Ave / Washington Blvd	TS	0.835	D	0.839	D	+0.004	No	1.055	F	1.059	F	+0.004	No	0.869	D	0.873	D	+0.004	No	1.097	F	1.101	F	+0.004	No
2.	Motor Ave / Venice Blvd	TS	0.968	E	0.972	E	+0.004	No	1.010	F	1.012	F	+0.002	No	1.008	F	1.012	F	+0.004	No	1.051	F	1.053	F	+0.002	No
3.	Motor Ave / Washington Blvd	TS	0.718	C	0.721	C	+0.003	No	0.707	C	0.719	C	+0.012	No	0.747	C	0.751	C	+0.004	No	0.735	C	0.749	D	+0.014	No

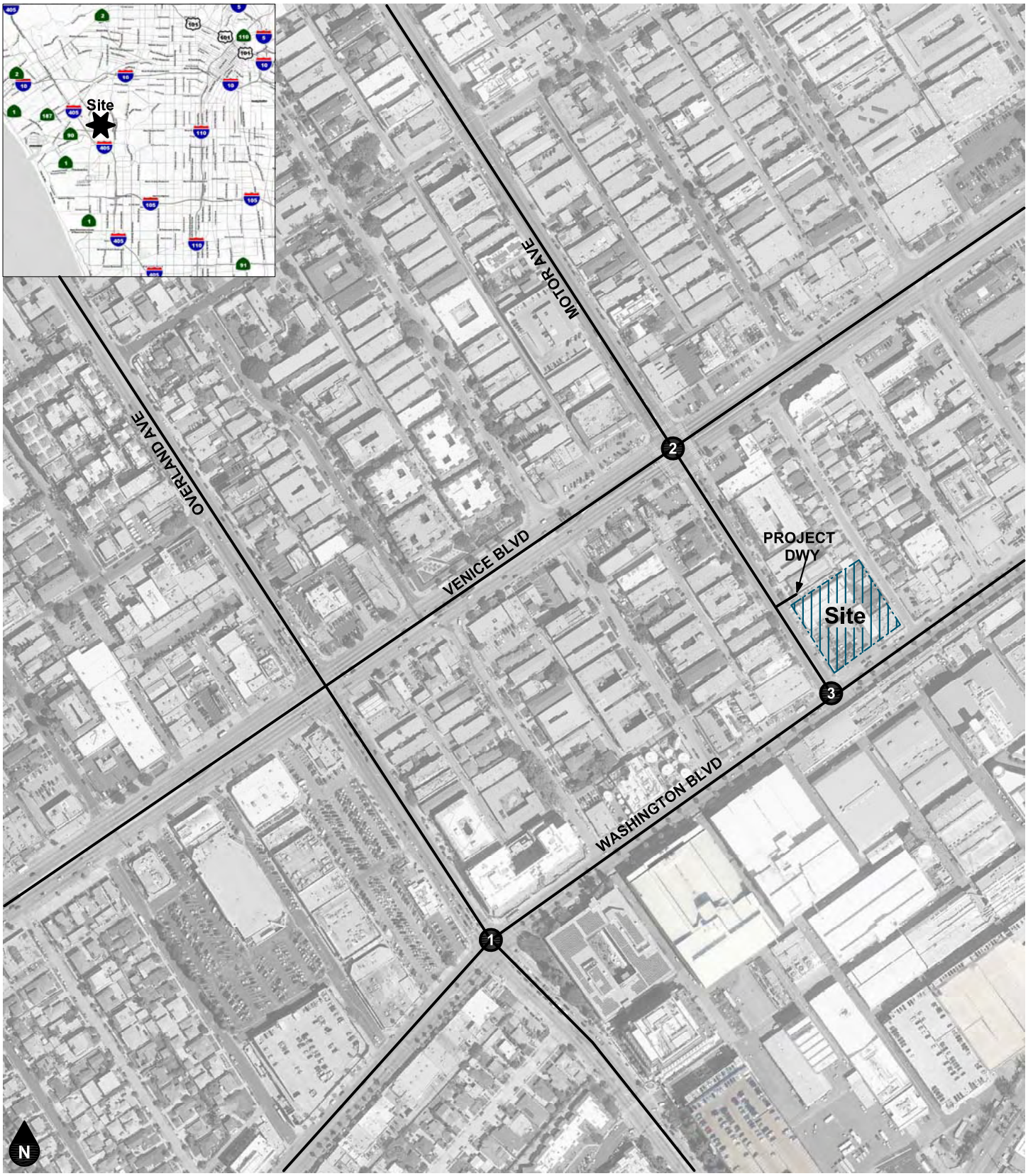
Notes:

(1) TS = Traffic Signal

(2) Circular 212 Method, V/C = Volume/Capacity

(3) Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤1.000	≥ 0.010
F	> 1.000	≥ 0.010



Legend

(#) Study Intersection

Figure 1
Project Location Map

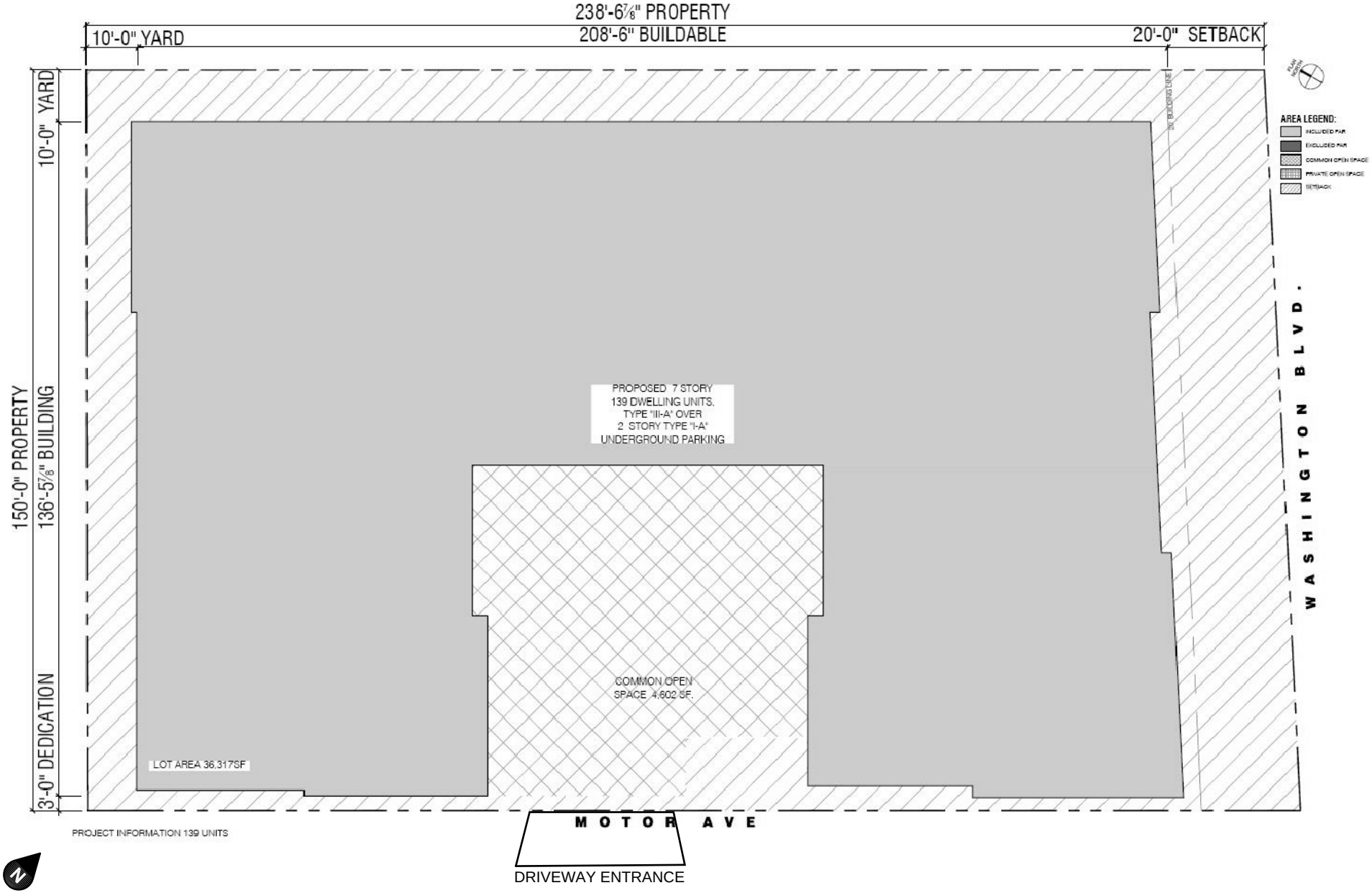
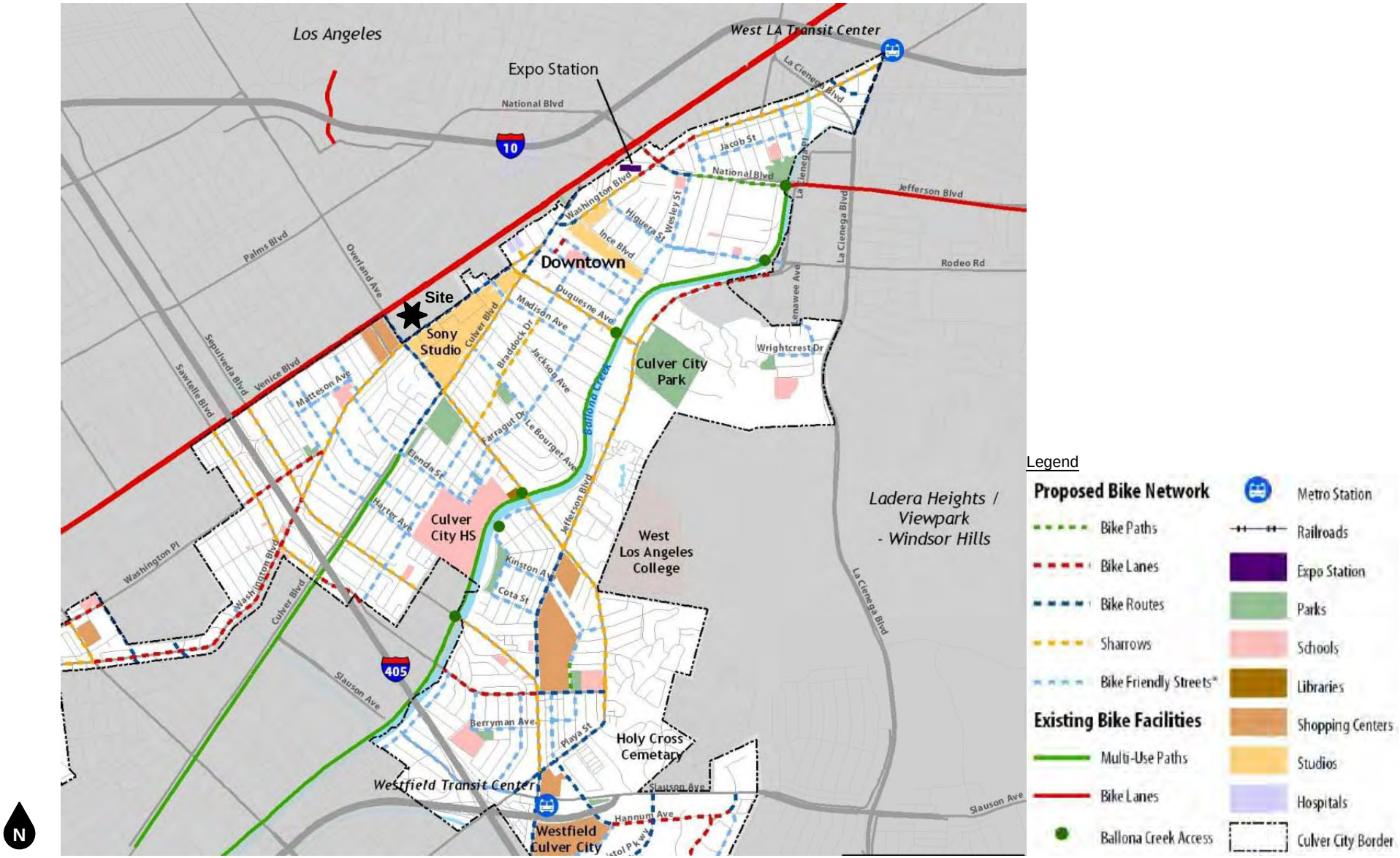


Figure 2
Project Site Plan

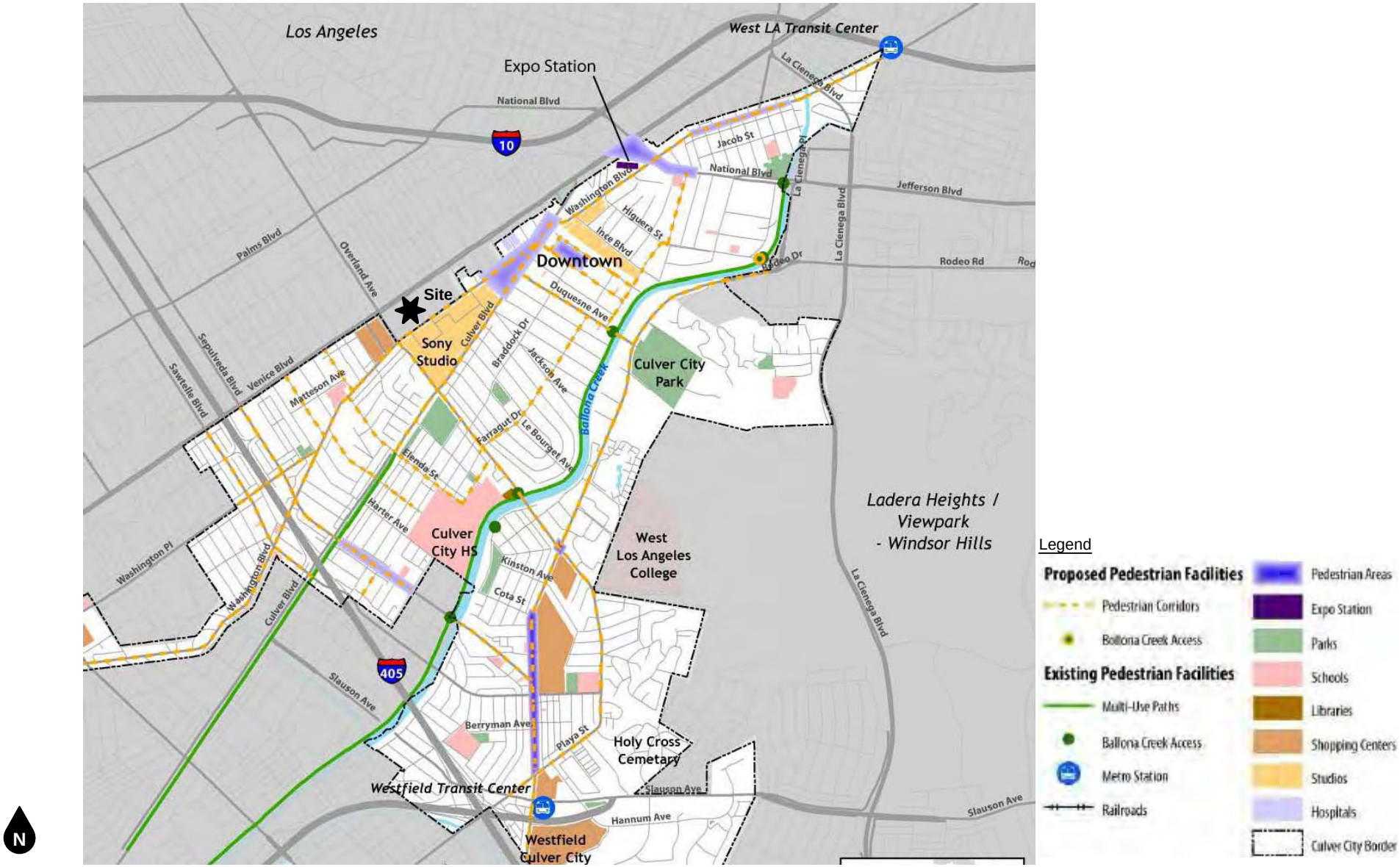
Legend
- Sidewalk
- Cross Walk
- Culver City Bus Line 1 Bus Stop
- Los Angeles Metro Bus Route 33 Bus Stop
- Los Angeles Metro Bus Route 733 Bus Stop

Figure 3
Existing Transit Lines and Pedestrian Facilities



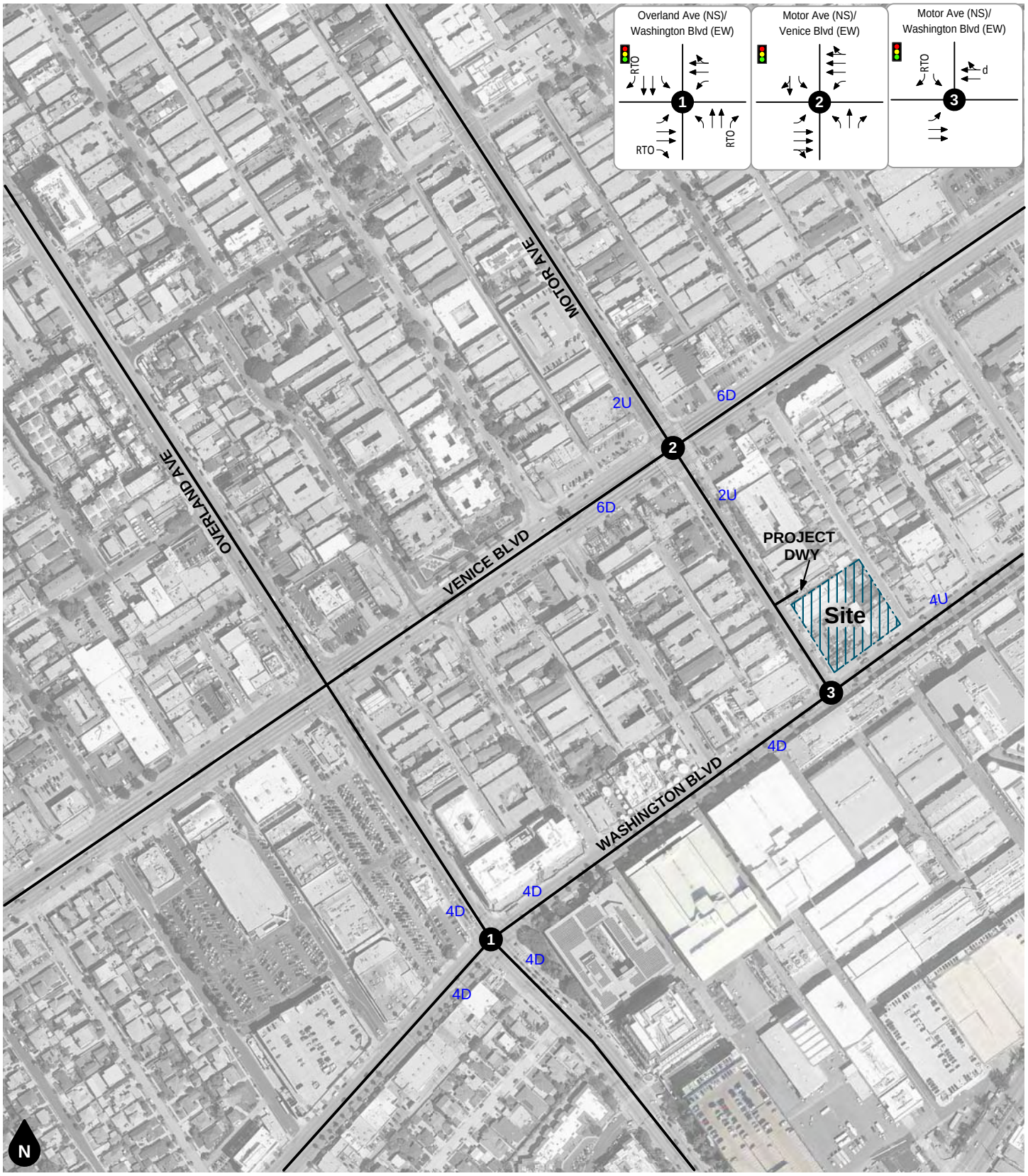
Source: City of Culver City

Figure 4
Culver City Proposed Bicycle Network



Source: City of Culver City

Figure 5
Culver City Proposed Pedestrian Network



Legend

Traffic Signal

#D #-Lane Divided Roadway

#U #-Lane Undivided Roadway

Existing Lane

RTO Right Turn Overlap

d De Facto Right Turn Lane

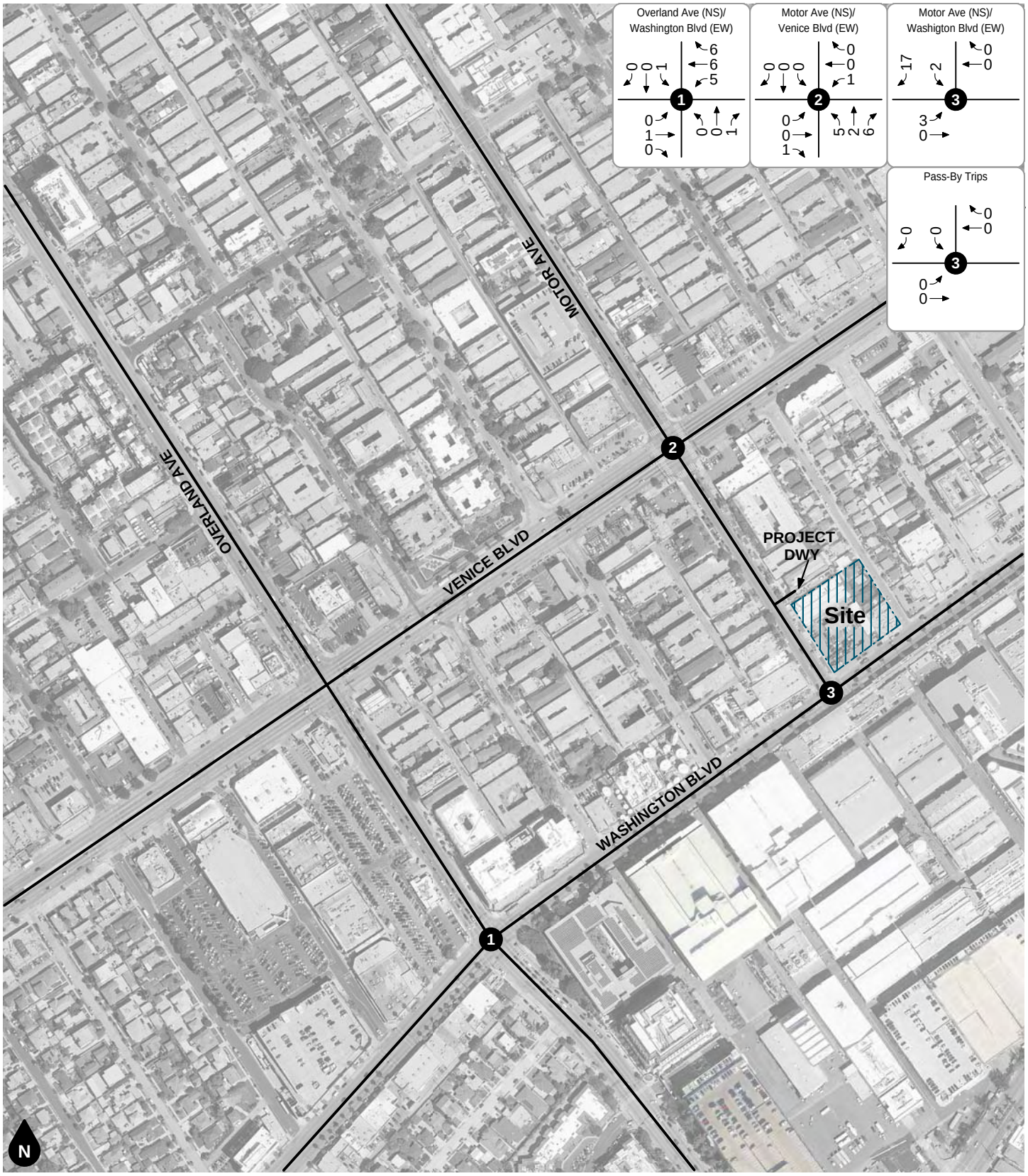
Figure 6

Existing Lane Geometry and Intersection Traffic Controls

Legend

10% Percent To/From Project

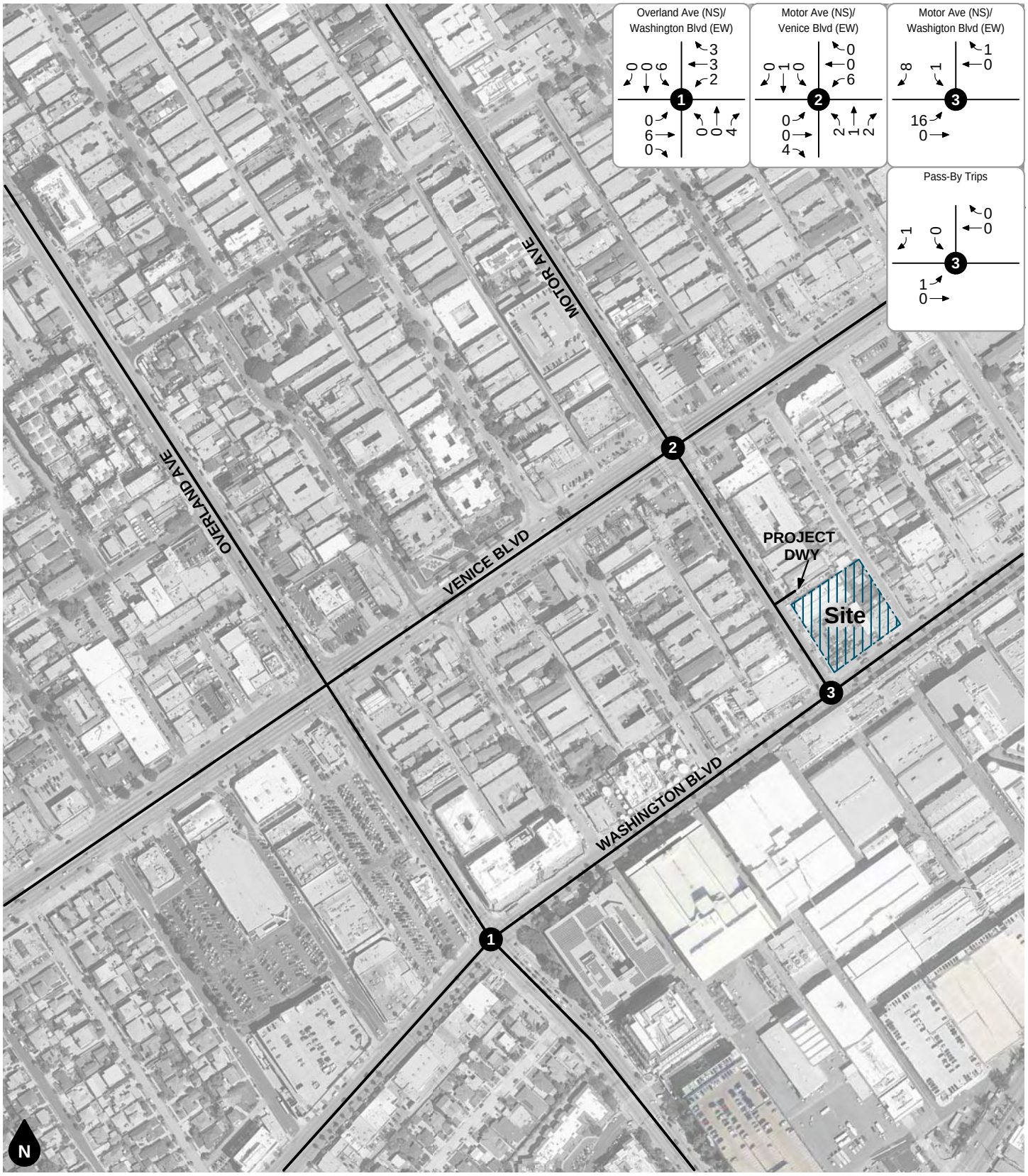
Figure 7
Project Trip Distribution



Legend

Study Intersection

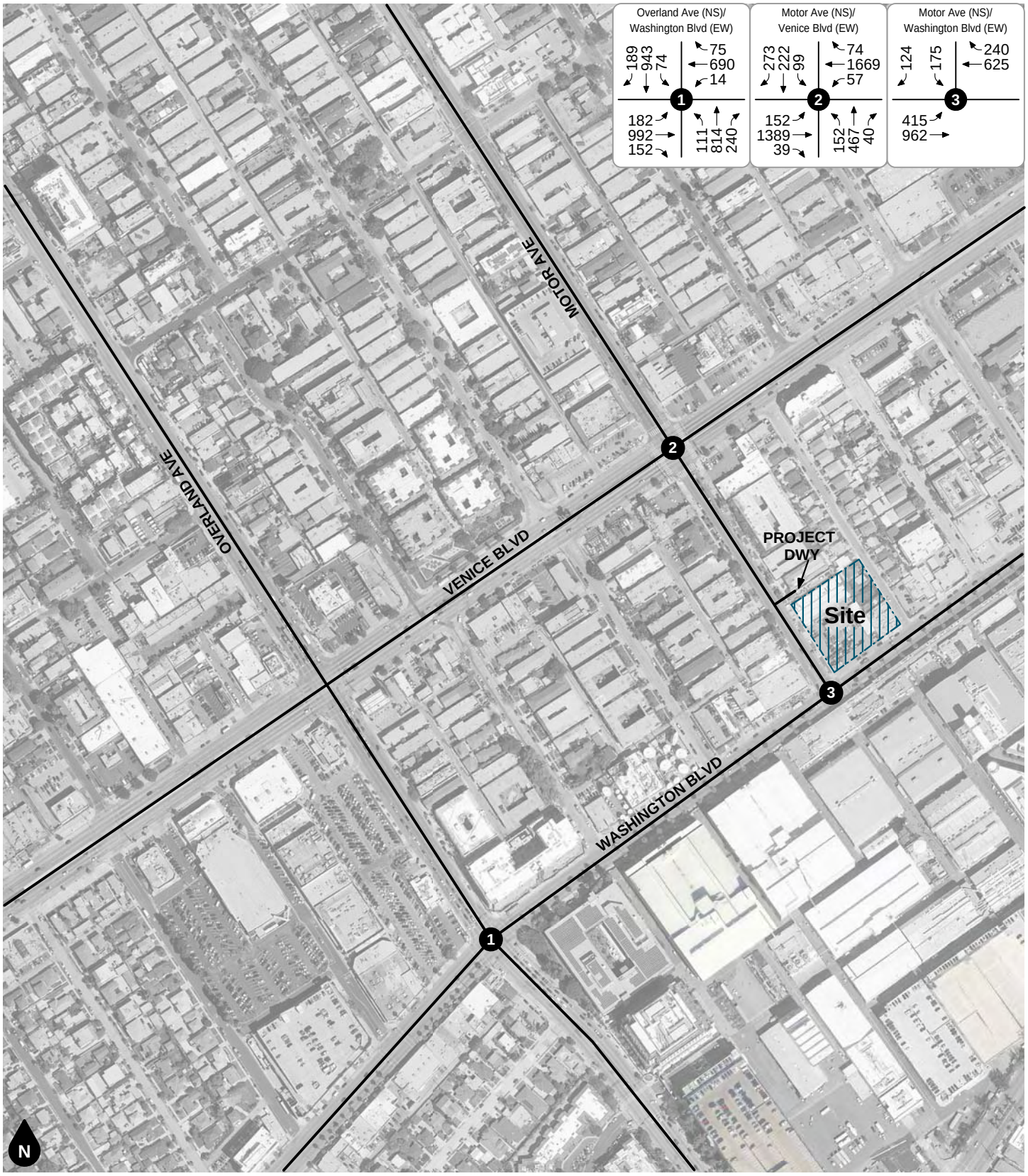
Figure 8
Project-Only AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 9
Project-Only PM Peak Hour Intersection Turning Movement Volumes



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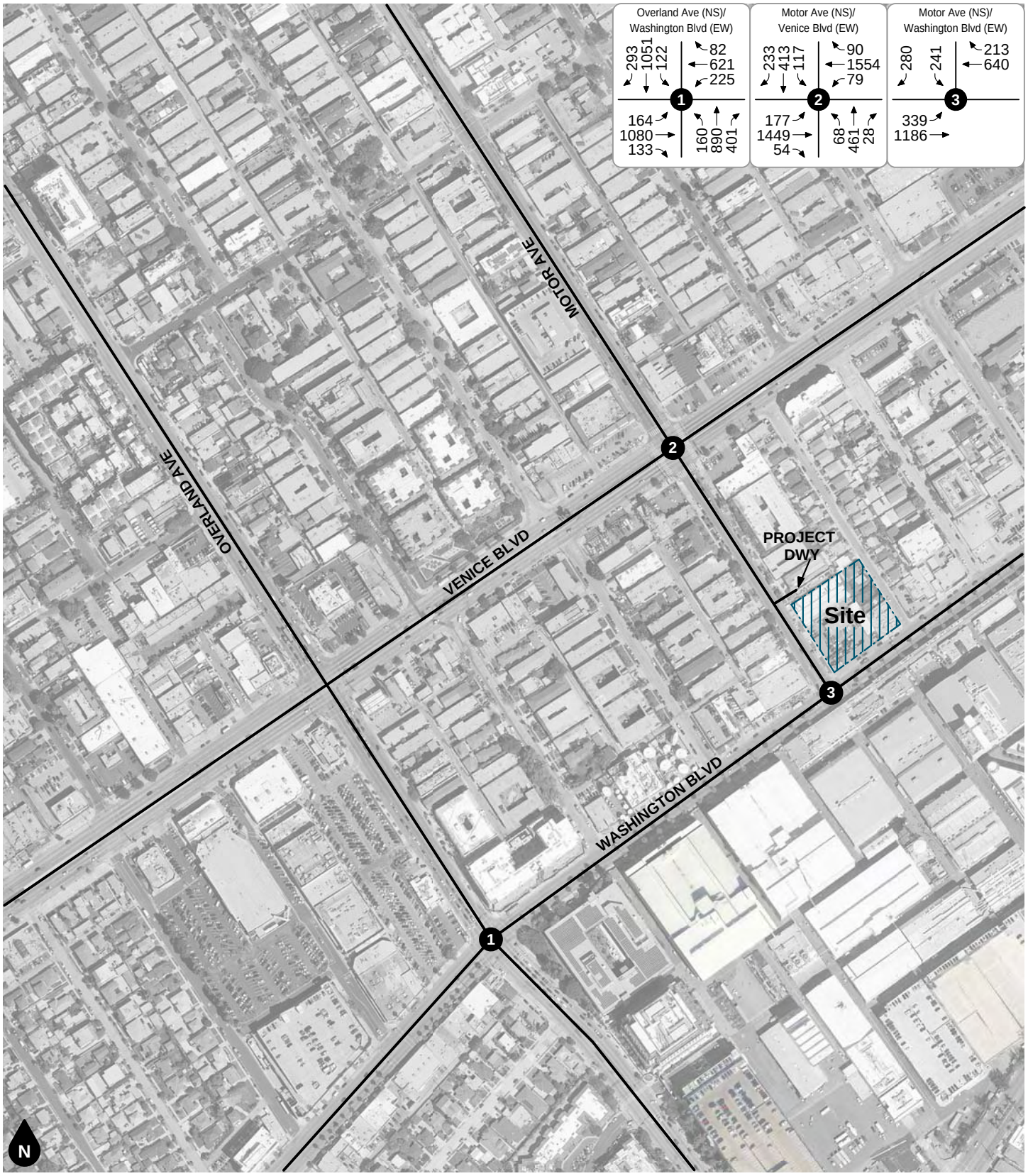
Study Intersection

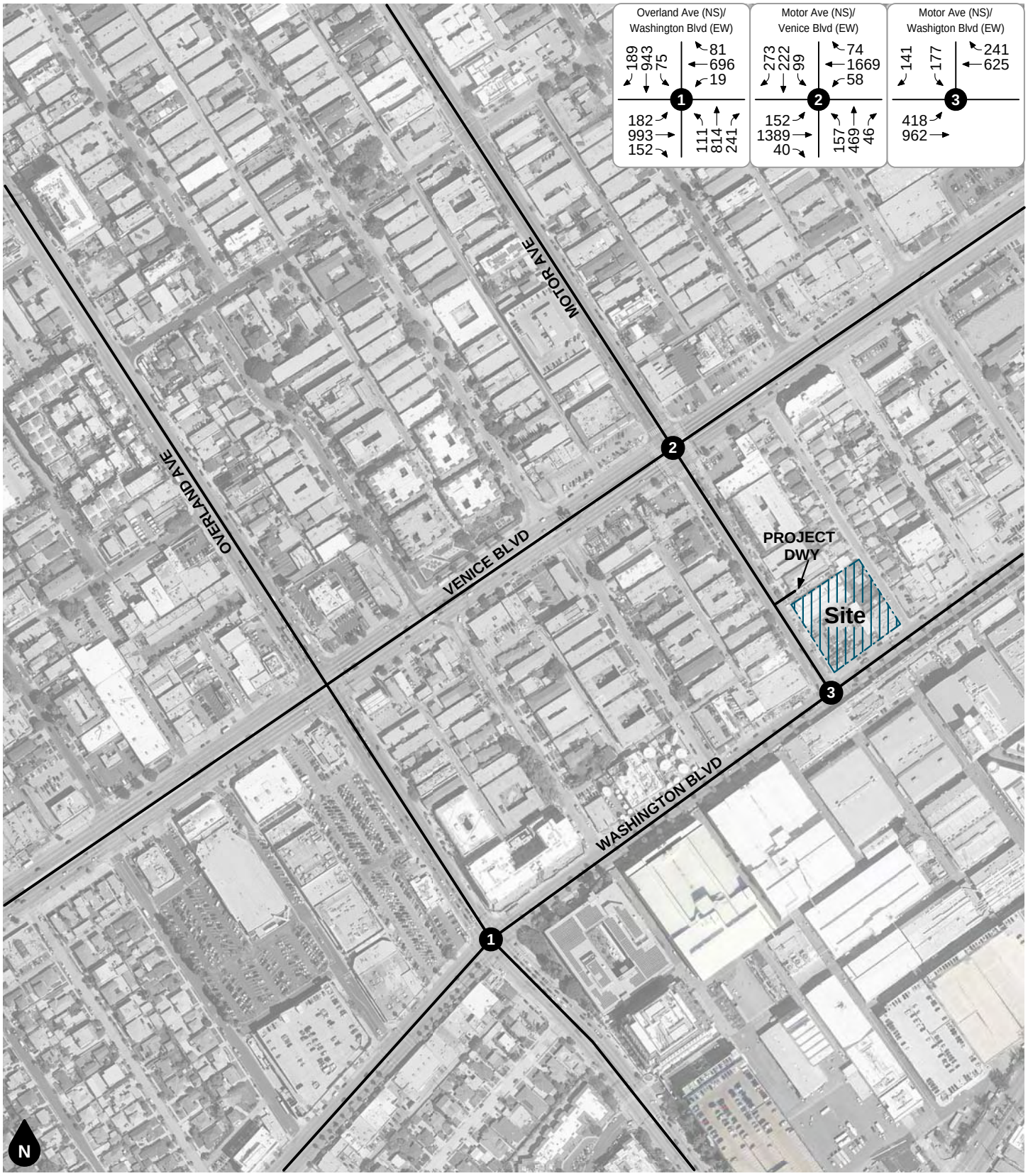
Figure 10
Existing 2020 AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

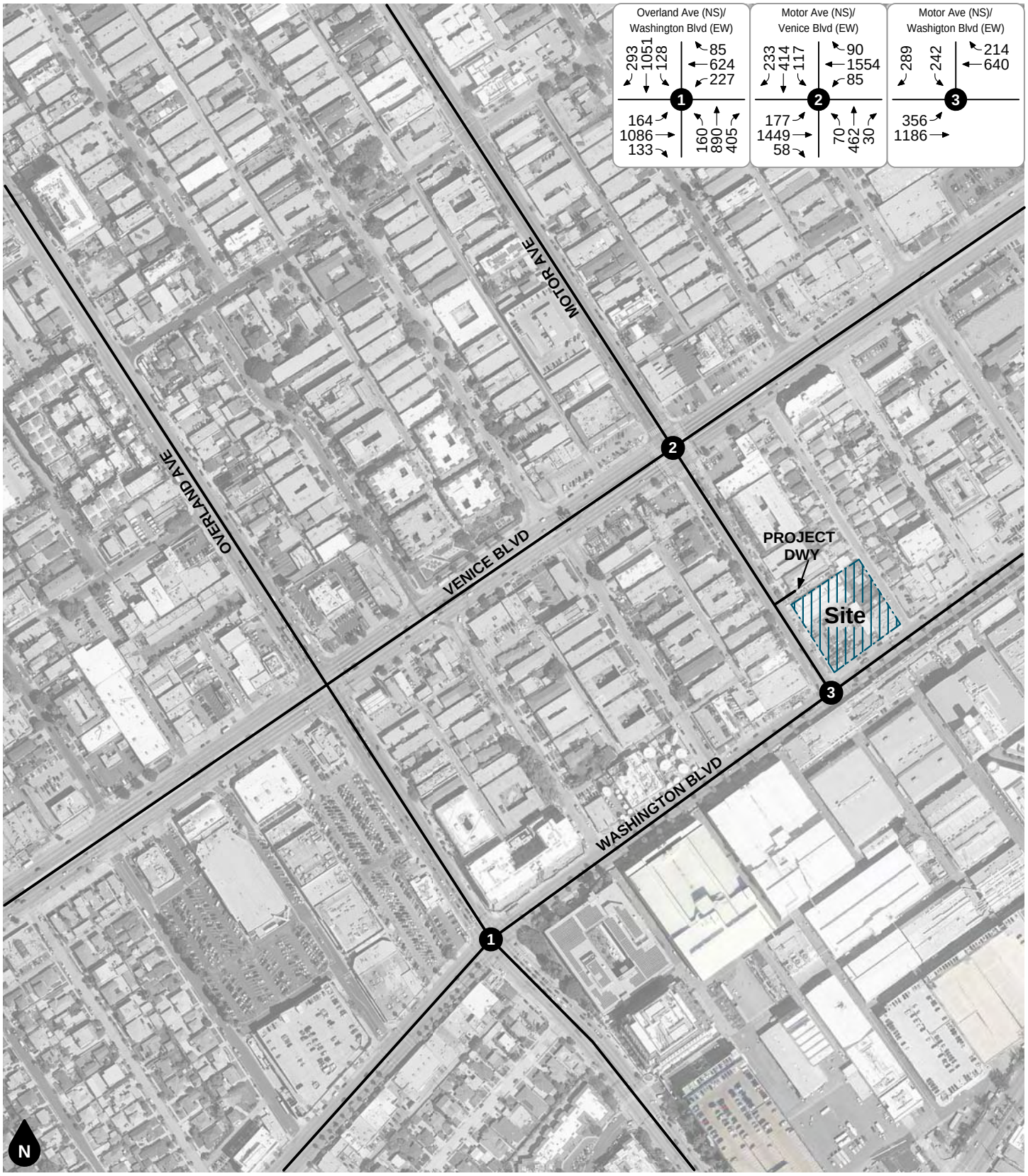
Figure 11
Existing 2020 PM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

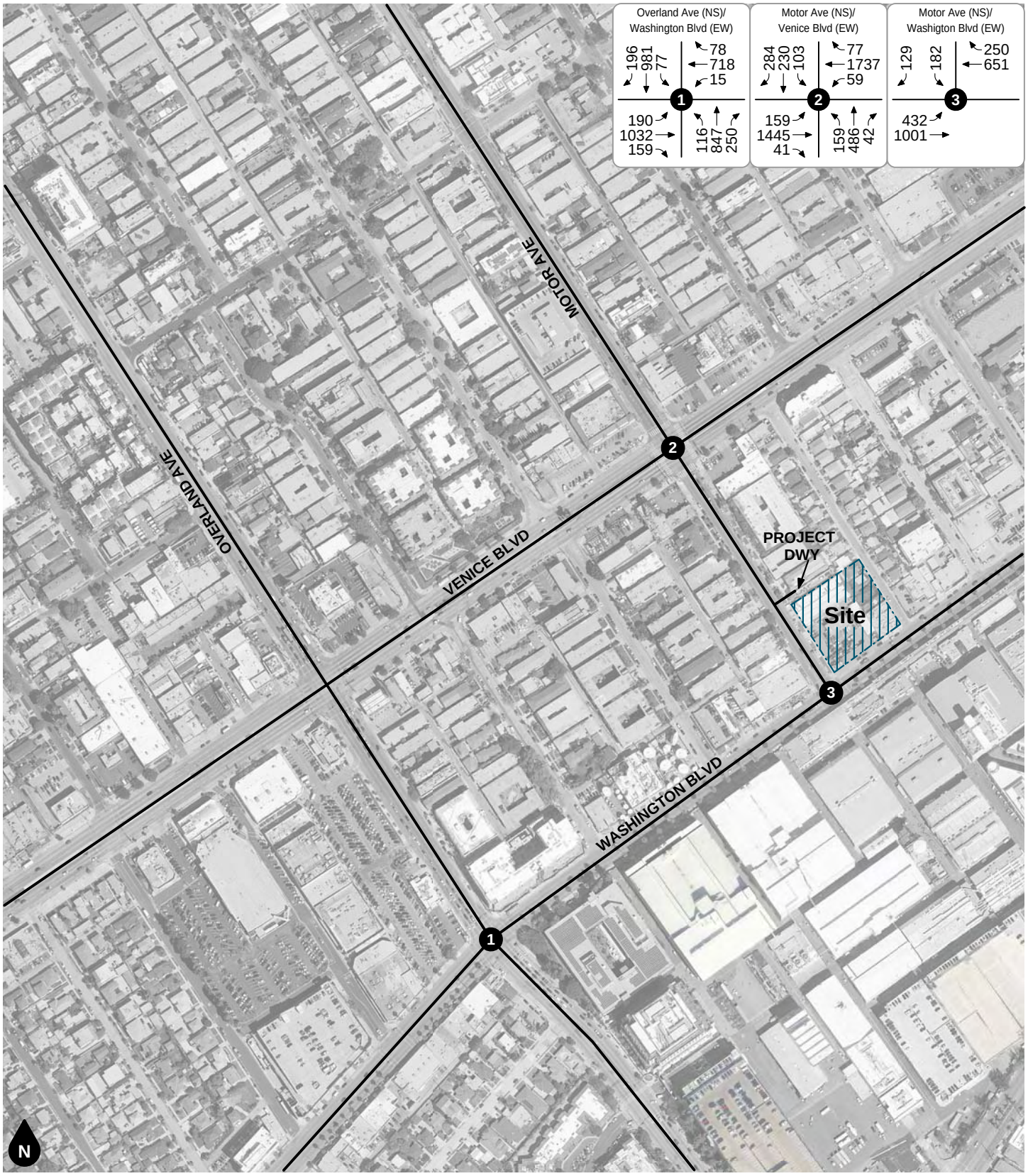
Figure 12
Existing Plus Project AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 13
Existing Plus Project PM Peak Hour Intersection Turning Movement Volumes



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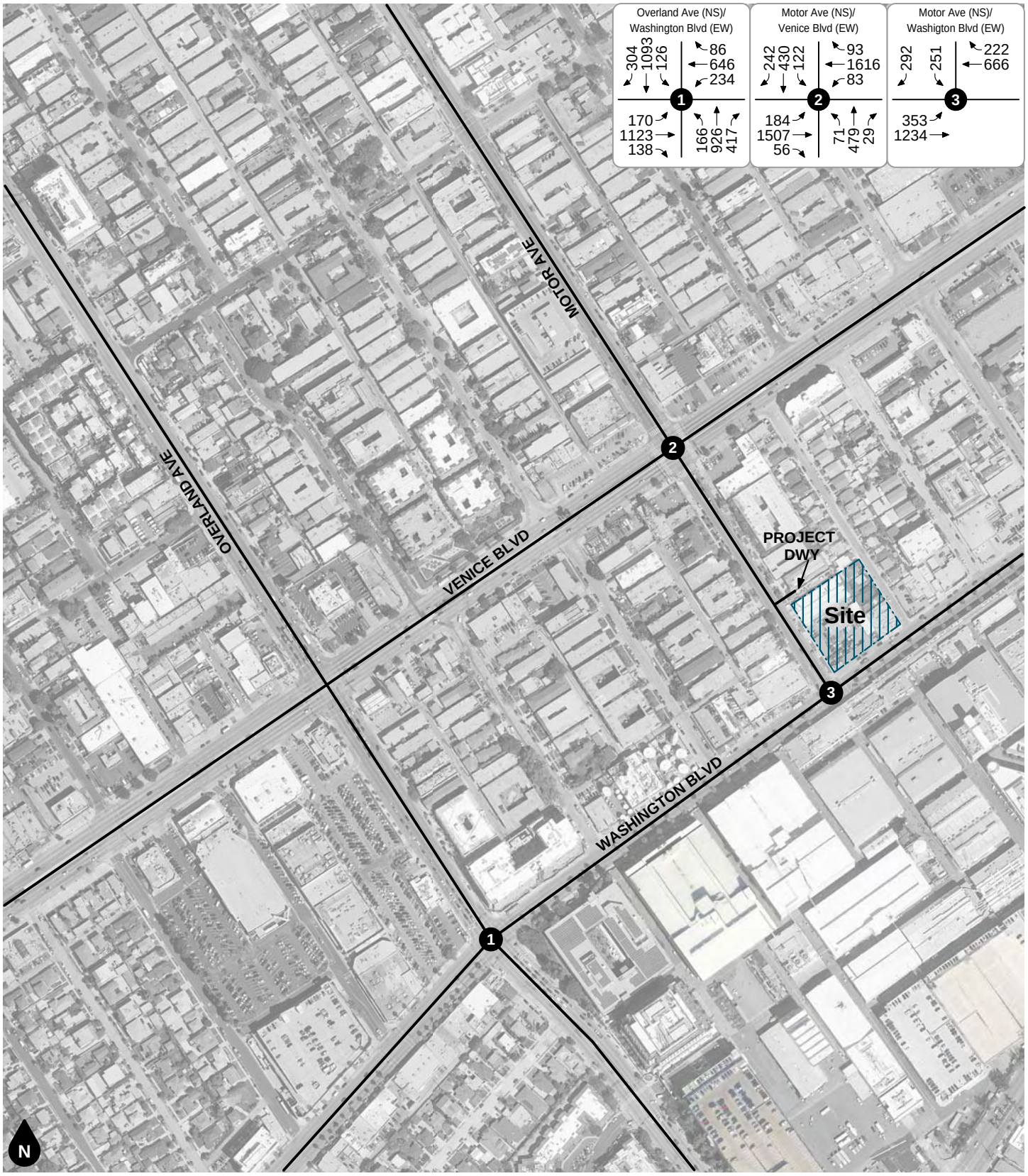
Study Intersection

Figure 14

Opening Year 2022 Without Project AM Peak Hour Intersection Turning Movement Volumes

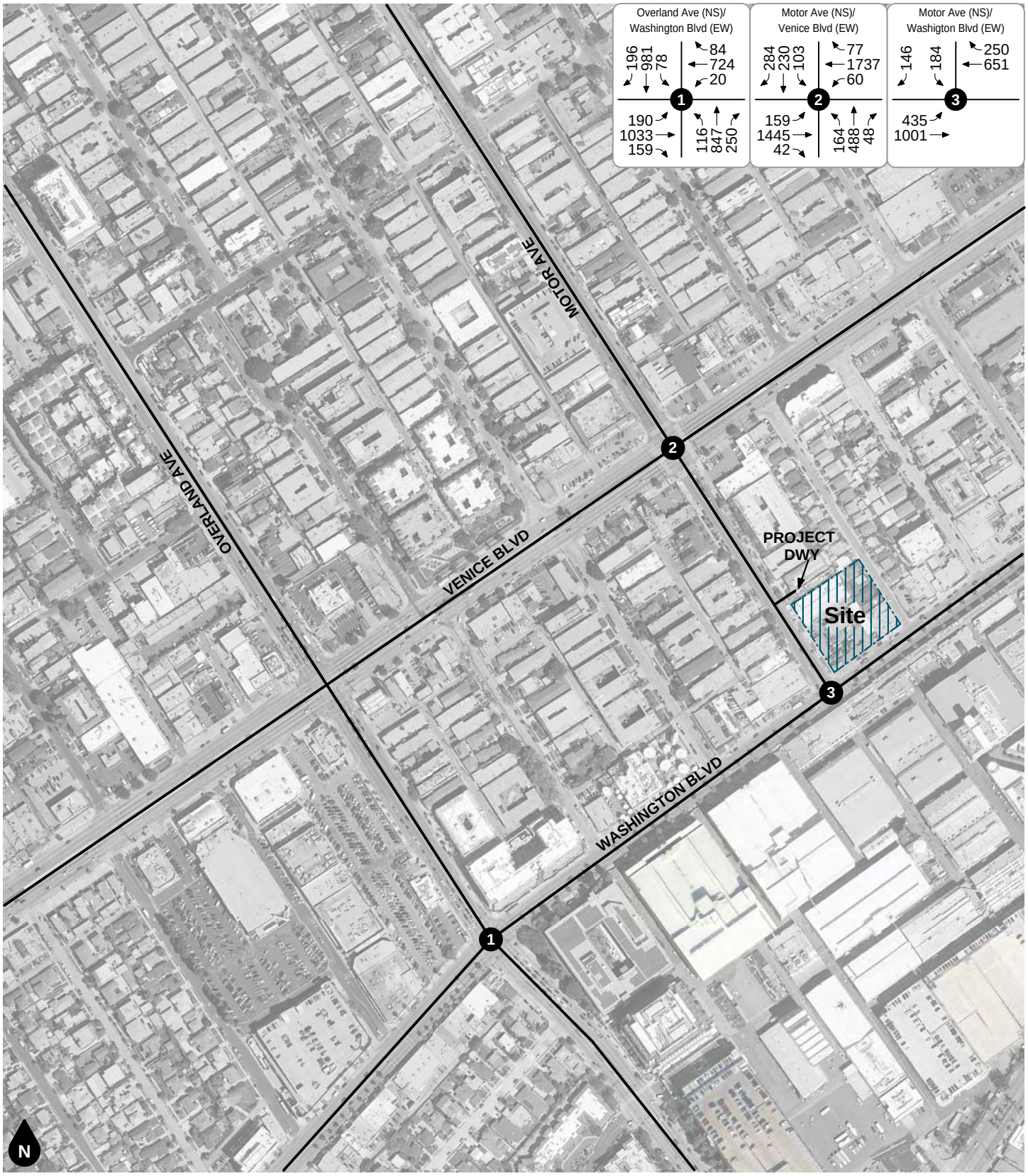


Legend

Study Intersection

Figure 15

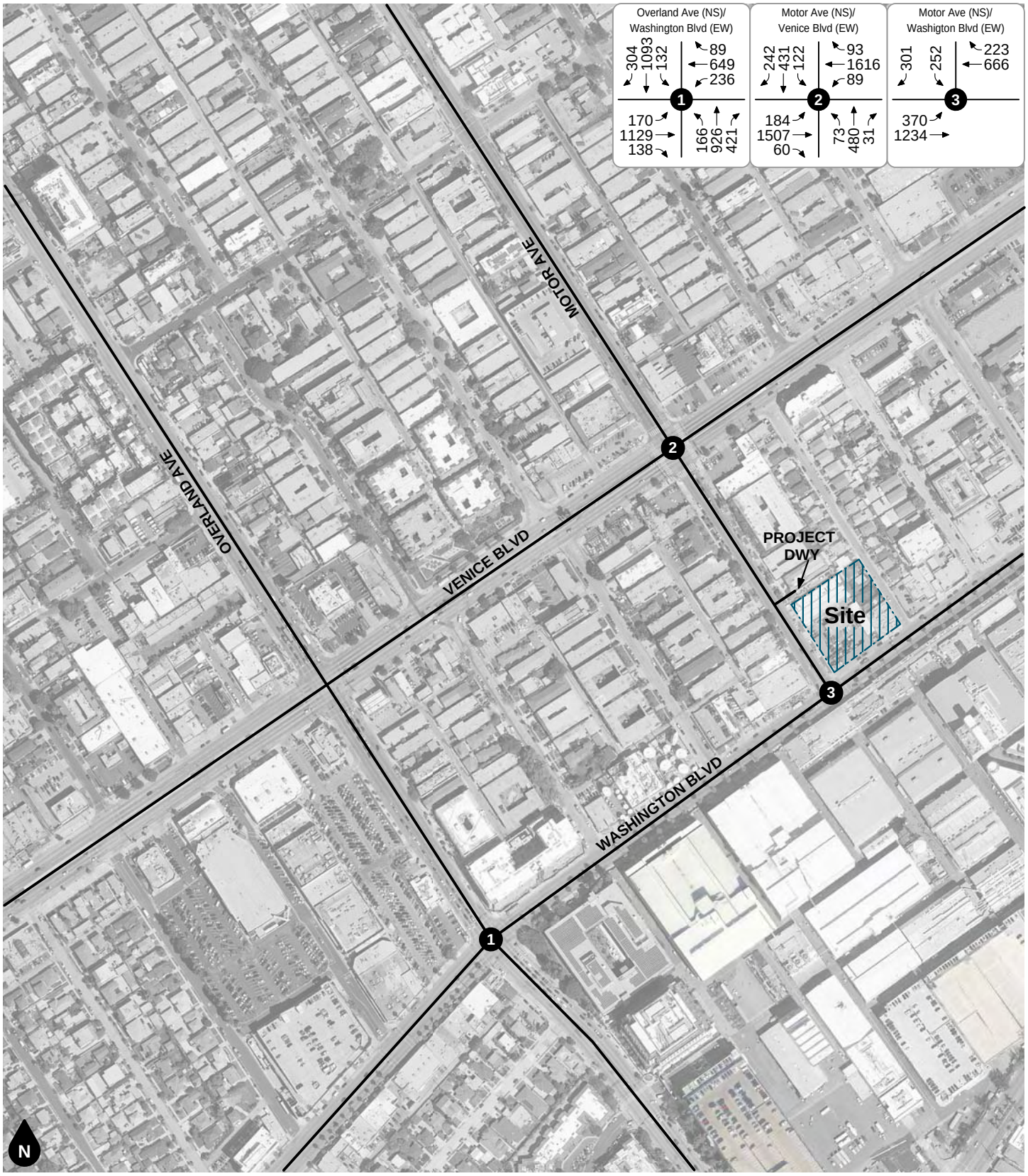
Opening Year 2022 Without Project PM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 16
Opening Year 2022 With Project AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 17

Opening Year 2022 With Project PM Peak Hour Intersection Turning Movement Volumes

APPENDIX A

TRANSPORTATION IMPACT STUDY MEMORANDUM OF UNDERSTANDING (MOU)

Tom Huang

From: El-Guindy, Heba <Heba.El-Guindy@culvercity.org>
Sent: Monday, February 10, 2020 3:07 PM
To: Giancarlo Ganddini
Cc: Tom Huang; egtorres@mbakerintl.com; Kurtz, Barry; pedro.ayala@lacity.org
Subject: RE: 10375 Washington Boulevard - Traffic Study Update

Hi Giancarlo,

Please proceed with the work, and please let us know if you have questions or need information along the way.

Best regards,
Heba

Heba El-Guindy, TE
Mobility and Traffic Engineering Manager
Public Works Department
9770 Culver Boulevard
Culver City, CA 90230-0507
Heba.El-Guindy@culvercity.org
310-253-5628

From: Giancarlo Ganddini <giancarlo@ganddini.com>
Sent: Monday, February 10, 2020 3:01 PM
To: Kurtz, Barry <barry.kurtz@culvercity.org>; pedro.ayala@lacity.org
Cc: El-Guindy, Heba <Heba.El-Guindy@culvercity.org>; Tom Huang <tom@ganddini.com>; egtorres@mbakerintl.com
Subject: RE: 10375 Washington Boulevard - Traffic Study Update

Barry and Pedro,

Thanks in advance for your time reviewing the MOU for 10375 Washington Boulevard.

The version of the MOU Tom sent last Friday (also attached here) is the third submittal; I sincerely hope all comments have been addressed to your satisfaction and look forward to receiving a signed MOU by tomorrow. This traffic study is the critical path item and the project cannot continue enduring further delays. If there any additional comments, I would kindly ask that you note them on the signed MOU so that we can incorporate them and finalize the analysis.

Thank you,
Giancarlo Ganddini, PE, PTP
Principal

GANDDINI GROUP, INC.
550 Parkcenter Drive, Suite 202
Santa Ana, CA 92705
o. 714 795 3100 x 101
c. 949 735 9314
www.ganddini.com

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: 10375 W Washington Boulevard Mixed-Use Project (OtherWLA16-104645)

Project Address: 10375 West Washington Boulevard, Los Angeles, CA

Project Description: Mixed-use project with 139-unit multi-family dwelling units and 1,969 SF ground floor retail space to replace an 8,534 SF auto care center.

LADOT Project Case Number: OtherWLA16-104645 Project Site Plan attached? *(Required)* ☒ Yes ☐ No See Figure 2

II. TRIP GENERATION

Geographic Distribution: N 25 % S 15 % E 25 % W 35 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No See Figure 3

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No	
Transit Usage	☒	☐	10% Per TIS Guidelines. Within 1/4 mile of a bus stop.
Transportation Demand Management	☐	☒	
Existing Active Land Use	☒	☐	8,534 SF auto care center with 10% pass-by (See Table 1)
Previous Land Use	☐	☒	
Internal Trip	☐	☒	
Pass-By Trip	☒	☐	50% Per TIS Guidelines. Retail <50,000 SF

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ☒ Other: ITE 10th Edition, 2017

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	2	30	32
PM Trips	25	12	37

See Figures 4 and 5 for Project AM and PM volumes.

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☒ No 2%Per Yr.
A combined 2.0% annual growth rate will account for both related projects of 1% and background growth of 1%.

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ☒ No See Table 2

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ☒ Yes ☐ No See Figure 1

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

Traffic counts were conducted in 2017, and a 1% annual growth rate over a 3-year period (a total of 3.0% growth) will be applied the previous 2017 counts to determine the current 2020 conditions. The opening year 2022 will include a combined 2% annual growth rate over a 2-year period (a total of 4.0% growth) to account for both the related projects of 1% and background growth of 1% from 2020 to 2022.

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Ganddini Group, Inc./Tom Huang, TE	GR Properties/Frankie Murphy
Address:	550 Parkcenter Dr, Ste 202, Santa Ana CA	12100 Wilshire Blvd, #1180, Los Angeles
Phone Number:	(714) 795 - 3100 x 102	(626) 566-7915
E-Mail:	tom@ganddini.com	frankie.murphy@grproperties.com.hk

Approved by: x _____ 02/07/2020 x _____ _____

Consultant's Representative | Date | LADOT Representative | Date

Approved by: _____ _____

Culver City Representative | Date

V. Study Intersections: (see Figure 1)

1. Motor Avenue / Washington Boulevard
2. Motor Avenue / Venice Boulevard
3. Overland Avenue / Washington Boulevard

VI. Other Consideration:

1. The project should provide 10 feet of right-of-way dedication along its Washington Boulevard frontage to be consistent with other properties on the north side of Washington Boulevard, and for future planning purposes.

2. The traffic study will evaluate the need for dedicated right-turn only lanes at the Washington Boulevard intersections during the AM and PM peak hours.

3. The traffic study will include discussion sections on bicycle, transit and pedestrian travels.

Background: A Traffic Technical Memorandum previously prepared by Michael Baker International in April 5, 2017 assessed the traffic impacts associated with the proposed project based on a previous site plan. The current proposed project has been revised. The purpose of this updated traffic study addendum is to evaluate the potential project impacts based on the new proposed site plan. The updated traffic study addendum will utilize the 2017 traffic count data from the 2017 Traffic Memo and factored up with growth rates.

Table 1
Project Trip Generation

Trip Generation Rates										
Project				AM Peak			PM Peak			Weekday Daily
No.	Land Use	Code[1]	Units[2]	In %	Out %	Total	In %	Out %	Total	
1	Multifamily Housing (Mid-Rise) Residential	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44
2	Variety Store	ITE 814	TSF	57%	43%	3.18	52%	48%	6.84	63.47
3	Automobile Care Center	ITE 942	TSF	66%	34%	2.25	48%	52%	3.11	23.72

Trips Generated									
Project			AM Peak			PM Peak			Weekday Daily
No.	Land Use	Quantity[2]	In	Out	Total	In	Out	Total	
	Existing								
A	Automobile Care Center	8.534 TSF	13	6	19	13	14	27	202
	Existing Subtotal Trips		13	6	19	13	14	27	202
	Commercial Pass-By Trip Credit	10%	-1	-1	-2	-1	-1	-2	-20
	Existing Subtotal Trips - With Credit		12	5	17	12	13	25	182
	Proposed								
B	Multifamily Housing (Mid-Rise) Residential	139 DU	13	38	51	38	24	62	756
C	Variety Store	1.969 TSF	4	3	7	7	6	13	125
	Existing Subtotal Trips		17	41	58	45	30	75	881
	Retail Pass-By Trip Credit	50% [3]	-2	-2	-4	-4	-3	-7	-63
	Residential Transit Credit	10% [4]	-1	-4	-5	-4	-2	-6	-76
	Proposed Subtotal Trips - With Credit		14	35	49	37	25	62	742
Total Net Trips - With Credit			+2	+30	+32	+25	+12	+37	+560

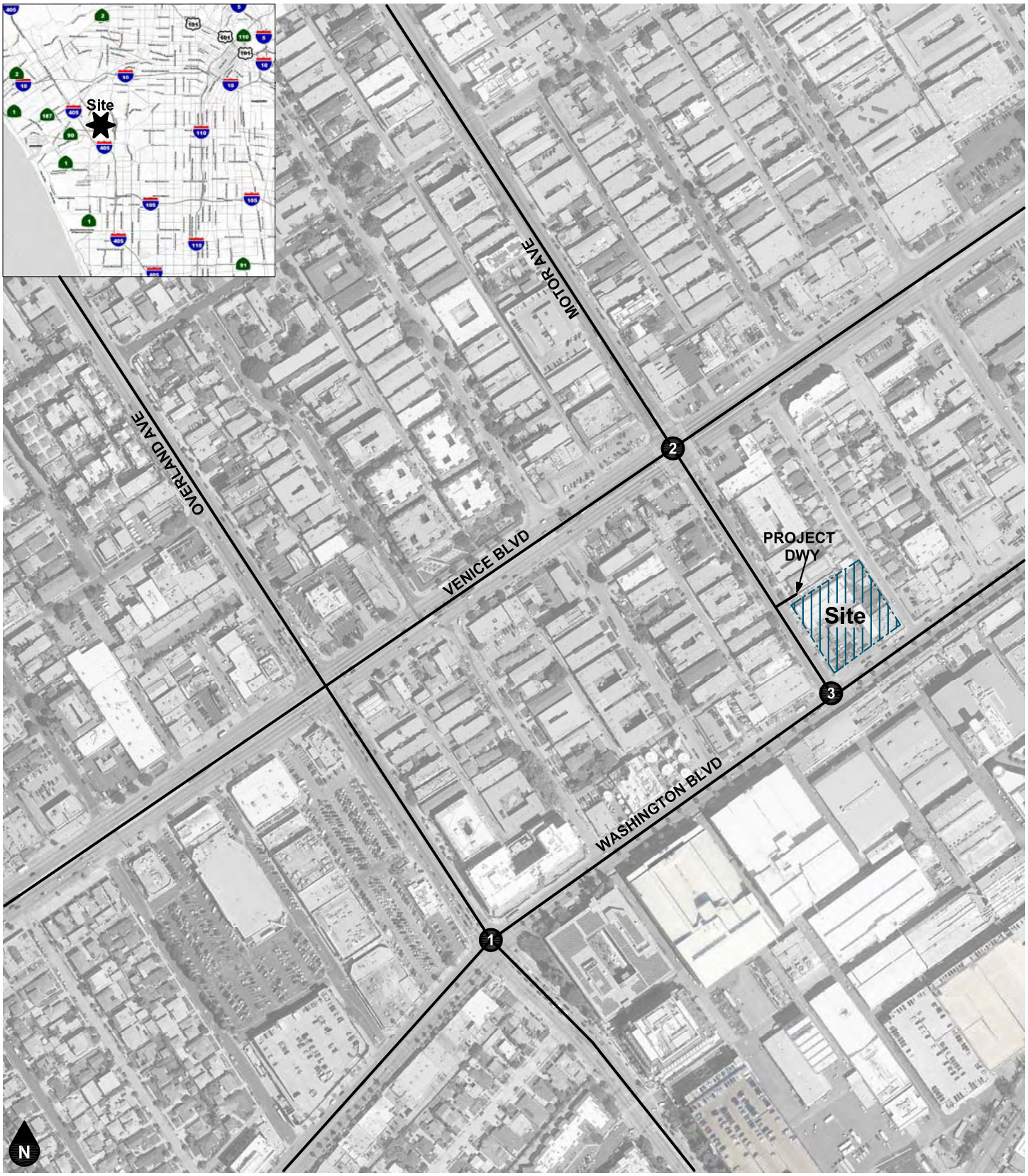
Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code

(2) TSF = Thousand Square Feet; DU = Dwelling Unit

(3) Retail use less than 50 TSF. Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

(4) Residential site located within 1/4 mile of a bus stop.



Legend

Study Intersection

Figure 1
Project Location Map

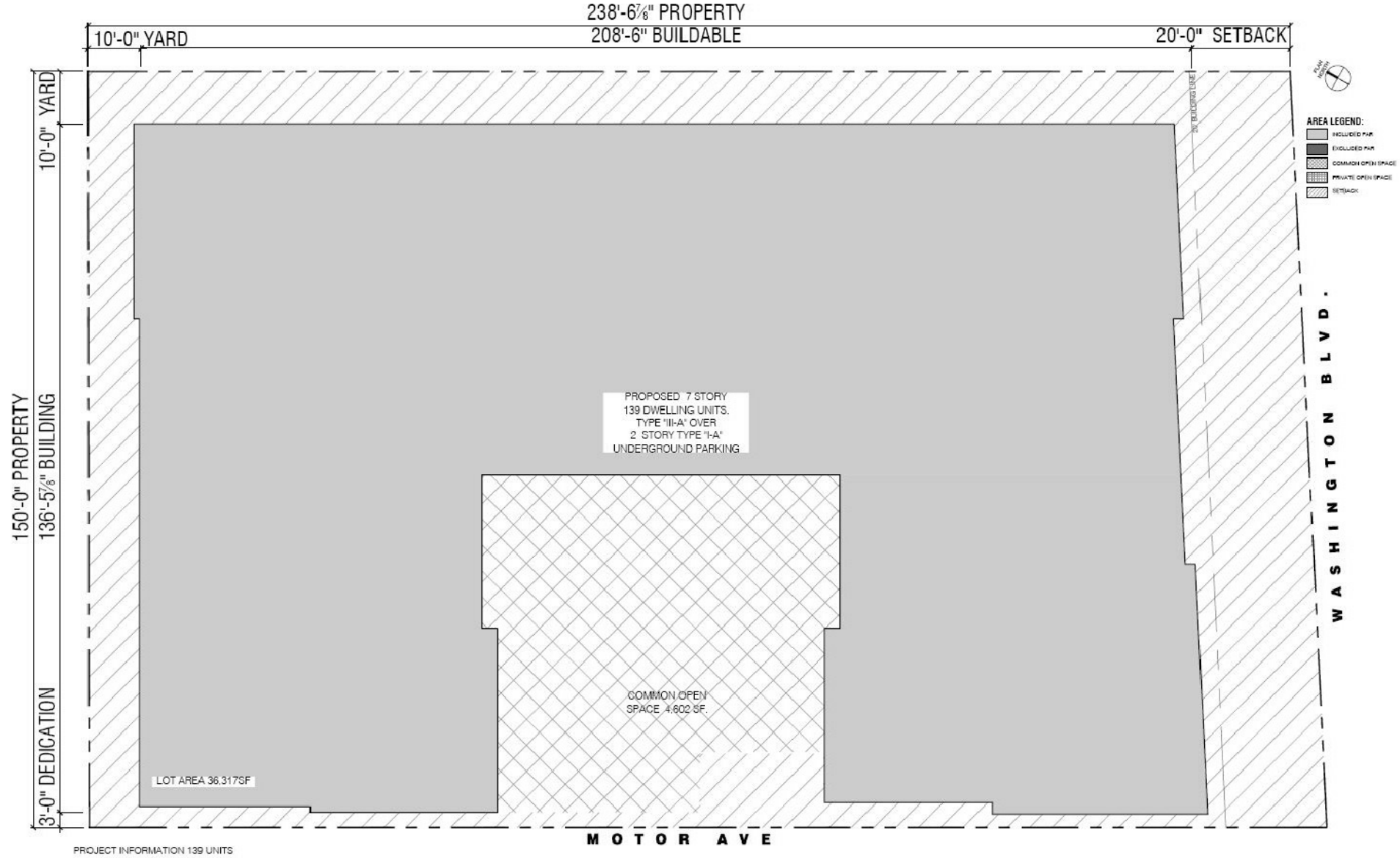
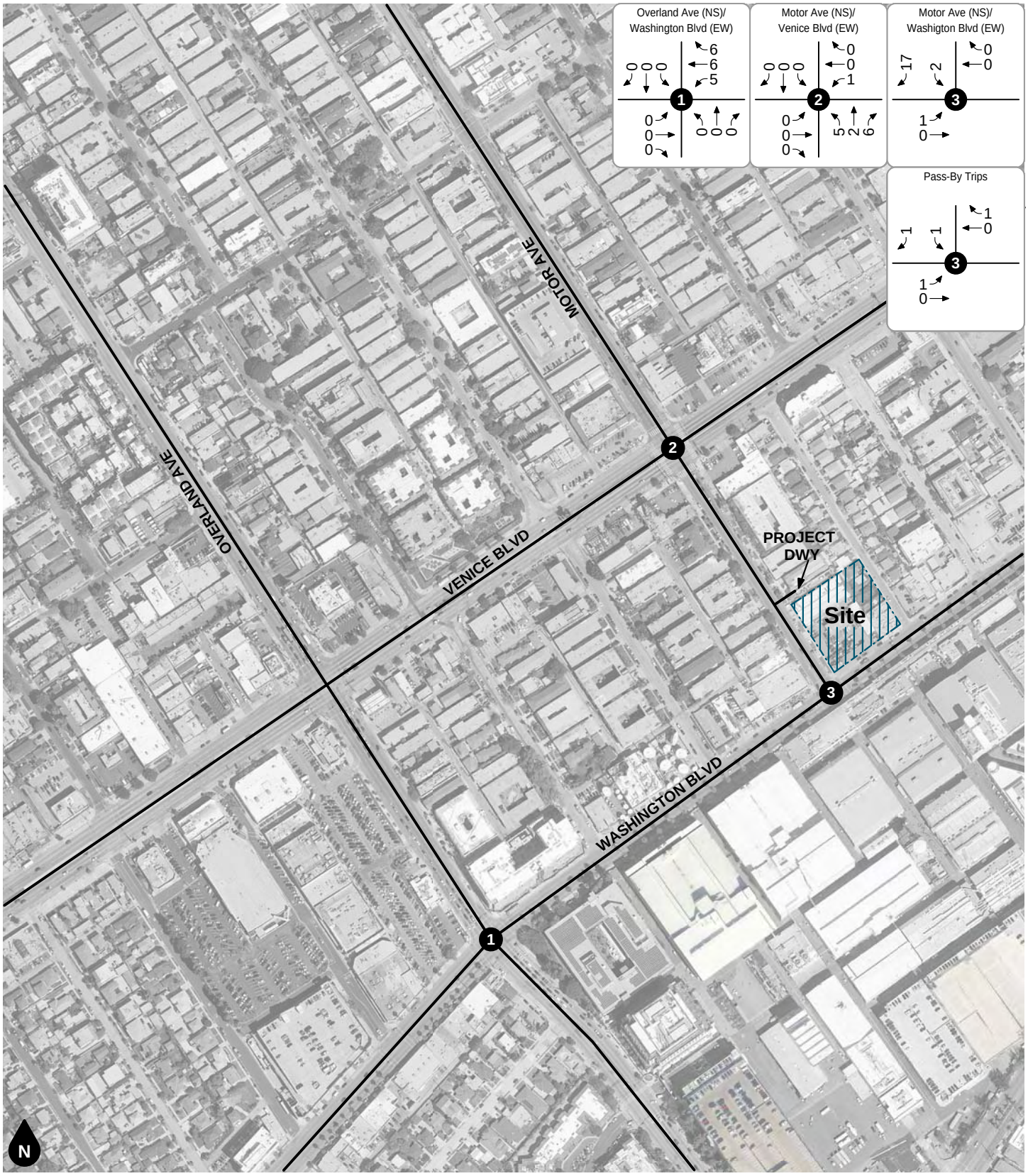


Figure 2
Project Site Plan

Legend

10% Percent To/From Project

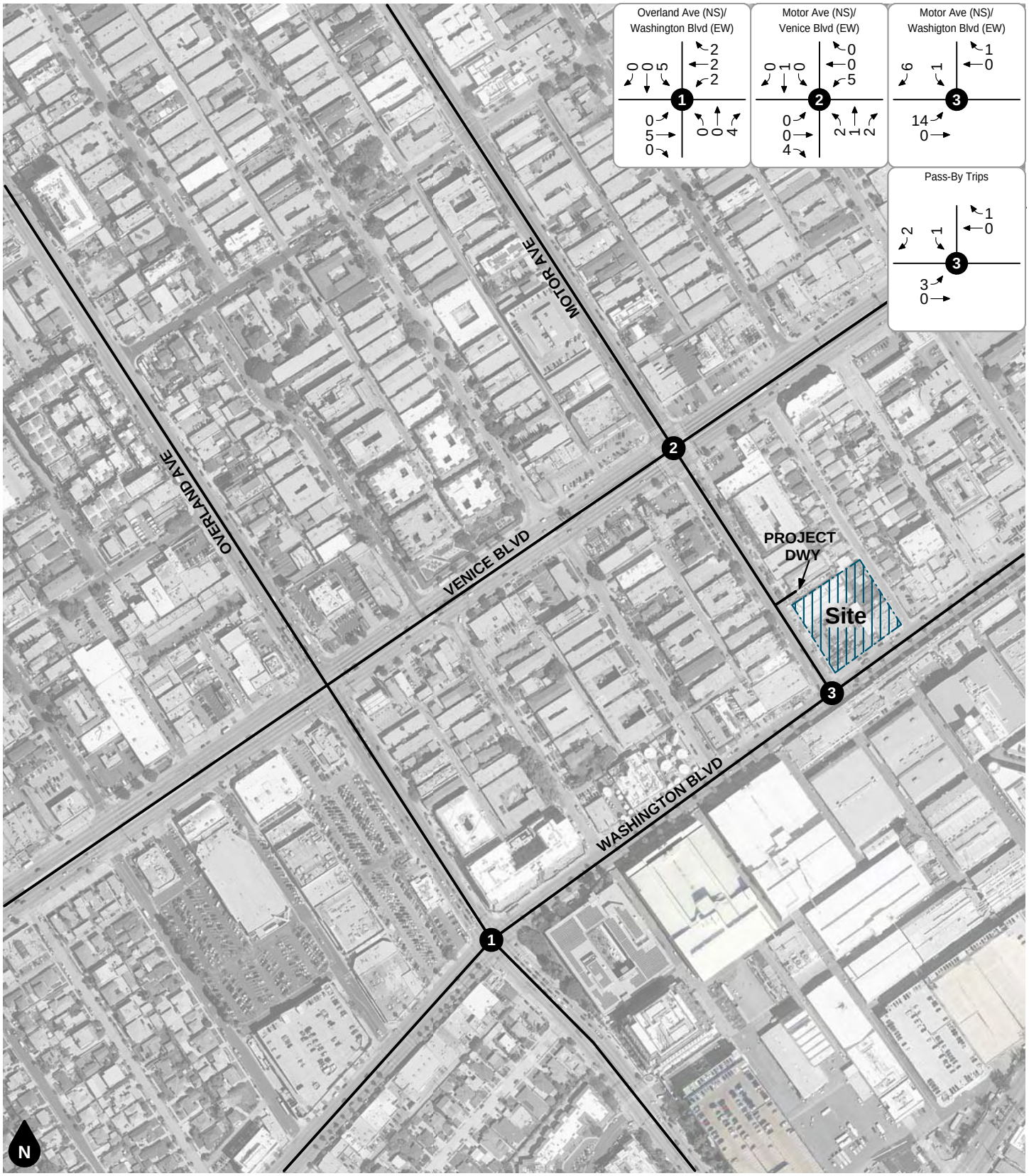
Figure 3
Project Trip Distribution



Legend

Study Intersection

Figure 4
Project-Only AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

Figure 5
Project-Only PM Peak Hour Intersection Turning Movement Volumes

APPENDIX B

2017 TRAFFIC COUNT DATA SHEETS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North / Sounth: Motor

East/West: Washington

Day: WEDNESDAY Date: March 8, 2017 Weather Sunny

Hours:

School Da: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	80	246	168
BIKES	0	0	0	0
BUSES	0	35	57	39

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0		87	8:30:00 AM	345	8:45:00 AM	234	7:15:00 AM
PM PK 15 MIN	0		135	5:30:00 PM	396	5:30:00 PM	211	5:30:00 PM
AM PK HOUR	0		321	8:30:00 AM	1354	8:15:00 AM	899	7:00:00 AM
PM PK HOUR	0		506	5:00:00 PM	1480	5:00:00 PM	828	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	72	0	105	177
8-9	170	0	120	290
9-10	138	0	150	288
3-4	172	0	190	362
4-5	161	0	243	404
5-6	234	0	272	506
TOTAL	947	0	1080	2027

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
177	0	0	0	0
290	0	0	0	0
288	0	0	0	0
362	0	0	0	0
404	0	0	0	0
506	0	0	0	0
2027	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	337	590	0	927
8-9	403	934	0	1337
9-10	320	749	0	1069
3-4	276	980	0	1256
4-5	337	1123	0	1460
5-6	329	1151	0	1480
TOTAL	2002	5527	0	7529

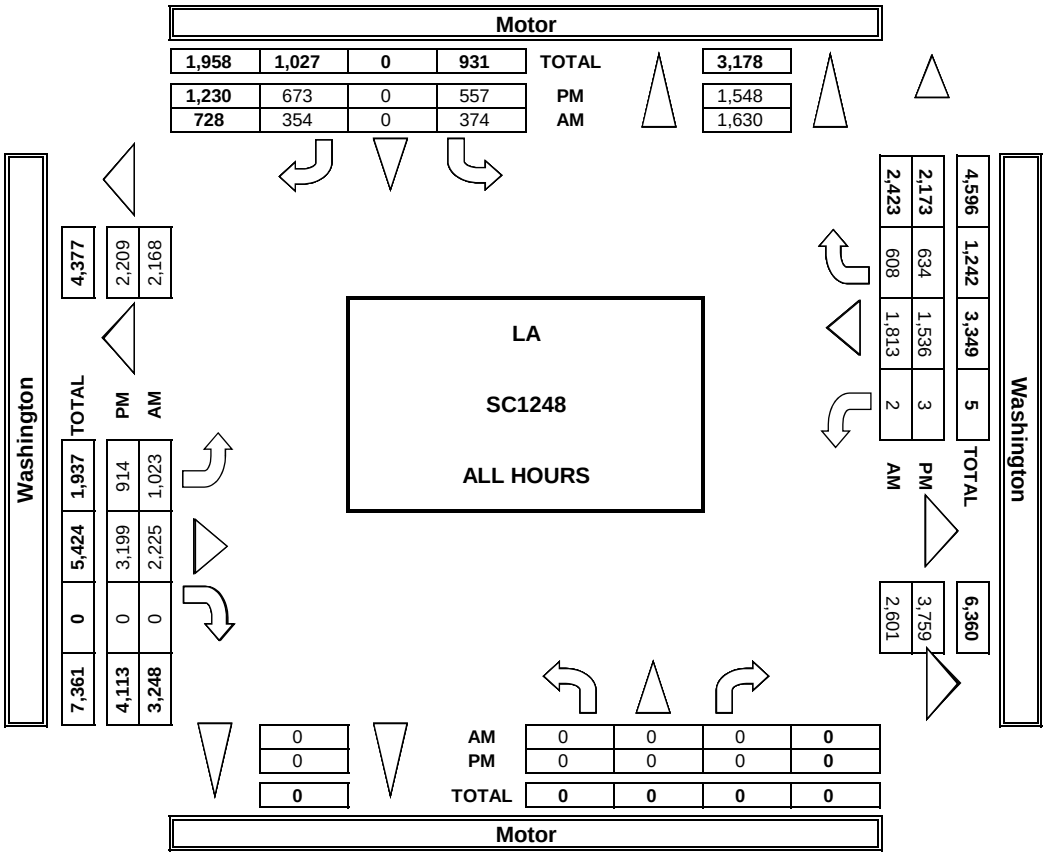
WESTBOUND Approach

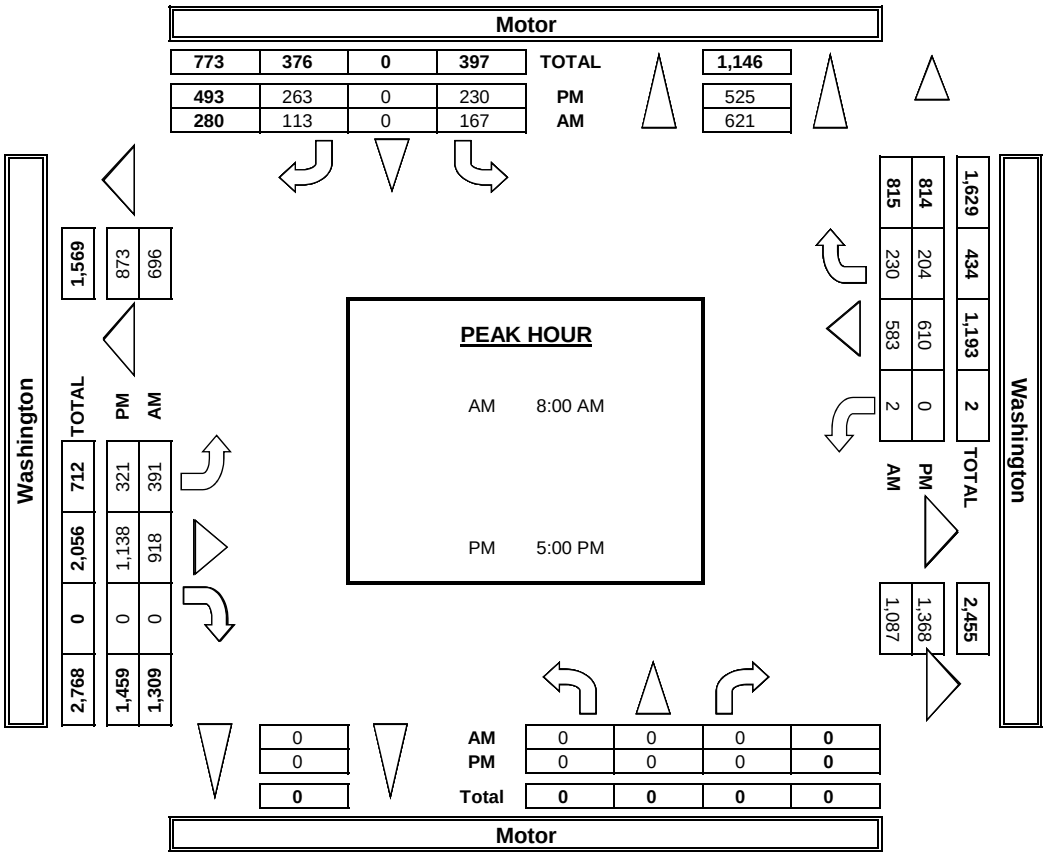
Hours	Lt	Th	Rt	Total
7-8	0	703	196	899
8-9	2	607	233	842
9-10	0	564	187	751
3-4	1	465	241	707
4-5	2	486	197	685
5-6	0	621	207	828
TOTAL	5	3446	1261	4712

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1826	0	0	0	0
2179	0	0	0	0
1820	0	0	0	0
1963	0	0	0	0
2145	0	0	0	0
2308	0	0	0	0
12241	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:			
Wed, Mar 8, 17	LOCATION:	LA	PROJECT #: SC1248
	NORTH & SOUTH:	Motor	LOCATION #: 1
	EAST & WEST:	Washington	CONTROL: SIGNAL

NOTES:

Queue WB AM/PM

AM / PM / MD / OTHER / OTHER

N ▲ / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	9	0	21	71	103	0	0	172	56	432	0	0	0	0	0
	7:15 AM	0	0	0	17	0	21	88	144	0	0	186	41	497	0	0	0	0	0
	7:30 AM	0	0	0	14	0	28	87	156	0	0	167	58	510	0	0	0	0	0
	7:45 AM	0	0	0	30	0	28	80	176	0	0	157	40	511	0	0	0	0	0
	8:00 AM	0	0	0	35	0	28	94	217	0	0	163	50	587	0	0	0	0	0
	8:15 AM	0	0	0	31	0	30	95	234	0	0	147	62	599	0	0	0	0	0
	8:30 AM	0	0	0	51	0	34	105	228	0	0	126	79	623	0	0	0	0	0
	8:45 AM	0	0	0	50	0	21	97	239	0	2	147	39	595	0	0	0	2	2
	9:00 AM	0	0	0	42	0	30	82	243	0	0	126	54	577	0	0	0	0	0
	9:15 AM	0	0	0	38	0	44	85	182	0	0	146	37	532	0	0	1	0	1
	9:30 AM	0	0	0	29	0	35	73	174	0	0	145	53	509	0	0	0	0	0
	9:45 AM	0	0	0	28	0	34	66	129	0	0	131	39	427	0	0	0	0	0
	VOLUMES	0	0	0	374	0	354	1,023	2,225	0	2	1,813	608	6,399	0	0	1	2	3
	APPROACH %	0%	0%	0%	51%	0%	49%	31%	69%	0%	0%	75%	25%						
	APP/DEPART	0	/	1,630	728	/	0	3,248	/	2,601	2,423	/	2,168	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	167	0	113	391	918	0	2	583	230	2,404					
	APPROACH %	0%	0%	0%	60%	0%	40%	30%	70%	0%	0%	72%	28%						
	PEAK HR FACTOR		0.000			0.824			0.974			0.957		0.965					
	APP/DEPART	0	/	621	280	/	0	1,309	/	1,087	815	/	696	0					
PM	03:00 PM	0	0	0	32	0	43	67	218	0	0	123	78	561	0	0	0	0	0
	3:15 PM	0	0	0	52	0	43	60	240	0	1	114	66	576	0	0	0	1	1
	3:30 PM	0	0	0	38	0	42	74	251	0	0	108	46	559	0	0	0	0	0
	3:45 PM	0	0	0	46	0	50	64	246	0	0	106	45	557	0	0	0	0	0
	4:00 PM	0	0	0	37	0	50	81	268	0	0	101	38	575	0	0	0	0	0
	4:15 PM	0	0	0	48	0	51	94	282	0	0	116	65	656	0	0	0	0	0
	4:30 PM	0	0	0	35	0	60	66	290	0	2	125	44	622	0	0	0	2	2
	4:45 PM	0	0	0	39	0	71	87	266	0	0	133	48	644	0	0	0	0	0
	5:00 PM	0	0	0	53	0	55	83	264	0	0	147	49	651	0	0	0	0	0
	5:15 PM	0	0	0	58	0	70	74	288	0	0	148	56	694	0	0	0	0	0
	5:30 PM	0	0	0	59	0	73	85	307	0	0	162	47	733	0	0	0	0	0
	5:45 PM	0	0	0	60	0	65	79	279	0	0	153	52	688	0	0	0	0	0
	VOLUMES	0	0	0	557	0	673	914	3,199	0	3	1,536	634	7,516	0	0	0	3	3
	APPROACH %	0%	0%	0%	45%	0%	55%	22%	78%	0%	0%	71%	29%						
	APP/DEPART	0	/	1,548	1,230	/	0	4,113	/	3,759	2,173	/	2,209	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	230	0	263	321	1,138	0	0	610	204	2,766					
	APPROACH %	0%	0%	0%	47%	0%	53%	22%	78%	0%	0%	75%	25%						
	PEAK HR FACTOR		0.000			0.934			0.930			0.974		0.943					
	APP/DEPART	0	/	525	493	/	0	1,459	/	1,368	814	/	873	0					

Motor

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Motor

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	5	0	0	0	5	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0
	7:15 AM	3	0	0	1	4	2	0	0	0	2	1	0	0	1	2	0	0	0	0	0
	7:30 AM	6	0	2	0	8	6	0	1	0	7	0	0	1	0	1	0	0	0	0	0
	7:45 AM	5	1	1	0	7	4	0	0	0	4	0	1	1	0	2	1	0	0	0	1
	8:00 AM	4	1	0	0	5	1	0	0	0	1	2	1	0	0	3	1	0	0	0	1
	8:15 AM	7	0	0	0	7	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0
	8:30 AM	4	0	2	0	6	3	0	2	0	5	1	0	0	0	1	0	0	0	0	0
	8:45 AM	7	0	3	0	10	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0
	9:00 AM	7	1	1	0	9	4	0	0	0	4	3	1	0	0	4	0	0	1	0	1
	9:15 AM	4	2	4	0	10	4	0	3	0	7	0	2	0	0	2	0	0	1	0	1
	9:30 AM	3	2	3	1	9	2	0	3	0	5	1	2	0	1	4	0	0	0	0	0
	9:45 AM	10	0	2	1	13	7	0	1	0	8	3	0	1	1	5	0	0	0	0	0
	TOTAL	65	7	18	3	93	49	0	13	0	62	14	7	3	3	27	2	0	2	0	4
PM	3:00 PM	12	2	3	0	17	10	0	3	0	13	2	2	0	0	4	0	0	0	0	0
	3:15 PM	6	0	2	0	8	4	0	2	0	6	2	0	0	0	2	0	0	0	0	0
	3:30 PM	9	1	4	0	14	5	0	4	0	9	1	1	0	0	2	3	0	0	0	3
	3:45 PM	9	0	2	0	11	8	0	2	0	10	0	0	0	0	0	1	0	0	0	1
	4:00 PM	11	0	7	0	18	11	0	5	0	16	0	0	1	0	1	0	0	1	0	1
	4:15 PM	6	0	1	0	7	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0
	4:30 PM	9	1	1	0	11	9	0	1	0	10	0	1	0	0	1	0	0	0	0	0
	4:45 PM	8	2	2	0	12	7	0	2	0	9	1	2	0	0	3	0	0	0	0	0
	5:00 PM	9	1	2	0	12	9	0	2	0	11	0	1	0	0	1	0	0	0	0	0
	5:15 PM	13	0	3	0	16	7	0	2	0	9	6	0	1	0	7	0	0	0	0	0
	5:30 PM	11	2	3	0	16	8	0	3	0	11	3	2	0	0	5	0	0	0	0	0
	5:45 PM	8	1	3	0	12	6	0	2	0	8	2	1	1	0	4	0	0	0	0	0
	TOTAL	111	10	33	0	154	90	0	29	0	119	17	10	3	0	30	4	0	1	0	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
3/8/17	LOCATION:	LA	PROJECT #:	SC1248
WEDNESDAY	NORTH & SOUTH:	Motor	LOCATION #:	1
	EAST & WEST:	Washington	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	1.5	1.5			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	9	0	23	74	105	0	0	176	57	444					0
	7:15 AM	0	0	0	18	0	22	91	147	0	0	193	41	512					0
	7:30 AM	0	0	0	14	0	30	89	159	0	0	173	58	523					0
	7:45 AM	0	0	0	31	0	30	83	179	0	0	161	40	524					0
	8:00 AM	0	0	0	36	0	29	97	220	0	0	169	51	602					0
	8:15 AM	0	0	0	31	0	32	97	239	0	0	153	63	615					0
	8:30 AM	0	0	0	51	0	36	108	231	0	0	130	80	636					0
	8:45 AM	0	0	0	52	0	23	101	244	0	2	155	39	616					0
	9:00 AM	0	0	0	42	0	31	85	249	0	0	130	55	592					0
	9:15 AM	0	0	0	38	0	48	88	188	0	0	150	37	549					0
	9:30 AM	0	0	0	29	0	36	78	180	0	0	148	55	526					0
	9:45 AM	0	0	0	29	0	35	69	132	0	0	136	40	441					0
	VOLUMES	0	0	0	380	0	375	1,060	2,273	0	2	1,874	616	6,580	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	32%	68%	0%	0%	75%	25%						
	APP/DEPART	0	/	1,676	755	/	2	3,333	/	2,653	2,492	/	2,249	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	170	0	120	403	934	0	2	607	233	2,469					
	APPROACH %	0%	0%	0%	59%	0%	41%	30%	70%	0%	0%	72%	28%						
	PEAK HR FACTOR		0.000			0.833			0.969			0.957		0.971					
	APP/DEPART	0	/	636	290	/	2	1,337	/	1,104	842	/	727	0					
PM	03:00 PM	0	0	0	32	0	46	70	224	0	0	126	81	579					0
	3:15 PM	0	0	0	53	0	46	63	248	0	1	118	67	596					0
	3:30 PM	0	0	0	39	0	45	77	258	0	0	112	48	579					0
	3:45 PM	0	0	0	48	0	53	66	250	0	0	109	45	571					0
	4:00 PM	0	0	0	38	0	52	84	274	0	0	103	39	590					0
	4:15 PM	0	0	0	48	0	53	96	285	0	0	118	65	665					0
	4:30 PM	0	0	0	36	0	64	68	294	0	2	129	44	637					0
	4:45 PM	0	0	0	39	0	74	89	270	0	0	136	49	657					0
	5:00 PM	0	0	0	54	0	58	85	268	0	0	150	50	665					0
	5:15 PM	0	0	0	59	0	72	76	292	0	0	151	57	707					0
	5:30 PM	0	0	0	60	0	75	87	309	0	0	164	47	742					0
	5:45 PM	0	0	0	61	0	67	81	282	0	0	156	53	700					0
	VOLUMES	0	0	0	567	0	705	942	3,254	0	3	1,572	645	7,688	0	0	0	0	0
	APPROACH %	0%	0%	0%	45%	0%	55%	22%	78%	0%	0%	71%	29%						
	APP/DEPART	0	/	1,587	1,272	/	3	4,196	/	3,821	2,220	/	2,277	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	234	0	272	329	1,151	0	0	621	207	2,814					
	APPROACH %	0%	0%	0%	46%	0%	54%	22%	78%	0%	0%	75%	25%						
	PEAK HR FACTOR		0.000			0.937			0.934			0.981		0.948					
	APP/DEPART	0	/	536	506	/	0	1,480	/	1,385	828	/	893	0					

Motor

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	9	0	18	66	100	0	0	164	54	411	0	0	0	0	0
	7:15 AM	0	0	0	15	0	20	83	139	0	0	172	41	470	0	0	0	0	0
	7:30 AM	0	0	0	14	0	25	84	151	0	0	156	58	488	0	0	0	0	0
	7:45 AM	0	0	0	29	0	24	75	171	0	0	149	40	488	0	0	0	0	0
	8:00 AM	0	0	0	34	0	26	89	212	0	0	152	48	561	0	0	0	0	0
	8:15 AM	0	0	0	31	0	26	91	224	0	0	136	61	569	0	0	0	0	0
	8:30 AM	0	0	0	51	0	30	99	222	0	0	119	77	598	0	0	0	0	0
	8:45 AM	0	0	0	47	0	18	90	229	0	2	132	39	557	0	0	0	2	2
	9:00 AM	0	0	0	42	0	29	77	232	0	0	118	53	551	0	0	0	0	0
	9:15 AM	0	0	0	38	0	37	79	171	0	0	138	37	500	0	0	1	0	1
	9:30 AM	0	0	0	29	0	34	64	163	0	0	140	50	480	0	0	0	0	0
	9:45 AM	0	0	0	26	0	32	61	124	0	0	121	38	402	0	0	0	0	0
	VOLUMES	0	0	0	365	0	319	958	2,138	0	2	1,697	596	6,075	0	0	1	2	3
	APPROACH %	0%	0%	0%	53%	0%	47%	31%	69%	0%	0%	74%	26%						
	APP/DEPART	0	/	1,553	684	/	0	3,096	/	2,505	2,295	/	2,017	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	163	0	100	369	887	0	0	539	225	2,285					
	APPROACH %	0%	0%	0%	62%	0%	38%	29%	71%	0%	0%	70%	29%						
	PEAK HR FACTOR		0.000			0.812			0.978			0.958		0.955					
	APP/DEPART	0	/	594	263	/	0	1,256	/	1,052	766	/	639	0					
PM	03:00 PM	0	0	0	32	0	38	61	207	0	0	118	73	529	0	0	0	0	0
	3:15 PM	0	0	0	50	0	38	55	224	0	1	107	64	539	0	0	0	1	1
	3:30 PM	0	0	0	37	0	37	68	237	0	0	101	43	523	0	0	0	0	0
	3:45 PM	0	0	0	42	0	45	61	239	0	0	101	45	533	0	0	0	0	0
	4:00 PM	0	0	0	36	0	46	75	257	0	0	97	37	548	0	0	0	0	0
	4:15 PM	0	0	0	48	0	47	91	276	0	0	112	65	639	0	0	0	0	0
	4:30 PM	0	0	0	34	0	52	63	283	0	2	118	44	596	0	0	0	2	2
	4:45 PM	0	0	0	39	0	66	84	258	0	0	128	46	621	0	0	0	0	0
	5:00 PM	0	0	0	52	0	50	80	257	0	0	141	48	628	0	0	0	0	0
	5:15 PM	0	0	0	56	0	66	71	281	0	0	143	55	672	0	0	0	0	0
	5:30 PM	0	0	0	58	0	69	81	304	0	0	159	47	718	0	0	0	0	0
	5:45 PM	0	0	0	59	0	62	75	274	0	0	148	51	669	0	0	0	0	0
	VOLUMES	0	0	0	543	0	616	865	3,097	0	3	1,473	618	7,215	0	0	0	3	3
	APPROACH %	0%	0%	0%	47%	0%	53%	22%	78%	0%	0%	70%	30%						
	APP/DEPART	0	/	1,483	1,159	/	0	3,962	/	3,643	2,094	/	2,089	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	225	0	247	307	1,116	0	0	591	201	2,687					
	APPROACH %	0%	0%	0%	48%	0%	52%	22%	78%	0%	0%	75%	25%						
	PEAK HR FACTOR		0.000			0.929			0.924			0.961		0.936					
	APP/DEPART	0	/	508	472	/	0	1,423	/	1,341	792	/	838	0					

Motor

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	2	2	3	0	0	6	1	14	0	0	0	0	0
	7:15 AM	0	0	0	2	0	0	5	4	0	0	7	0	18	0	0	0	0	0
	7:30 AM	0	0	0	0	0	2	2	4	0	0	7	0	15	0	0	0	0	0
	7:45 AM	0	0	0	1	0	2	4	3	0	0	7	0	17	0	0	0	0	0
	8:00 AM	0	0	0	1	0	1	5	3	0	0	8	2	20	0	0	0	0	0
	8:15 AM	0	0	0	0	0	3	3	8	0	0	10	1	25	0	0	0	0	0
	8:30 AM	0	0	0	0	0	3	5	5	0	0	6	1	20	0	0	0	0	0
	8:45 AM	0	0	0	3	0	1	6	8	0	0	14	0	32	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	4	9	0	0	7	1	21	0	0	0	0	0
	9:15 AM	0	0	0	0	0	6	6	10	0	0	7	0	29	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	8	9	0	0	4	3	24	0	0	0	0	0
	9:45 AM	0	0	0	2	0	1	4	4	0	0	9	1	21	0	0	0	0	0
	VOLUMES	0	0	0	9	0	21	54	70	0	0	92	10	256	0	0	0	0	0
	APPROACH %	0%	0%	0%	30%	0%	70%	44%	56%	0%	0%	90%	10%						
	APP/DEPART	0	/	64	30	/	0	124	/	79	102	/	113	0					
	BEGIN PEAK HR		8:45 AM																
	VOLUMES	0	0	0	3	0	7	24	36	0	0	32	4	106					
	APPROACH %	0%	0%	0%	30%	0%	70%	40%	60%	0%	0%	89%	11%						
	PEAK HR FACTOR		0.000			0.417			0.882			0.643		0.828					
	APP/DEPART	0	/	28	10	/	0	60	/	39	36	/	39	0					
PM	03:00 PM	0	0	0	0	0	4	4	10	0	0	4	4	26	0	0	0	0	0
	3:15 PM	0	0	0	1	0	2	5	14	0	0	6	2	30	0	0	0	0	0
	3:30 PM	0	0	0	1	0	4	5	12	0	0	6	3	31	0	0	0	0	0
	3:45 PM	0	0	0	4	0	3	2	4	0	0	4	0	17	0	0	0	0	0
	4:00 PM	0	0	0	0	0	3	5	10	0	0	3	1	22	0	0	0	0	0
	4:15 PM	0	0	0	0	0	2	3	5	0	0	3	0	13	0	0	0	0	0
	4:30 PM	0	0	0	1	0	6	2	6	0	0	6	0	21	0	0	0	0	0
	4:45 PM	0	0	0	0	0	4	2	5	0	0	5	2	18	0	0	0	0	0
	5:00 PM	0	0	0	1	0	3	3	6	0	0	4	1	18	0	0	0	0	0
	5:15 PM	0	0	0	2	0	3	2	5	0	0	4	1	17	0	0	0	0	0
	5:30 PM	0	0	0	1	0	2	3	2	0	0	3	0	11	0	0	0	0	0
	5:45 PM	0	0	0	1	0	2	4	3	0	0	3	1	14	0	0	0	0	0
	VOLUMES	0	0	0	12	0	38	40	82	0	0	51	15	238	0	0	0	0	0
	APPROACH %	0%	0%	0%	24%	0%	76%	33%	67%	0%	0%	77%	23%						
	APP/DEPART	0	/	55	50	/	0	122	/	94	66	/	89	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	6	0	13	16	40	0	0	20	9	104					
	APPROACH %	0%	0%	0%	32%	0%	68%	29%	71%	0%	0%	69%	31%						
	PEAK HR FACTOR		0.000			0.679			0.737			0.806		0.839					
	APP/DEPART	0	/	25	19	/	0	56	/	46	29	/	33	0					

Motor

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

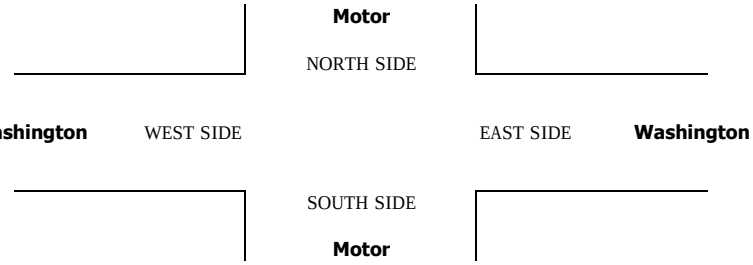
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Motor

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Motor

NORTH SIDE

Washington WEST SIDE EAST SIDE **Washington**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	3	0	0	0	2	1	7	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	1	0	0	7	0	9	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	1	1	0	0	4	0	7	0	0	0	0	0
	7:45 AM	0	0	0	0	0	2	1	2	0	0	1	0	6	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	2	0	0	3	0	6	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	1	2	0	0	1	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	1	1	0	0	1	1	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	1	2	0	0	1	0	6	0	0	0	0	0
	9:00 AM	0	0	0	0	0	1	1	2	0	0	1	0	5	0	0	0	0	0
	9:15 AM	0	0	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0
	9:30 AM	0	0	0	0	0	1	1	2	0	0	1	0	5	0	0	0	0	0
	9:45 AM	0	0	0	0	0	1	1	1	0	0	1	0	4	0	0	0	0	0
	VOLUMES	0	0	0	0	0	14	11	17	0	0	24	2	68	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	39%	61%	0%	0%	92%	8%						
	APP/DEPART	0	/	13	14	/	0	28	/	17	26	/	38	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	5	5	4	0	0	14	1	29					
	APPROACH %	0%	0%	0%	0%	0%	100%	56%	44%	0%	0%	93%	7%						
	PEAK HR FACTOR		0.000			0.625			0.750			0.536		0.806					
	APP/DEPART	0	/	6	5	/	0	9	/	4	15	/	19	0					
PM	03:00 PM	0	0	0	0	0	1	2	1	0	0	1	1	6	0	0	0	0	0
	3:15 PM	0	0	0	1	0	3	0	2	0	0	1	0	7	0	0	0	0	0
	3:30 PM	0	0	0	0	0	1	1	2	0	0	1	0	5	0	0	0	0	0
	3:45 PM	0	0	0	0	0	2	1	3	0	0	1	0	7	0	0	0	0	0
	4:00 PM	0	0	0	1	0	1	1	1	0	0	1	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	2	0	1	0	0	1	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	2	1	1	0	0	1	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	1	3	0	0	0	0	5	0	0	0	0	0
	5:00 PM	0	0	0	0	0	2	0	1	0	0	2	0	5	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	1	2	0	0	1	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	2	1	1	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	2	0	0	2	0	5	0	0	0	0	0
	VOLUMES	0	0	0	2	0	19	9	20	0	0	12	1	63	0	0	0	0	0
	APPROACH %	0%	0%	0%	10%	0%	90%	31%	69%	0%	0%	92%	8%						
	APP/DEPART	0	/	10	21	/	0	29	/	22	13	/	31	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	1	0	7	4	8	0	0	4	1	25					
	APPROACH %	0%	0%	0%	13%	0%	88%	33%	67%	0%	0%	80%	20%						
	PEAK HR FACTOR		0.000			0.500			0.750			0.625		0.893					
	APP/DEPART	0	/	5	8	/	0	12	/	9	5	/	11	0					

Motor

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Motor

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North / Sounth: Motor

East/West: Venice

Day: WEDNESDAY Date: March 8, 2017 Weather Sunny

Hours:

School Da: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	118	120	396	410
BIKES	0	0	0	0
BUSES	24	27	102	84

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	176	8:30:00 AM	164	8:45:00 AM	392	8:30:00 AM	492	8:00:00 AM
PM PK 15 MIN	159	4:15:00 PM	198	5:15:00 PM	464	5:30:00 PM	452	5:45:00 PM
AM PK HOUR	640	8:00:00 AM	606	8:30:00 AM	1536	8:15:00 AM	1747	8:00:00 AM
PM PK HOUR	551	4:15:00 PM	741	5:00:00 PM	1646	4:45:00 PM	1672	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	414	29	520
8-9	148	453	39	640
9-10	85	392	32	509
3-4	132	353	52	537
4-5	107	372	34	513
5-6	66	447	27	540
TOTAL	615	2431	213	3259

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	63	120	169	352
8-9	96	215	265	576
9-10	101	222	224	547
3-4	129	278	259	666
4-5	107	323	261	691
5-6	114	401	226	741
TOTAL	610	1559	1404	3573

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
872	0	0	0	0
1216	0	0	0	0
1056	0	0	0	0
1203	0	0	0	0
1204	0	0	0	0
1281	0	0	0	0
6832	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	140	982	28	1150
8-9	148	1348	38	1534
9-10	131	1240	39	1410
3-4	159	1284	47	1490
4-5	162	1380	47	1589
5-6	172	1406	52	1630
TOTAL	912	7640	251	8803

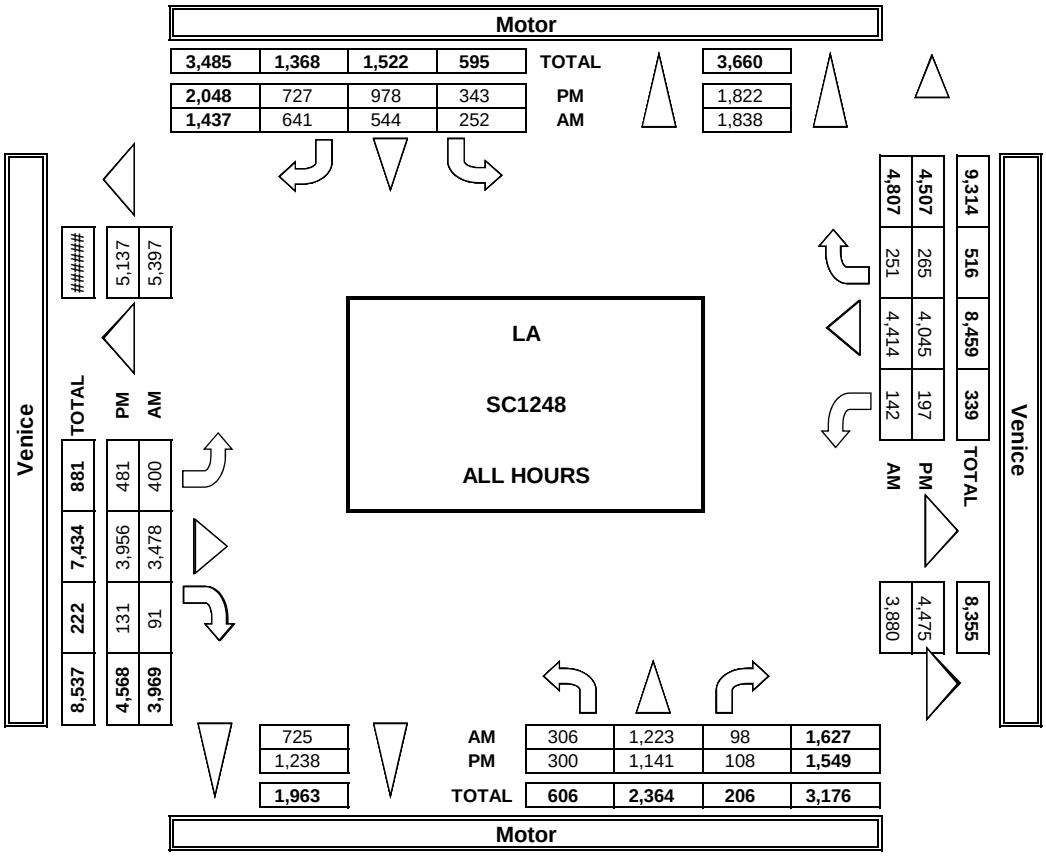
WESTBOUND Approach

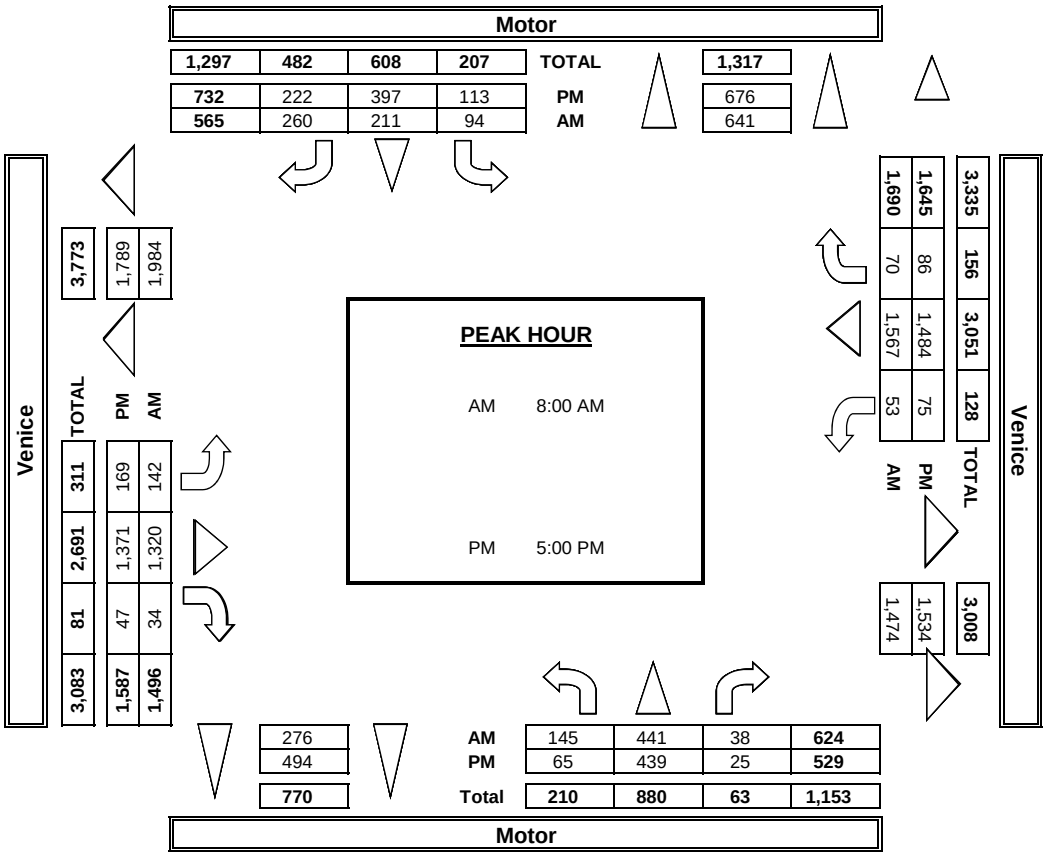
Hours	Lt	Th	Rt	Total
7-8	40	1426	90	1556
8-9	55	1620	72	1747
9-10	54	1515	97	1666
3-4	63	1264	105	1432
4-5	62	1360	79	1501
5-6	77	1508	87	1672
TOTAL	351	8693	530	9574

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2706	0	0	0	0
3281	0	0	0	0
3076	0	0	0	0
2922	0	0	0	0
3090	0	0	0	0
3302	0	0	0	0
18377	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Wed, Mar 8, 17	LOCATION:	LA	PROJECT #:	SC1248
	NORTH & SOUTH:	Motor	LOCATION #:	2
	EAST & WEST:	Venice	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	12	81	6	8	18	28	22	200	3	13	318	21	730	0	0	0	6	6
	7:15 AM	22	113	10	13	30	34	28	180	5	7	337	24	803	0	0	1	2	3
	7:30 AM	19	107	5	17	21	46	44	270	6	9	359	21	924	0	0	2	4	6
	7:45 AM	24	101	7	22	46	55	38	302	9	10	373	22	1,009	0	0	5	5	10
	8:00 AM	36	108	8	25	44	60	35	323	10	16	444	15	1,124	0	0	3	8	11
	8:15 AM	36	108	11	21	46	60	41	323	8	11	373	16	1,054	0	0	2	3	5
	8:30 AM	38	123	11	17	59	72	33	340	11	15	370	13	1,102	0	0	3	6	9
	8:45 AM	35	102	8	31	62	68	33	334	5	11	380	26	1,095	0	0	4	5	9
	9:00 AM	22	102	6	22	60	57	34	327	12	10	357	23	1,032	0	0	4	3	7
	9:15 AM	28	108	6	27	57	62	30	307	11	7	373	24	1,040	0	0	7	4	11
	9:30 AM	17	85	7	25	56	49	29	271	4	20	366	18	947	0	0	3	5	8
	9:45 AM	17	85	13	24	45	50	33	301	7	13	364	28	980	0	0	2	1	3
	VOLUMES	306	1,223	98	252	544	641	400	3,478	91	142	4,414	251	11,840	0	0	36	52	88
	APPROACH %	19%	75%	6%	18%	38%	45%	10%	88%	2%	3%	92%	5%						
	APP/DEPART	1,627	/	1,838	1,437	/	725	3,969	/	3,880	4,807	/	5,397	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	145	441	38	94	211	260	142	1,320	34	53	1,567	70	4,375					
	APPROACH %	23%	71%	6%	17%	37%	46%	9%	88%	2%	3%	93%	4%						
	PEAK HR FACTOR		0.907			0.877			0.974			0.889		0.973					
	APP/DEPART	624	/	641	565	/	276	1,496	/	1,474	1,690	/	1,984	0					
PM	03:00 PM	38	76	15	32	64	68	43	322	10	14	278	18	978	0	0	9	3	12
	3:15 PM	36	99	7	26	74	66	30	312	16	15	309	27	1,017	0	0	4	7	11
	3:30 PM	32	81	16	30	69	58	38	293	8	18	286	26	955	0	0	6	6	12
	3:45 PM	23	85	12	36	61	61	43	316	9	15	356	30	1,047	0	0	6	3	9
	4:00 PM	22	69	6	20	80	70	40	300	12	5	318	13	955	0	0	11	2	13
	4:15 PM	31	113	12	32	84	55	35	319	15	15	304	24	1,039	0	0	4	7	11
	4:30 PM	35	93	8	27	59	79	45	384	8	25	325	21	1,109	0	0	3	7	10
	4:45 PM	18	86	7	27	90	48	38	339	6	15	385	20	1,079	0	0	4	8	12
	5:00 PM	16	118	2	27	96	59	45	330	12	19	329	24	1,077	0	0	4	6	10
	5:15 PM	25	117	9	41	100	54	44	326	9	20	363	19	1,127	0	0	5	9	14
	5:30 PM	18	103	7	24	106	55	35	405	12	18	389	18	1,190	0	0	6	4	10
	5:45 PM	6	101	7	21	95	54	45	310	14	18	403	25	1,099	0	0	3	6	9
	VOLUMES	300	1,141	108	343	978	727	481	3,956	131	197	4,045	265	12,672	0	0	65	68	133
	APPROACH %	19%	74%	7%	17%	48%	35%	11%	87%	3%	4%	90%	6%						
	APP/DEPART	1,549	/	1,822	2,048	/	1,238	4,568	/	4,475	4,507	/	5,137	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	65	439	25	113	397	222	169	1,371	47	75	1,484	86	4,493					
	APPROACH %	12%	83%	5%	15%	54%	30%	11%	86%	3%	5%	90%	5%						
	PEAK HR FACTOR		0.876			0.938			0.878			0.922		0.944					
	APP/DEPART	529	/	676	732	/	494	1,587	/	1,534	1,645	/	1,789	0					

Motor

NORTH SIDE

Venice WEST SIDE

EAST SIDE **Venice**

SOUTH SIDE

Motor

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	12	6	9	4	31	8	3	8	4	23	3	3	1	0	7	1	0	0	0	1
	7:15 AM	20	15	14	10	59	8	9	11	9	37	12	3	1	0	16	0	3	2	1	6
	7:30 AM	12	16	10	9	47	8	8	5	6	27	4	7	5	2	18	0	1	0	1	2
	7:45 AM	12	14	10	11	47	5	7	7	4	23	7	5	2	1	15	0	2	1	6	9
	8:00 AM	7	13	9	10	39	4	9	7	9	29	3	3	1	0	7	0	1	1	1	3
	8:15 AM	12	13	11	7	43	4	8	11	4	27	8	5	0	3	16	0	0	0	0	0
	8:30 AM	6	18	15	3	42	4	10	14	3	31	2	8	1	0	11	0	0	0	0	0
	8:45 AM	23	27	12	12	74	13	20	8	12	53	10	7	4	0	21	0	0	0	0	0
	9:00 AM	20	14	8	8	50	12	10	8	7	37	8	4	0	1	13	0	0	0	0	0
	9:15 AM	9	20	10	3	42	7	14	10	3	34	2	6	0	0	8	0	0	0	0	0
	9:30 AM	14	14	8	6	42	8	8	7	5	28	6	6	1	1	14	0	0	0	0	0
	9:45 AM	10	17	13	12	52	6	8	9	9	32	4	8	4	3	19	0	1	0	0	1
	TOTAL	157	187	129	95	568	87	114	105	75	381	69	65	20	11	165	1	8	4	9	22
PM	3:00 PM	16	16	25	12	69	9	6	24	8	47	7	10	1	4	22	0	0	0	0	0
	3:15 PM	19	20	25	9	73	11	11	16	7	45	8	9	2	2	21	0	0	7	0	7
	3:30 PM	20	14	12	8	54	11	11	10	8	40	9	3	2	0	14	0	0	0	0	0
	3:45 PM	12	10	10	9	41	8	5	6	6	25	4	4	0	0	8	0	1	4	3	8
	4:00 PM	13	16	14	11	54	9	9	10	11	39	3	4	1	0	8	1	3	3	0	7
	4:15 PM	17	16	23	22	78	10	14	21	19	64	7	2	2	2	13	0	0	0	1	1
	4:30 PM	21	17	17	9	64	16	10	15	9	50	5	7	2	0	14	0	0	0	0	0
	4:45 PM	15	29	21	12	77	11	14	17	12	54	4	15	4	0	23	0	0	0	0	0
	5:00 PM	14	21	18	8	61	11	8	14	7	40	3	11	1	0	15	0	2	3	1	6
	5:15 PM	8	13	18	8	47	4	6	16	5	31	4	7	1	2	14	0	0	1	1	2
	5:30 PM	16	20	10	16	62	10	11	10	10	41	6	9	0	6	21	0	0	0	0	0
	5:45 PM	17	29	14	19	79	17	17	10	15	59	0	9	3	4	16	0	3	1	0	4
	TOTAL	188	221	207	143	759	127	122	169	117	535	60	90	19	20	189	1	9	19	6	35

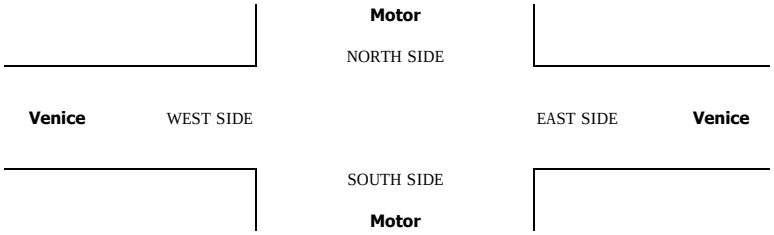
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
3/8/17	LOCATION:	LA	PROJECT #:	SC1248
WEDNESDAY	NORTH & SOUTH:	Motor	LOCATION #:	2
	EAST & WEST:	Venice	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	1.5	1.5			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

	NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	12	84	7	9	19	29	24	206	4	13	327	22	756					0
7:15 AM	22	117	10	14	31	36	31	187	7	7	349	25	836					0
7:30 AM	19	110	5	18	23	48	45	279	7	9	366	21	950					0
7:45 AM	24	103	7	22	47	56	40	310	10	11	384	22	1,036					0
8:00 AM	36	110	8	26	45	62	37	333	11	17	459	16	1,160					0
8:15 AM	38	111	12	21	47	61	42	329	9	11	388	16	1,085					0
8:30 AM	39	126	11	17	60	73	35	345	12	16	380	13	1,127					0
8:45 AM	35	106	8	32	63	69	34	341	6	11	393	27	1,125					0
9:00 AM	22	104	6	23	61	58	35	335	13	10	370	24	1,061					0
9:15 AM	28	111	6	28	58	64	31	319	13	8	389	25	1,080					0
9:30 AM	18	89	7	26	57	51	30	277	5	22	378	19	979					0
9:45 AM	17	88	13	24	46	51	35	309	8	14	378	29	1,012					0
VOLUMES	310	1,259	100	260	557	658	419	3,570	105	149	4,561	259	12,207	0	0	0	0	0
APPROACH %	19%	75%	6%	18%	38%	45%	10%	87%	3%	3%	92%	5%						
APP/DEPART	1,669	/	1,937	1,475	/	811	4,094	/	3,930	4,969	/	5,529	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	148	453	39	96	215	265	148	1,348	38	55	1,620	72	4,497					
APPROACH %	23%	71%	6%	17%	37%	46%	10%	88%	2%	3%	93%	4%						
PEAK HR FACTOR		0.909			0.878			0.978			0.888		0.969					
APP/DEPART	640	/	673	576	/	308	1,534	/	1,483	1,747	/	2,033	0					
PM 03:00 PM	39	81	15	33	65	69	44	332	11	14	286	19	1,008					0
3:15 PM	37	102	7	27	77	68	31	321	17	16	319	28	1,050					0
3:30 PM	33	83	17	32	72	59	40	304	9	18	295	26	988					0
3:45 PM	23	87	13	37	64	63	44	327	10	15	364	32	1,079					0
4:00 PM	22	72	6	20	83	72	41	309	13	6	327	13	984					0
4:15 PM	31	116	12	32	86	57	37	328	17	15	311	24	1,066					0
4:30 PM	36	96	8	27	62	82	46	394	9	25	330	22	1,137					0
4:45 PM	18	88	8	28	92	50	38	349	8	16	392	20	1,107					0
5:00 PM	16	120	2	27	98	60	46	341	13	20	335	25	1,103					0
5:15 PM	25	118	10	42	101	55	44	333	10	21	370	19	1,148					0
5:30 PM	19	106	7	24	107	56	35	416	13	18	394	18	1,213					0
5:45 PM	6	103	8	21	95	55	47	316	16	18	409	25	1,119					0
VOLUMES	305	1,172	113	350	1,002	746	493	4,070	146	202	4,132	271	13,002	0	0	0	0	0
APPROACH %	19%	74%	7%	17%	48%	36%	10%	86%	3%	4%	90%	6%						
APP/DEPART	1,590	/	1,936	2,098	/	1,350	4,709	/	4,533	4,605	/	5,183	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	66	447	27	114	401	226	172	1,406	52	77	1,508	87	4,583					
APPROACH %	12%	83%	5%	15%	54%	30%	11%	86%	3%	5%	90%	5%						
PEAK HR FACTOR		0.882			0.936			0.878			0.925		0.945					
APP/DEPART	540	/	706	741	/	530	1,630	/	1,547	1,672	/	1,800	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	2
WEDNESDAY	EAST & WEST:	Venice	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	12	76	5	7	17	26	19	188	2	13	301	19	685	0	0	0	6	6
	7:15 AM	22	105	10	11	29	30	23	166	2	7	313	22	740	0	0	0	2	2
	7:30 AM	19	101	5	15	18	42	42	253	5	9	345	21	875	0	0	2	4	6
	7:45 AM	24	97	7	22	44	53	35	287	7	9	352	22	959	0	0	5	4	9
	8:00 AM	36	105	8	23	42	57	31	304	8	14	415	14	1,057	0	0	3	6	9
	8:15 AM	33	102	10	21	45	59	39	312	6	11	344	16	998	0	0	2	3	5
	8:30 AM	37	117	11	17	58	70	29	330	9	13	350	13	1,054	0	0	3	6	9
	8:45 AM	35	95	8	30	61	67	31	320	3	11	354	24	1,039	0	0	4	5	9
	9:00 AM	22	98	6	21	58	55	33	312	11	10	332	21	979	0	0	4	3	7
	9:15 AM	28	102	6	25	56	58	29	283	8	6	342	23	966	0	0	7	3	10
	9:30 AM	16	77	7	23	55	45	27	259	2	17	342	17	887	0	0	3	4	7
	9:45 AM	17	80	13	24	44	48	29	285	5	11	337	26	919	0	0	1	0	1
	VOLUMES	301	1,155	96	239	527	610	367	3,299	68	131	4,127	238	11,158	0	0	34	46	80
	APPROACH %	19%	74%	6%	17%	38%	44%	10%	88%	2%	3%	92%	5%						
	APP/DEPART	1,552	/	1,726	1,376	/	680	3,734	/	3,680	4,496	/	5,072	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	141	419	37	91	206	253	118	1,266	26	29	1,463	67	4,148					
	APPROACH %	24%	70%	6%	17%	37%	46%	8%	89%	2%	2%	93%	4%						
	PEAK HR FACTOR		0.905			0.870			0.966			0.891		0.981					
	APP/DEPART	597	/	604	550	/	261	1,422	/	1,414	1,579	/	1,869	0					
PM	03:00 PM	36	67	15	31	62	66	42	302	9	14	262	17	923	0	0	9	3	12
	3:15 PM	35	94	7	25	69	62	28	294	14	13	289	26	956	0	0	4	6	10
	3:30 PM	31	77	14	27	63	56	35	271	7	18	269	26	894	0	0	6	6	12
	3:45 PM	23	81	11	35	55	57	42	294	7	15	340	26	986	0	0	6	3	9
	4:00 PM	22	64	6	20	75	67	39	283	11	4	301	13	905	0	0	11	2	13
	4:15 PM	31	108	12	32	80	51	31	301	12	15	291	24	988	0	0	4	7	11
	4:30 PM	34	87	8	27	53	74	44	364	7	25	316	20	1,059	0	0	3	7	10
	4:45 PM	18	83	6	26	86	45	38	320	3	14	371	20	1,030	0	0	4	8	12
	5:00 PM	16	114	2	27	93	58	44	308	10	18	318	22	1,030	0	0	4	6	10
	5:15 PM	25	115	8	40	98	53	44	312	7	18	350	19	1,089	0	0	5	9	14
	5:30 PM	17	98	7	24	104	53	35	384	11	18	380	18	1,149	0	0	6	4	10
	5:45 PM	6	98	6	21	95	52	42	299	11	18	391	25	1,064	0	0	3	6	9
	VOLUMES	294	1,086	102	335	933	694	464	3,732	109	190	3,878	256	12,073	0	0	65	67	132
	APPROACH %	20%	73%	7%	17%	48%	35%	11%	87%	3%	4%	90%	6%						
	APP/DEPART	1,482	/	1,741	1,962	/	1,165	4,305	/	4,236	4,324	/	4,931	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	64	425	23	112	390	216	147	1,303	39	47	1,439	84	4,332					
	APPROACH %	13%	83%	4%	16%	54%	30%	10%	86%	3%	3%	90%	5%						
	PEAK HR FACTOR		0.865			0.940			0.876			0.919		0.943					
	APP/DEPART	512	/	656	718	/	476	1,507	/	1,463	1,595	/	1,737	0					

Motor

NORTH SIDE

Venice WEST SIDE

EAST SIDE **Venice**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	2
WEDNESDAY	EAST & WEST:	Venice	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	1	1	0	2	2	11	1	0	12	1	34	0	0	0	0	0
	7:15 AM	0	5	0	1	1	2	5	13	1	0	13	2	43	0	0	1	0	1
	7:30 AM	0	5	0	2	3	3	2	17	0	0	9	0	41	0	0	0	0	0
	7:45 AM	0	3	0	0	2	1	2	12	0	1	15	0	36	0	0	0	1	1
	8:00 AM	0	3	0	2	2	1	4	17	1	2	22	0	54	0	0	0	2	2
	8:15 AM	3	5	1	0	1	0	2	9	1	0	27	0	49	0	0	0	0	0
	8:30 AM	0	5	0	0	1	1	3	9	1	2	19	0	41	0	0	0	0	0
	8:45 AM	0	7	0	1	1	1	2	11	0	0	19	2	44	0	0	0	0	0
	9:00 AM	0	3	0	1	2	2	1	12	0	0	22	2	45	0	0	0	0	0
	9:15 AM	0	5	0	2	1	2	1	20	2	1	27	1	62	0	0	0	1	1
	9:30 AM	1	7	0	2	1	3	2	11	1	3	21	1	53	0	0	0	1	1
	9:45 AM	0	4	0	0	1	2	4	14	1	2	26	2	56	0	0	1	1	2
	VOLUMES	4	55	2	12	16	20	30	156	9	11	232	11	558	0	0	2	6	8
	APPROACH %	7%	90%	3%	25%	33%	42%	15%	80%	5%	4%	91%	4%						
	APP/DEPART	61	/	94	48	/	30	195	/	176	254	/	258	0					
	BEGIN PEAK HR		9:00 AM																
	VOLUMES	1	19	0	5	5	9	7	57	4	3	96	6	216					
	APPROACH %	5%	95%	0%	26%	26%	47%	10%	83%	6%	3%	89%	6%						
	PEAK HR FACTOR		0.625			0.792			0.750			0.900		0.871					
	APP/DEPART	20	/	32	19	/	12	69	/	65	108	/	107	0					
PM	03:00 PM	2	7	0	1	2	1	1	15	0	0	15	1	45	0	0	0	0	0
	3:15 PM	1	4	0	1	4	2	2	13	0	2	18	1	48	0	0	0	1	1
	3:30 PM	1	4	2	3	5	1	3	15	1	0	14	0	49	0	0	0	0	0
	3:45 PM	0	3	1	1	5	3	1	18	0	0	13	4	49	0	0	0	0	0
	4:00 PM	0	3	0	0	4	2	1	13	0	1	15	0	39	0	0	0	0	0
	4:15 PM	0	5	0	0	4	3	3	14	1	0	11	0	41	0	0	0	0	0
	4:30 PM	1	5	0	0	6	4	1	18	0	0	7	1	43	0	0	0	0	0
	4:45 PM	0	3	1	1	4	3	0	15	1	1	9	0	38	0	0	0	0	0
	5:00 PM	0	3	0	0	3	0	1	20	0	1	10	2	40	0	0	0	0	0
	5:15 PM	0	2	1	1	2	1	0	11	1	2	12	0	33	0	0	0	0	0
	5:30 PM	1	4	0	0	2	1	0	18	0	0	7	0	33	0	0	0	0	0
	5:45 PM	0	2	1	0	0	2	3	10	1	0	9	0	28	0	0	0	0	0
	VOLUMES	6	45	6	8	41	23	16	180	5	7	140	9	486	0	0	0	1	1
	APPROACH %	11%	79%	11%	11%	57%	32%	8%	90%	2%	4%	90%	6%						
	APP/DEPART	57	/	70	72	/	52	201	/	195	156	/	169	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	4	18	3	6	16	7	7	61	1	1	60	6	191					
	APPROACH %	16%	72%	12%	21%	55%	24%	10%	88%	1%	1%	88%	9%						
	PEAK HR FACTOR		0.694			0.806			0.908			0.810		0.974					
	APP/DEPART	25	/	31	29	/	18	69	/	71	68	/	71	0					

Motor

NORTH SIDE

Venice WEST SIDE

EAST SIDE **Venice**

SOUTH SIDE

Motor

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

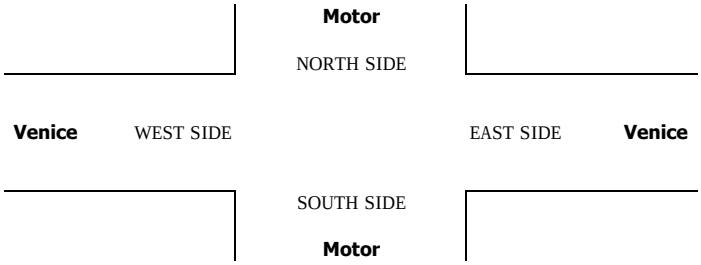
DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	2
WEDNESDAY	EAST & WEST:	Venice	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

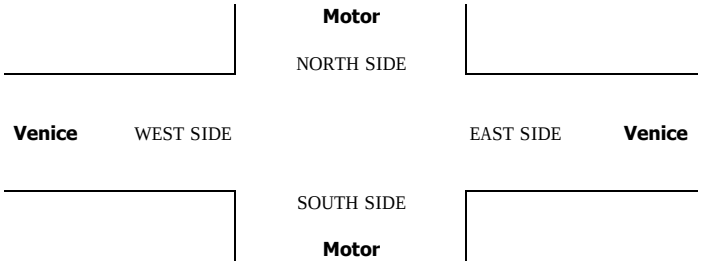
DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	2
WEDNESDAY	EAST & WEST:	Venice	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

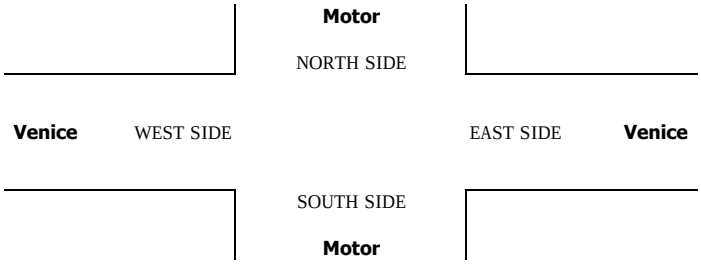
DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	2
WEDNESDAY	EAST & WEST:	Venice	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1248
3/8/17	NORTH & SOUTH:	Motor	LOCATION #:	2
WEDNESDAY	EAST & WEST:	Venice	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Motor			SOUTHBOUND Motor			EASTBOUND Venice			WESTBOUND Venice				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	1	0	1	1	0	0	5	1	11	0	0	0	0	0
	7:15 AM	0	3	0	1	0	2	0	1	2	0	11	0	20	0	0	0	0	0
	7:30 AM	0	1	0	0	0	1	0	0	1	0	5	0	8	0	0	0	0	0
	7:45 AM	0	1	0	0	0	1	1	3	2	0	6	0	14	0	0	0	0	0
	8:00 AM	0	0	0	0	0	2	0	2	1	0	7	1	13	0	0	0	0	0
	8:15 AM	0	1	0	0	0	1	0	2	1	0	2	0	7	0	0	0	0	0
	8:30 AM	1	1	0	0	0	1	1	1	1	0	1	0	7	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	3	2	0	7	0	12	0	0	0	0	0
	9:00 AM	0	1	0	0	0	0	0	3	1	0	3	0	8	0	0	0	0	0
	9:15 AM	0	1	0	0	0	2	0	4	1	0	4	0	12	0	0	0	0	0
	9:30 AM	0	1	0	0	0	1	0	1	1	0	3	0	7	0	0	0	0	0
	9:45 AM	0	1	0	0	0	0	0	2	1	0	1	0	5	0	0	0	0	0
	VOLUMES	1	13	0	1	1	11	3	23	14	0	55	2	124	0	0	0	0	0
	APPROACH %	7%	93%	0%	8%	8%	85%	8%	58%	35%	0%	96%	4%						
	APP/DEPART	14	/	18	13	/	15	40	/	24	57	/	67	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	5	0	1	0	6	1	6	6	0	29	1	55					
	APPROACH %	0%	100%	0%	14%	0%	86%	8%	46%	46%	0%	97%	3%						
	PEAK HR FACTOR		0.417			0.583			0.542			0.682		0.688					
	APP/DEPART	5	/	7	7	/	6	13	/	7	30	/	35	0					
PM	03:00 PM	0	2	0	0	0	1	0	5	1	0	1	0	10	0	0	0	0	0
	3:15 PM	0	1	0	0	1	2	0	5	2	0	2	0	13	0	0	0	0	0
	3:30 PM	0	0	0	0	1	1	0	7	0	0	3	0	12	0	0	0	0	0
	3:45 PM	0	1	0	0	1	1	0	4	2	0	3	0	12	0	0	0	0	0
	4:00 PM	0	2	0	0	1	1	0	4	1	0	2	0	11	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	1	4	2	0	2	0	10	0	0	0	0	0
	4:30 PM	0	1	0	0	0	1	0	2	1	0	2	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	4	2	0	5	0	11	0	0	0	0	0
	5:00 PM	0	1	0	0	0	1	0	2	2	0	1	0	7	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	3	1	0	1	0	5	0	0	0	0	0
	5:30 PM	0	1	0	0	0	1	0	3	1	0	2	0	8	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	1	2	0	3	0	7	0	0	0	0	0
	VOLUMES	0	10	0	0	4	10	1	44	17	0	27	0	113	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	29%	71%	2%	71%	27%	0%	100%	0%						
	APP/DEPART	10	/	11	14	/	21	62	/	44	27	/	37	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	4	0	0	4	5	0	20	5	0	10	0	48					
	APPROACH %	0%	100%	0%	0%	44%	56%	0%	80%	20%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.750			0.893			0.833		0.923					
	APP/DEPART	4	/	4	9	/	9	25	/	20	10	/	15	0					

Motor

NORTH SIDE

Venice WEST SIDE

EAST SIDE **Venice**

SOUTH SIDE

Motor

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Overland

East/West: Washington

Day: WEDNESDAY Date: March 8, 2017 Weather Sunny

Hours:

School Da Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	285	180	228	216
BIKES	0	0	0	0
BUSES	43	32	29	68

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	331	8:15:00 AM	338	8:45:00 AM	349	9:00:00 AM	223	8:00:00 AM
PM PK 15 MIN	383	5:15:00 PM	386	3:45:00 PM	343	5:15:00 PM	252	5:30:00 PM
AM PK HOUR	1186	7:30:00 AM	1291	8:30:00 AM	1361	8:15:00 AM	847	7:15:00 AM
PM PK HOUR	1408	5:00:00 PM	1455	3:45:00 PM	1336	5:00:00 PM	901	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	794	262	1149
8-9	108	790	233	1131
9-10	119	643	226	988
3-4	138	669	285	1092
4-5	173	819	341	1333
5-6	155	864	389	1408
TOTAL	786	4579	1736	7101

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	567	110	728
8-9	72	915	183	1170
9-10	74	934	171	1179
3-4	130	1007	219	1356
4-5	132	1064	236	1432
5-6	118	1020	284	1422
TOTAL	577	5507	1203	7287

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1877	0	0	0	0
2301	0	0	0	0
2167	0	0	0	0
2448	0	0	0	0
2765	0	0	0	0
2830	0	0	0	0
14388	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	147	619	80	846
8-9	177	963	148	1288
9-10	190	853	170	1213
3-4	149	848	171	1168
4-5	131	990	170	1291
5-6	159	1048	129	1336
TOTAL	953	5321	868	7142

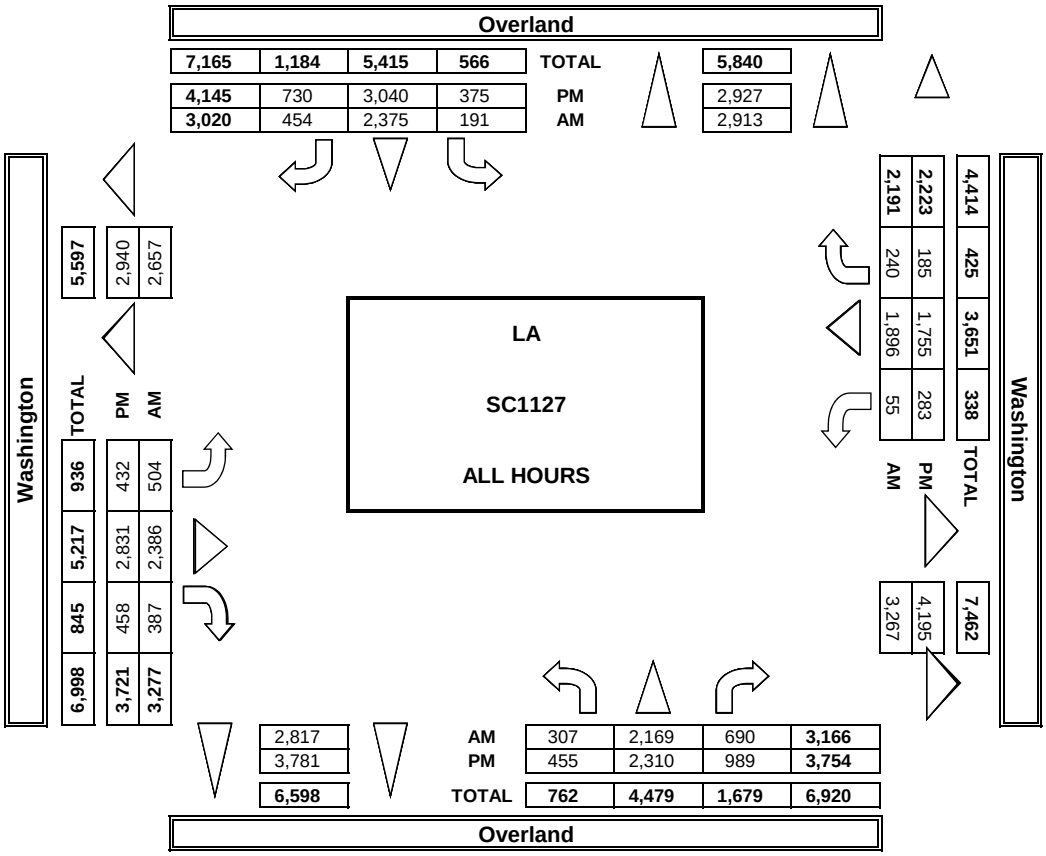
WESTBOUND Approach

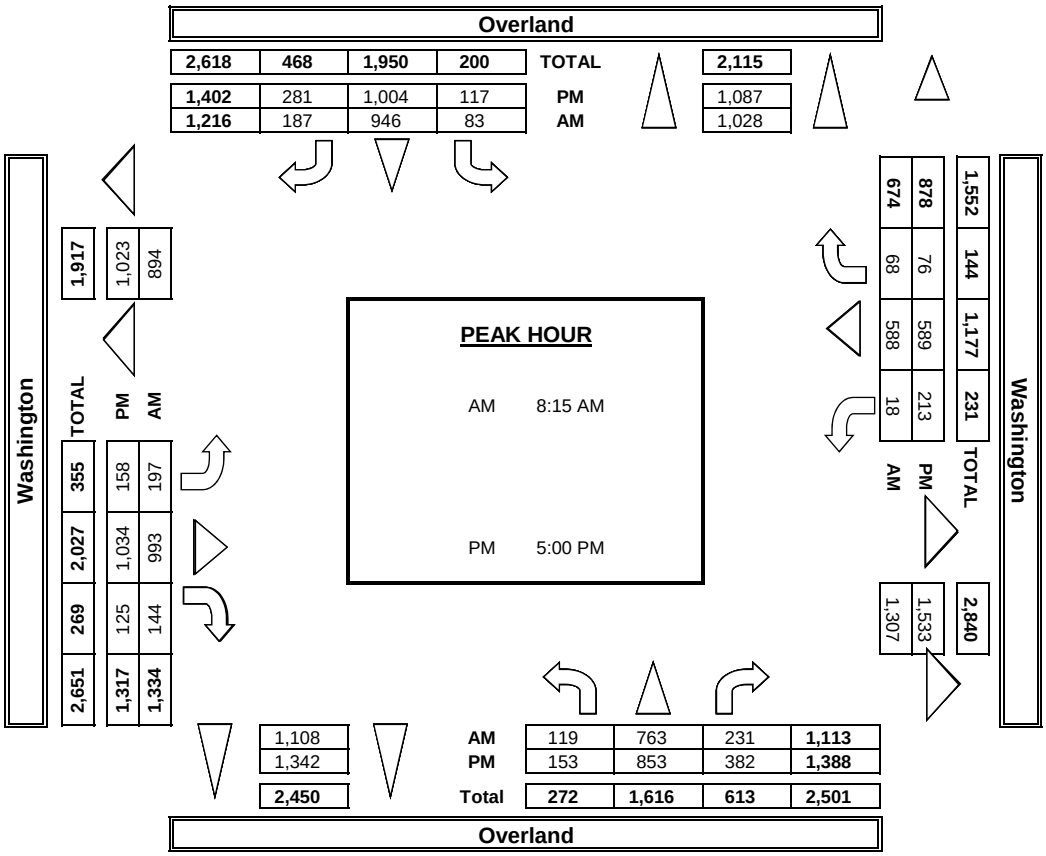
Hours	Lt	Th	Rt	Total
7-8	22	670	118	810
8-9	14	670	73	757
9-10	29	618	66	713
3-4	7	613	52	672
4-5	70	584	66	720
5-6	218	603	80	901
TOTAL	360	3758	455	4573

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1656	0	0	0	0
2045	0	0	0	0
1926	0	0	0	0
1840	0	0	0	0
2011	0	0	0	0
2237	0	0	0	0
11715	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
Wed, Mar 8, 17	NORTH & SOUTH:	Overland	LOCATION #:	3
	EAST & WEST:	Washington	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	19	187	55	11	89	15	20	100	16	3	145	31	691	0	0	0	0	0
AM	7:15 AM	21	186	64	9	106	27	45	152	16	3	166	35	830	0	0	0	0	0
AM	7:30 AM	23	212	81	6	152	37	36	169	20	3	176	26	941	0	0	0	0	0
AM	7:45 AM	25	186	51	22	207	28	43	186	24	8	162	20	962	0	0	0	0	0
AM	8:00 AM	17	182	49	15	217	35	25	214	33	1	194	18	1,000	0	0	0	0	0
AM	8:15 AM	23	236	64	16	194	35	50	238	38	2	155	15	1,066	0	0	0	0	0
AM	8:30 AM	31	200	60	21	235	49	55	240	34	2	153	17	1,097	0	0	0	0	0
AM	8:45 AM	33	155	50	17	256	60	44	254	39	6	146	18	1,078	0	0	0	0	0
AM	9:00 AM	32	172	57	29	261	43	48	261	33	8	134	18	1,096	0	0	0	0	0
AM	9:15 AM	27	173	66	17	241	44	45	232	40	5	153	11	1,054	0	0	0	0	0
AM	9:30 AM	21	140	42	11	231	41	40	187	39	11	165	16	944	0	0	0	0	0
AM	9:45 AM	35	140	51	17	186	40	53	153	55	3	147	15	895	0	0	0	0	0
	VOLUMES	307	2,169	690	191	2,375	454	504	2,386	387	55	1,896	240	11,654	0	0	0	0	0
	APPROACH %	10%	69%	22%	6%	79%	15%	15%	73%	12%	3%	87%	11%						
	APP/DEPART	3,166	/	2,913	3,020	/	2,817	3,277	/	3,267	2,191	/	2,657	0					
	BEGIN PEAK HR		8:15 AM																
	VOLUMES	119	763	231	83	946	187	197	993	144	18	588	68	4,337					
	APPROACH %	11%	69%	21%	7%	78%	15%	15%	74%	11%	3%	87%	10%						
	PEAK HR FACTOR		0.861			0.913			0.975			0.980		0.988					
	APP/DEPART	1,113	/	1,028	1,216	/	1,108	1,334	/	1,307	674	/	894	0					
PM	03:00 PM	30	164	65	34	240	53	37	173	38	3	130	11	978	0	0	0	0	0
PM	3:15 PM	34	154	78	29	205	48	29	211	47	0	164	11	1,010	0	0	0	0	0
PM	3:30 PM	34	170	75	31	268	47	44	220	36	0	154	13	1,092	0	0	0	0	0
PM	3:45 PM	36	166	58	35	276	68	37	224	45	1	150	12	1,108	0	0	0	0	0
PM	4:00 PM	42	189	70	33	249	58	30	238	42	2	143	13	1,109	0	0	0	0	0
PM	4:15 PM	44	225	90	26	275	52	36	243	52	0	138	15	1,196	0	0	0	0	0
PM	4:30 PM	41	197	84	30	266	64	32	240	38	9	148	16	1,165	0	0	0	0	0
PM	4:45 PM	41	192	87	40	257	59	29	248	35	55	139	18	1,200	0	0	0	0	0
PM	5:00 PM	25	201	98	23	243	72	37	253	37	57	138	16	1,200	0	0	0	0	0
PM	5:15 PM	55	229	95	31	254	63	42	258	37	37	135	12	1,248	0	0	0	0	0
PM	5:30 PM	31	199	105	37	253	64	36	274	18	62	156	28	1,263	0	0	0	0	0
PM	5:45 PM	42	224	84	26	254	82	43	249	33	57	160	20	1,274	0	0	0	0	0
	VOLUMES	455	2,310	989	375	3,040	730	432	2,831	458	283	1,755	185	13,843	0	0	0	0	0
	APPROACH %	12%	62%	26%	9%	73%	18%	12%	76%	12%	13%	79%	8%						
	APP/DEPART	3,754	/	2,927	4,145	/	3,781	3,721	/	4,195	2,223	/	2,940	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	153	853	382	117	1,004	281	158	1,034	125	213	589	76	4,985					
	APPROACH %	11%	61%	28%	8%	72%	20%	12%	79%	9%	24%	67%	9%						
	PEAK HR FACTOR		0.916			0.968			0.977			0.892		0.978					
	APP/DEPART	1,388	/	1,087	1,402	/	1,342	1,317	/	1,533	878	/	1,023	0					

Overland

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Overland

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	4	3	4	7	18	4	3	4	7	18	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	7	1	3	6	17	2	1	2	3	8	2	0	1	3	6	3	0	0	0	3
AM	7:30 AM	7	0	5	6	18	6	0	5	6	17	1	0	0	0	1	0	0	0	0	0
AM	7:45 AM	17	3	10	13	43	14	2	10	12	38	2	1	0	1	4	1	0	0	0	1
AM	8:00 AM	4	3	9	11	27	3	2	9	7	21	1	1	0	3	5	0	0	0	1	1
AM	8:15 AM	7	7	10	9	33	5	5	8	6	24	2	2	2	3	9	0	0	0	0	0
AM	8:30 AM	9	8	2	9	28	9	7	1	8	25	0	1	1	1	3	0	0	0	0	0
AM	8:45 AM	8	8	16	15	47	7	6	11	10	34	1	2	4	2	9	0	0	1	3	4
AM	9:00 AM	15	6	17	10	48	12	4	11	6	33	3	1	3	3	10	0	1	3	1	5
AM	9:15 AM	8	9	9	15	41	7	7	7	13	34	1	1	2	2	6	0	1	0	0	1
AM	9:30 AM	13	8	17	14	52	12	7	15	13	47	1	1	2	1	5	0	0	0	0	0
AM	9:45 AM	11	10	9	12	42	10	7	8	12	37	1	3	1	0	5	0	0	0	0	0
	TOTAL	110	66	111	127	414	91	51	91	103	336	15	13	16	19	63	4	2	4	5	15
PM	3:00 PM	13	6	16	10	45	10	4	16	7	37	3	2	0	3	8	0	0	0	0	0
PM	3:15 PM	10	5	5	12	32	7	4	3	12	26	3	1	2	0	6	0	0	0	0	0
PM	3:30 PM	12	15	10	16	53	9	13	9	14	45	3	2	1	2	8	0	0	0	0	0
PM	3:45 PM	5	14	8	27	54	4	13	8	24	49	1	1	0	1	3	0	0	0	2	2
PM	4:00 PM	5	11	10	18	44	2	10	4	13	29	1	1	5	4	11	2	0	1	1	4
PM	4:15 PM	13	10	5	36	64	12	7	3	28	50	1	1	2	3	7	0	2	0	5	7
PM	4:30 PM	16	8	10	20	54	15	6	8	18	47	1	2	2	2	7	0	0	0	0	0
PM	4:45 PM	13	6	9	13	41	10	4	6	13	33	3	2	3	0	8	0	0	0	0	0
PM	5:00 PM	9	3	9	17	38	8	1	8	12	29	1	2	1	5	9	0	0	0	0	0
PM	5:15 PM	16	10	17	20	63	11	9	13	18	51	5	1	4	2	12	0	0	0	0	0
PM	5:30 PM	33	5	15	33	86	26	4	6	30	66	5	1	8	2	16	2	0	1	1	4
PM	5:45 PM	18	15	17	34	84	16	14	12	33	75	2	1	5	1	9	0	0	0	0	0
	TOTAL	163	108	131	256	658	130	89	96	222	537	29	17	33	25	104	4	2	2	9	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

	NOTES:													
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	1.5	1.5			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	20	191	57	12	91	16	20	102	17	5	148	33	712					0
	7:15 AM	22	192	67	9	109	28	47	155	17	4	173	37	860					0
	7:30 AM	24	216	84	7	155	38	37	172	21	4	182	27	967					0
	7:45 AM	27	195	54	23	212	28	43	190	25	9	167	21	994					0
	8:00 AM	18	186	51	16	219	36	25	217	34	2	202	19	1,025					0
	8:15 AM	24	241	66	17	198	36	51	243	39	3	161	16	1,095					0
	8:30 AM	32	205	62	21	239	50	56	245	34	3	157	19	1,123					0
	8:45 AM	34	158	54	18	259	61	45	258	41	6	150	19	1,103					0
	9:00 AM	32	177	59	29	265	43	49	266	34	8	140	21	1,123					0
	9:15 AM	28	179	69	17	244	45	46	237	41	6	158	12	1,082					0
	9:30 AM	22	143	45	11	235	42	40	193	40	11	169	17	968					0
	9:45 AM	37	144	53	17	190	41	55	157	55	4	151	16	920					0
	VOLUMES	320	2,227	721	197	2,416	464	514	2,435	398	65	1,958	257	11,972	0	0	0	0	0
	APPROACH %	10%	68%	22%	6%	79%	15%	15%	73%	12%	3%	86%	11%						
	APP/DEPART	3,268	/	2,998	3,077	/	2,879	3,347	/	3,353	2,280	/	2,742	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	108	790	233	72	915	183	177	963	148	14	670	73	4,346					
	APPROACH %	10%	70%	21%	6%	78%	16%	14%	75%	11%	2%	89%	10%						
	PEAK HR FACTOR		0.854			0.865			0.936			0.849		0.967					
	APP/DEPART	1,131	/	1,040	1,170	/	1,077	1,288	/	1,268	757	/	961	0					
PM	03:00 PM	31	168	66	35	242	54	37	178	39	3	134	12	999					0
	3:15 PM	35	157	80	29	211	49	29	216	48	1	167	12	1,034					0
	3:30 PM	35	175	79	31	272	47	45	225	38	1	158	15	1,121					0
	3:45 PM	37	169	60	35	282	69	38	229	46	2	154	13	1,134					0
	4:00 PM	44	194	73	34	254	59	31	244	43	3	147	14	1,140					0
	4:15 PM	45	229	92	27	279	53	38	248	53	0	141	16	1,221					0
	4:30 PM	42	200	86	31	268	64	32	244	39	10	152	17	1,185					0
	4:45 PM	42	196	90	40	263	60	30	254	35	57	144	19	1,230					0
	5:00 PM	26	204	100	24	249	73	37	256	38	58	141	16	1,222					0
	5:15 PM	56	232	95	31	258	64	43	262	38	39	138	13	1,269					0
	5:30 PM	31	202	108	37	257	64	36	277	19	63	159	30	1,283					0
	5:45 PM	42	226	86	26	256	83	43	253	34	58	165	21	1,293					0
	VOLUMES	466	2,352	1,015	380	3,091	739	439	2,886	470	295	1,800	198	14,131	0	0	0	0	0
	APPROACH %	12%	61%	26%	9%	73%	18%	12%	76%	12%	13%	78%	9%						
	APP/DEPART	3,833	/	2,989	4,210	/	3,856	3,795	/	4,281	2,293	/	3,005	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	155	864	389	118	1,020	284	159	1,048	129	218	603	80	5,067					
	APPROACH %	11%	61%	28%	8%	72%	20%	12%	78%	10%	24%	67%	9%						
	PEAK HR FACTOR		0.919			0.974			0.974			0.894		0.980					
	APP/DEPART	1,408	/	1,103	1,422	/	1,367	1,336	/	1,555	901	/	1,042	0					

Overland

NORTH SIDE

Washington WEST SIDE EAST SIDE **Washington**

SOUTH SIDE

Overland

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	18	180	51	10	85	14	20	96	15	0	139	28	656	0	0	0	0	0
7:15 AM	19	175	58	9	101	26	42	146	15	2	153	31	777	0	0	0	0	0
7:30 AM	22	205	75	5	147	35	34	163	18	1	164	24	893	0	0	0	0	0
7:45 AM	21	169	46	21	198	28	43	178	23	6	153	19	905	0	0	0	0	0
8:00 AM	15	175	45	13	213	34	25	208	31	0	179	16	954	0	0	0	0	0
8:15 AM	22	227	60	14	187	34	49	229	36	0	143	14	1,015	0	0	0	0	0
8:30 AM	29	191	56	21	228	47	53	230	34	1	145	14	1,049	0	0	0	0	0
8:45 AM	31	150	43	16	250	58	43	247	36	6	139	16	1,035	0	0	0	0	0
9:00 AM	32	162	53	29	254	43	47	252	31	8	123	13	1,047	0	0	0	0	0
9:15 AM	25	161	60	17	235	43	43	223	39	4	144	10	1,004	0	0	0	0	0
9:30 AM	20	135	37	11	224	40	40	175	38	11	158	14	903	0	0	0	0	0
9:45 AM	32	132	48	17	178	38	50	146	55	2	139	13	850	0	0	0	0	0
VOLUMES	286	2,062	632	183	2,300	440	489	2,293	371	41	1,779	212	11,088	0	0	0	0	0
APPROACH %	10%	69%	21%	6%	79%	15%	16%	73%	12%	2%	88%	10%						
APP/DEPART	2,980	/	2,763	2,923	/	2,712	3,153	/	3,108	2,032	/	2,505	0					
BEGIN PEAK HR		8:15 AM																
VOLUMES	114	730	212	80	919	182	192	958	137	15	550	57	4,146					
APPROACH %	11%	69%	20%	7%	78%	15%	15%	74%	11%	2%	88%	9%						
PEAK HR FACTOR		0.854			0.906			0.975			0.966		0.988					
APP/DEPART	1,056	/	979	1,181	/	1,071	1,287	/	1,250	622	/	846	0					
PM																		
03:00 PM	28	157	63	33	236	51	37	163	37	3	122	10	940	0	0	0	0	0
3:15 PM	32	149	74	29	193	47	29	202	45	-2	159	9	966	0	0	0	0	0
3:30 PM	33	161	68	31	260	47	42	210	33	-2	146	10	1,039	0	0	0	0	0
3:45 PM	34	160	54	35	265	66	35	215	44	-1	143	11	1,061	0	0	0	0	0
4:00 PM	38	179	65	31	240	57	29	226	40	0	136	11	1,052	0	0	0	0	0
4:15 PM	43	217	86	24	268	50	33	234	51	0	133	13	1,152	0	0	0	0	0
4:30 PM	40	191	80	29	263	64	32	232	36	8	140	15	1,130	0	0	0	0	0
4:45 PM	40	185	81	40	246	58	27	236	35	52	130	16	1,146	0	0	0	0	0
5:00 PM	23	195	94	22	232	70	37	247	35	55	132	16	1,158	0	0	0	0	0
5:15 PM	54	224	95	31	246	62	41	251	36	33	129	10	1,212	0	0	0	0	0
5:30 PM	31	194	100	37	245	64	36	269	17	60	151	25	1,229	0	0	0	0	0
5:45 PM	42	221	81	26	251	81	43	242	31	56	150	19	1,243	0	0	0	0	0
VOLUMES	438	2,233	941	368	2,945	717	421	2,727	440	262	1,671	165	13,328	0	0	0	0	0
APPROACH %	12%	62%	26%	9%	73%	18%	12%	76%	12%	12%	80%	8%						
APP/DEPART	3,612	/	2,819	4,030	/	3,647	3,588	/	4,036	2,098	/	2,826	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	150	834	370	116	974	277	157	1,009	119	204	562	70	4,842					
APPROACH %	11%	62%	27%	8%	71%	20%	12%	79%	9%	24%	67%	8%						
PEAK HR FACTOR		0.908			0.955			0.979			0.886		0.974					
APP/DEPART	1,354	/	1,061	1,367	/	1,297	1,285	/	1,495	836	/	989	0					

Overland

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Overland

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	6	2	1	2	1	0	3	1	2	6	1	26	0	0	0	0	0
	7:15 AM	2	10	4	0	4	0	3	5	1	1	8	1	39	0	0	0	0	0
	7:30 AM	1	5	5	1	5	2	2	6	2	2	9	0	40	0	0	0	0	0
	7:45 AM	4	16	4	1	7	0	0	5	1	2	9	0	49	0	0	0	0	0
	8:00 AM	2	7	4	1	3	1	0	5	2	1	11	1	38	0	0	0	0	0
	8:15 AM	1	7	3	2	7	1	1	8	2	2	11	0	45	0	0	0	0	0
	8:30 AM	2	9	3	0	6	2	2	8	0	1	8	2	43	0	0	0	0	0
	8:45 AM	2	5	6	1	5	2	1	7	3	0	6	1	39	0	0	0	0	0
	9:00 AM	0	10	3	0	6	0	1	7	2	0	10	3	42	0	0	0	0	0
	9:15 AM	2	12	4	0	3	1	2	9	1	1	8	0	43	0	0	0	0	0
	9:30 AM	1	5	4	0	4	1	0	9	1	0	5	0	30	0	0	0	0	0
	9:45 AM	3	8	2	0	6	2	3	7	0	1	7	1	40	0	0	0	0	0
	VOLUMES	21	100	44	7	58	13	15	79	16	13	98	10	474	0	0	0	0	0
	APPROACH %	13%	61%	27%	9%	74%	17%	14%	72%	15%	11%	81%	8%						
	APP/DEPART	165	/	125	78	/	87	110	/	130	121	/	132	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	9	39	14	4	23	4	3	26	5	6	39	3	175					
	APPROACH %	15%	63%	23%	13%	74%	13%	9%	76%	15%	13%	81%	6%						
	PEAK HR FACTOR		0.646			0.775			0.773			0.923		0.893					
	APP/DEPART	62	/	45	31	/	34	34	/	44	48	/	52	0					
PM	03:00 PM	1	6	1	1	4	1	0	9	1	0	7	0	31	0	0	0	0	0
	3:15 PM	2	4	2	0	10	1	0	9	2	2	4	1	37	0	0	0	0	0
	3:30 PM	1	7	6	0	7	0	2	8	2	2	6	2	43	0	0	0	0	0
	3:45 PM	2	6	3	0	10	2	2	7	1	2	6	0	41	0	0	0	0	0
	4:00 PM	3	9	4	1	9	1	1	11	2	1	6	0	48	0	0	0	0	0
	4:15 PM	1	7	4	2	5	2	3	7	1	0	4	0	36	0	0	0	0	0
	4:30 PM	1	6	3	1	3	0	0	8	2	1	7	0	32	0	0	0	0	0
	4:45 PM	1	7	5	0	10	1	2	10	0	3	8	0	47	0	0	0	0	0
	5:00 PM	2	6	2	1	9	2	0	5	2	2	5	0	36	0	0	0	0	0
	5:15 PM	1	5	0	0	7	1	1	6	1	4	5	0	31	0	0	0	0	0
	5:30 PM	0	4	3	0	7	0	0	5	1	2	4	1	27	0	0	0	0	0
	5:45 PM	0	3	2	0	3	1	0	5	2	1	9	0	26	0	0	0	0	0
	VOLUMES	15	70	35	6	84	12	11	90	17	20	71	4	435	0	0	0	0	0
	APPROACH %	13%	58%	29%	6%	82%	12%	9%	76%	14%	21%	75%	4%						
	APP/DEPART	120	/	85	102	/	121	118	/	131	95	/	98	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	8	26	15	1	36	4	5	35	7	7	22	3	169					
	APPROACH %	16%	53%	31%	2%	88%	10%	11%	74%	15%	22%	69%	9%						
	PEAK HR FACTOR		0.766			0.854			0.839			0.800		0.880					
	APP/DEPART	49	/	34	41	/	50	47	/	51	32	/	34	0					

Overland

NORTH SIDE

Washington WEST SIDE EAST SIDE **Washington**

SOUTH SIDE

Overland

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Overland

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Overland

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Overland

NORTH SIDE

Washington WEST SIDE EAST SIDE **Washington**

SOUTH SIDE

Overland

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Overland

NORTH SIDE

Washington WEST SIDE EAST SIDE **Washington**

SOUTH SIDE

Overland

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC1127
3/8/17	NORTH & SOUTH:	Overland	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Washington	CONTROL:	SIGNAL

CLASS 6: **NOTES:**

BUSES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Overland			SOUTHBOUND Overland			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	2	0	2	0	0	1	0	1	0	2	9	0	0	0	0	0
	7:15 AM	0	1	2	0	1	1	0	1	0	0	5	3	14	0	0	0	0	0
	7:30 AM	0	2	1	0	0	0	0	0	0	0	3	2	8	0	0	0	0	0
	7:45 AM	0	1	1	0	2	0	0	3	0	0	0	1	8	0	0	0	0	0
	8:00 AM	0	0	0	1	1	0	0	1	0	0	4	1	8	0	0	0	0	0
	8:15 AM	0	2	1	0	0	0	0	1	0	0	1	1	6	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	2	0	0	0	1	5	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	0	0	0	1	1	4	0	0	0	0	0
	9:00 AM	0	0	1	0	1	0	0	2	0	0	1	2	7	0	0	0	0	0
	9:15 AM	0	0	2	0	3	0	0	0	0	0	1	1	7	0	0	0	0	0
	9:30 AM	0	0	1	0	3	0	0	3	0	0	2	2	11	0	0	0	0	0
	9:45 AM	0	0	1	0	2	0	0	0	0	0	1	1	5	0	0	0	0	0
	VOLUMES	0	7	14	1	17	1	0	14	0	1	19	18	92	0	0	0	0	0
	APPROACH %	0%	33%	67%	5%	89%	5%	0%	100%	0%	3%	50%	47%						
	APP/DEPART	21	/	25	19	/	18	14	/	29	38	/	20	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	5	6	0	5	1	0	5	0	1	8	8	39					
	APPROACH %	0%	45%	55%	0%	83%	17%	0%	100%	0%	6%	47%	47%						
	PEAK HR FACTOR		0.917			0.750			0.417			0.531		0.696					
	APP/DEPART	11	/	13	6	/	6	5	/	11	17	/	9	0					
PM	03:00 PM	1	1	1	0	0	1	0	1	0	0	1	1	7	0	0	0	0	0
	3:15 PM	0	1	2	0	2	0	0	0	0	0	1	1	7	0	0	0	0	0
	3:30 PM	0	2	1	0	1	0	0	2	1	0	2	1	10	0	0	0	0	0
	3:45 PM	0	0	1	0	1	0	0	2	0	0	1	1	6	0	0	0	0	0
	4:00 PM	1	1	1	1	0	0	0	1	0	1	1	2	9	0	0	0	0	0
	4:15 PM	0	1	0	0	2	0	0	2	0	0	1	2	8	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	2	0	0	1	2	7	0	0	0	0	0
	5:00 PM	0	0	2	0	2	0	0	1	0	0	1	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	1	0	0	1	2	5	0	0	0	0	0
	5:30 PM	0	1	2	0	1	0	0	0	0	0	1	2	7	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	2	0	0	1	1	5	0	0	0	0	0
	VOLUMES	2	7	13	1	11	1	0	14	1	1	13	16	80	0	0	0	0	0
	APPROACH %	9%	32%	59%	8%	85%	8%	0%	93%	7%	3%	43%	53%						
	APP/DEPART	22	/	23	13	/	13	15	/	28	30	/	16	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	1	4	3	1	4	0	0	7	1	1	5	6	33					
	APPROACH %	13%	50%	38%	20%	80%	0%	0%	88%	13%	8%	42%	50%						
	PEAK HR FACTOR		0.667			0.625			0.667			0.750		0.825					
	APP/DEPART	8	/	10	5	/	6	8	/	11	12	/	6	0					

Overland

NORTH SIDE

Washington WEST SIDE

EAST SIDE **Washington**

SOUTH SIDE

Overland

APPENDIX C

ROADWAY SEGMENT AVERAGE DAILY TRAFFIC (ADT)

Table A
Roadway Segment Average Daily Traffic (ADT) Summary

Roadway Segment			Existing (2019)	Project Only	Existing Plus Project	Opening Year Without Project	Opening Year With Project
A	Overland Ave	North of Washington Blvd	25,800 [1]	120	25,900	26,100	26,200
B	Overland Ave	South of Washington Blvd	28,300 [1]	90	28,400	28,600	28,700
C	Motor Ave	North of Venice Blvd	14,800 [1]	30	14,800	14,900	14,900
D	Motor Ave	Venice Blvd to Project Dwy	10,900 [1]	240	11,100	11,000	11,200
E	Motor Ave	Project Dwy to Washington Blvd	10,600 [1]	370	11,000	10,700	11,100
F	Venice Blvd	West of Motor Ave	35,000 [1]	90	35,100	35,400	35,500
G	Venice Blvd	East of Motor Ave	32,800 [1]	120	32,900	33,100	33,200
H	Washington Blvd	West of Overland Ave	24,300 [1]	120	24,400	24,500	24,600
I	Washington Blvd	Overland Ave to Motor Ave	25,100 [1]	340	25,400	25,400	25,700
J	Washington Blvd	East of Motor Ave	22,600 [1]	30	22,600	22,800	22,800

Notes:

(1) Existing average daily traffic volume is estimated as PM peak hour volume equal to approximately 10% of the daily traffic.

APPENDIX D

LEVEL OF SERVICE WORKSHEETS

Existing 2020

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
1	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	108	1	**108**	0	108	**108**	0	111	1	**111**	0	111	1	**111**	0	111	1	**111**
	Left-Through		0							0				0				0	
	Through	790	2	395	0	790	395	0	814	2	407	0	814	2	407	0	814	2	407
	Through-Right		0							0				0				0	
	Right	233	1	219	0	233	219	0	240	1	226	0	240	1	226	0	240	1	226
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	915	2	**458**	0	915	**458**	0	943	2	**472**	0	943	2	**472**	0	943	2	**472**
	Through-Right		0							0				0				0	
	Right	183	1	6	0	183	6	0	189	1	7	0	189	1	7	0	189	1	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	963	2	482	0	963	482	0	992	2	496	0	992	2	496	0	992	2	496
	Through-Right		0							0				0				0	
	Right	148	1	40	0	148	40	0	152	1	41	0	152	1	41	0	152	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	14	1	14	0	14	14	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	670	1	**372**	0	670	**372**	0	690	1	**383**	0	690	1	**383**	0	690	1	**383**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		566	*North-South:*		566	*North-South:*			583	*North-South:*			583	*North-South:*			583
		East-West:		549	*East-West:*		549	*East-West:*			565	*East-West:*			565	*East-West:*			565
		SUM:		1115	*SUM:*		1115	*SUM:*			1148	*SUM:*			1148	*SUM:*			1148
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.811				0.835				0.835				0.835
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.811			0.811				0.835				0.835				0.835
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
1	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	155	1	**155**	0	155	**155**	0	160	1	**160**	0	160	1	**160**	0	160	1	**160**
	Left-Through		0							0				0				0	
	Through	864	2	432	0	864	432	0	890	2	445	0	890	2	445	0	890	2	445
	Through-Right		0							0				0				0	
	Right	389	1	171	0	389	171	0	401	1	176	0	401	1	176	0	401	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	0	118	118	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	1020	2	**510**	0	1020	**510**	0	1051	2	**526**	0	1051	2	**526**	0	1051	2	**526**
	Through-Right		0							0				0				0	
	Right	284	1	125	0	284	125	0	293	1	129	0	293	1	129	0	293	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	159	1	159	0	159	159	0	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	1048	2	**524**	0	1048	**524**	0	1080	2	**540**	0	1080	2	**540**	0	1080	2	**540**
	Through-Right		0							0				0				0	
	Right	129	1	0	0	129	0	0	133	1	0	0	133	1	0	0	133	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	218	1	**218**	0	218	**218**	0	225	1	**225**	0	225	1	**225**	0	225	1	**225**
	Left-Through		0							0				0				0	
	Through	603	1	342	0	603	342	0	621	1	352	0	621	1	352	0	621	1	352
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		665	North-South:		665	North-South:			686	North-South:			686	North-South:			686
		East-West:		742	East-West:		742	East-West:			765	East-West:			765	East-West:			765
		SUM:		1407	SUM:		1407	SUM:			1451	SUM:			1451	SUM:			1451
VOLUME/CAPACITY (V/C) RATIO:				1.023			1.023				1.055				1.055				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			1.023				1.055				1.055				1.055
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	4/29/2020
2	East-West Street:	Venice Blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
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--	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
ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0				0
Override Capacity				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	148	1	**148**	0	148	**148**	0	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through		0							0				0				0	
	Through	453	1	453	0	453	453	0	467	1	467	0	467	1	467	0	467	1	467
	Through-Right		0							0				0				0	
	Right	39	1	12	0	39	12	0	40	1	12	0	40	1	12	0	40	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	1	96	0	96	96	0	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	215	0	**480**	0	215	**480**	0	222	0	**495**	0	222	0	**495**	0	222	0	**495**
	Through-Right		1							1				1				1	
	Right	265	0	0	0	265	0	0	273	0	0	0	273	0	0	0	273	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	148	1	**148**	0	148	**148**	0	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through		0							0				0				0	
	Through	1348	2	462	0	1348	462	0	1389	2	476	0	1389	2	476	0	1389	2	476
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1620	2	**564**	0	1620	**564**	0	1669	2	**581**	0	1669	2	**581**	0	1669	2	**581**
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		628	*North-South:*		628	*North-South:*			647	*North-South:*			647	*North-South:*			647
		East-West:		712	*East-West:*		712	*East-West:*			733	*East-West:*			733	*East-West:*			733
		SUM:		1340	*SUM:*		1340	*SUM:*			1380	*SUM:*			1380	*SUM:*			1380
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.940				0.968				0.968				0.968
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.940				0.968				0.968				0.968
LEVEL OF SERVICE (LOS):				E			E				E				E				E

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	4/29/2020
2	East-West Street:	Venice Blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
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--	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
ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0				0
Override Capacity				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	66	1	**66**	0	66	**66**	0	68	1	**68**	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	447	1	447	0	447	447	0	461	1	461	0	461	1	461	0	461	1	461
	Through-Right		0							0				0				0	
	Right	27	1	0	0	27	0	0	28	1	0	0	28	1	0	0	28	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	114	0	114	114	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	401	0	**627**	0	401	**627**	0	413	0	**646**	0	413	0	**646**	0	413	0	**646**
	Through-Right		1							1				1				1	
	Right	226	0	0	0	226	0	0	233	0	0	0	233	0	0	0	233	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	172	1	**172**	0	172	**172**	0	177	1	**177**	0	177	1	**177**	0	177	1	**177**
	Left-Through		0							0				0				0	
	Through	1406	2	486	0	1406	486	0	1449	2	501	0	1449	2	501	0	1449	2	501
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	77	0	77	77	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	1508	2	**532**	0	1508	**532**	0	1554	2	**548**	0	1554	2	**548**	0	1554	2	**548**
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	693			*North-South:*	714			*North-South:*	714			*North-South:*	714
			East-West:	704		*East-West:*	704			*East-West:*	725			*East-West:*	725			*East-West:*	725
			SUM:	1397		*SUM:*	1397			*SUM:*	1439			*SUM:*	1439			*SUM:*	1439
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.980				1.010				1.010				1.010
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.980			0.980				1.010				1.010				1.010
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
3	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	170	1	**170**	0	170	**170**	0	175	1	**175**	0	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	120	1	0	0	120	0	0	124	1	0	0	124	1	0	0	124	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	403	1	**403**	0	403	**403**	0	415	1	**415**	0	415	1	**415**	0	415	1	**415**
	Left-Through		0							0				0				0	
	Through	934	2	467	0	934	467	0	962	2	481	0	962	2	481	0	962	2	481
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	607	1	**420**	0	607	**420**	0	625	1	**433**	0	625	1	**433**	0	625	1	**433**
	Through-Right		1							1				1				1	
	Right	233	0	233	0	233	233	0	240	0	240	0	240	0	240	0	240	0	240
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		170	*North-South:*		170	*North-South:*			175	*North-South:*			175	*North-South:*			175
		East-West:		823	*East-West:*		823	*East-West:*			848	*East-West:*			848	*East-West:*			848
		SUM:		993	*SUM:*		993	*SUM:*			1023	*SUM:*			1023	*SUM:*			1023
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.697				0.718				0.718				0.718
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.697				0.718				0.718				0.718
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GGC	Date:	2/11/2020
3	East-West Street:	Washington Blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	234	1	**234**	0	234	**234**	0	241	1	**241**	0	241	1	**241**	0	241	1	**241**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	272	1	0	0	272	0	0	280	1	0	0	280	1	0	0	280	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	329	1	**329**	0	329	**329**	0	339	1	**339**	0	339	1	**339**	0	339	1	**339**
	Left-Through		0							0				0				0	
	Through	1151	2	576	0	1151	576	0	1186	2	593	0	1186	2	593	0	1186	2	593
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	621	1	**414**	0	621	**414**	0	640	1	**427**	0	640	1	**427**	0	640	1	**427**
	Through-Right		1							1				1				1	
	Right	207	0	207	0	207	207	0	213	0	213	0	213	0	213	0	213	0	213
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		234	*North-South:*		234	*North-South:*			241	*North-South:*			241	*North-South:*			241
		East-West:		743	*East-West:*		743	*East-West:*			766	*East-West:*			766	*East-West:*			766
		SUM:		977	*SUM:*		977	*SUM:*			1007	*SUM:*			1007	*SUM:*			1007
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.686				0.707				0.707				0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.686				0.707				0.707				0.707
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

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

Opening Year 2022

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	4/29/2020
1	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	111	1	**111**	0	111	**111**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	814	2	407	0	814	407	0	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0							0				0				0	
	Right	240	1	226	1	241	222	0	250	1	235	1	251	1	231	0	251	1	231
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	74	1	75	75	0	77	1	77	1	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	943	2	**472**	0	943	**472**	0	981	2	**491**	0	981	2	**491**	0	981	2	**491**
	Through-Right		0							0				0				0	
	Right	189	1	7	0	189	7	0	196	1	6	0	196	1	6	0	196	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	182	1	**182**	0	182	**182**	0	190	1	**190**	0	190	1	**190**	0	190	1	**190**
	Left-Through		0							0				0				0	
	Through	992	2	496	1	993	497	0	1032	2	516	1	1033	2	517	0	1033	2	517
	Through-Right		0							0				0				0	
	Right	152	1	41	0	152	41	0	159	1	43	0	159	1	43	0	159	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	14	1	14	5	19	19	0	15	1	15	5	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	690	1	**383**	6	696	**389**	0	718	1	**398**	6	724	1	**404**	0	724	1	**404**
	Through-Right		1							1				1				1	
	Right	75	0	75	6	81	81	0	78	0	78	6	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		583	*North-South:*		583	*North-South:*			607	*North-South:*			607	*North-South:*			607
		East-West:		565	*East-West:*		571	*East-West:*			588	*East-West:*			594	*East-West:*			594
		SUM:		1148	*SUM:*		1154	*SUM:*			1195	*SUM:*			1201	*SUM:*			1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.835			0.839				0.869				0.873				0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.839				0.869				0.873				0.873
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Overland Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	4/29/2020
1	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			4				4				4				4				4
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-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
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	160	1	**160**	0	160	**160**	0	166	1	**166**	0	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	890	2	445	0	890	445	0	926	2	463	0	926	2	463	0	926	2	463
	Through-Right		0							0				0				0	
	Right	401	1	176	4	405	178	0	417	1	183	4	421	1	185	0	421	1	185
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	122	1	122	6	128	128	0	126	1	126	6	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	1051	2	**526**	0	1051	**526**	0	1093	2	**547**	0	1093	2	**547**	0	1093	2	**547**
	Through-Right		0							0				0				0	
	Right	293	1	129	0	293	129	0	304	1	134	0	304	1	134	0	304	1	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	164	1	164	0	164	164	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	1080	2	**540**	6	1086	**543**	0	1123	2	**562**	6	1129	2	**565**	0	1129	2	**565**
	Through-Right		0							0				0				0	
	Right	133	1	0	0	133	0	0	138	1	0	0	138	1	0	0	138	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	225	1	**225**	2	227	**227**	0	234	1	**234**	2	236	1	**236**	0	236	1	**236**
	Left-Through		0							0				0				0	
	Through	621	1	352	3	624	355	0	646	1	366	3	649	1	369	0	649	1	369
	Through-Right		1							1				1				1	
	Right	82	0	82	3	85	85	0	86	0	86	3	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		686	North-South:		686	North-South:			713	North-South:			713	North-South:			713
		East-West:		765	East-West:		770	East-West:			796	East-West:			801	East-West:			801
		SUM:		1451	SUM:		1456	SUM:			1509	SUM:			1514	SUM:			1514
VOLUME/CAPACITY (V/C) RATIO:				1.055			1.059				1.097				1.101				1.101
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			1.059				1.097				1.101				1.101
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	4/29/2020
2	East-West Street:	Venice Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases				3				3				3				3				3
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--	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
ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0				0
Override Capacity				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	152	1	**152**	5	157	**157**	0	159	1	**159**	5	164	1	**164**	0	164	1	**164**
	Left-Through		0							0				0				0	
	Through	467	1	467	2	469	469	0	486	1	486	2	488	1	488	0	488	1	488
	Through-Right		0							0				0				0	
	Right	40	1	12	6	46	17	0	42	1	13	6	48	1	18	0	48	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	0	99	99	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	222	0	**495**	0	222	**495**	0	230	0	**514**	0	230	0	**514**	0	230	0	**514**
	Through-Right		1							1				1				1	
	Right	273	0	0	0	273	0	0	284	0	0	0	284	0	0	0	284	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	152	1	**152**	0	152	**152**	0	159	1	**159**	0	159	1	**159**	0	159	1	**159**
	Left-Through		0							0				0				0	
	Through	1389	2	476	0	1389	476	0	1445	2	495	0	1445	2	496	0	1445	2	496
	Through-Right		1							1				1				1	
	Right	39	0	39	1	40	40	0	41	0	41	1	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	57	1	58	58	0	59	1	59	1	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	1669	2	**581**	0	1669	**581**	0	1737	2	**605**	0	1737	2	**605**	0	1737	2	**605**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	652			*North-South:*	673			*North-South:*	678			*North-South:*	678
			East-West:	733		*East-West:*	733			*East-West:*	764			*East-West:*	764			*East-West:*	764
			SUM:	1380		*SUM:*	1385			*SUM:*	1437			*SUM:*	1442			*SUM:*	1442
VOLUME/CAPACITY *(V/C)* RATIO:				0.968			0.972				1.008				1.012				1.012
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.968			0.972				1.008				1.012				1.012
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	4/29/2020
2	East-West Street:	Venice Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 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?			0			0			0			0			0			0
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	68	1	**68**	2	70	**70**	0	71	1	**71**	2	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	461	1	461	1	462	462	0	479	1	479	1	480	1	480	0	480	1	480
	Through-Right		0							0				0				0	
	Right	28	1	0	2	30	0	0	29	1	0	2	31	1	0	0	31	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	117	1	117	0	117	117	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	413	0	**646**	1	414	**647**	0	430	0	**672**	1	431	0	**673**	0	431	0	**673**
	Through-Right		1							1				1				1	
	Right	233	0	0	0	233	0	0	242	0	0	0	242	0	0	0	242	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	1449	2	501	0	1449	502	0	1507	2	521	0	1507	2	522	0	1507	2	522
	Through-Right		1							1				1				1	
	Right	54	0	54	4	58	58	0	56	0	56	4	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	79	1	79	6	85	85	0	83	1	83	6	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1554	2	**548**	0	1554	**548**	0	1616	2	**570**	0	1616	2	**570**	0	1616	2	**570**
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		714	*North-South:*		717	*North-South:*			743	*North-South:*			746	*North-South:*			746
		East-West:		725	*East-West:*		725	*East-West:*			754	*East-West:*			754	*East-West:*			754
		SUM:		1439	*SUM:*		1442	*SUM:*			1497	*SUM:*			1500	*SUM:*			1500
VOLUME/CAPACITY *(V/C)* RATIO:				1.010			1.012				1.051				1.053				1.053
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.010			1.012				1.051				1.053				1.053
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	4/29/2020
3	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	175	1	**175**	2	177	**177**	0	182	1	**182**	2	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	124	1	0	17	141	0	0	129	1	0	17	146	1	0	0	146	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	415	1	**415**	3	418	**418**	0	432	1	**432**	3	435	1	**435**	0	435	1	**435**
	Left-Through		0							0				0				0	
	Through	962	2	481	0	962	481	0	1001	2	501	0	1001	2	501	0	1001	2	501
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	625	1	**433**	0	625	**433**	0	651	1	**451**	0	651	1	**451**	0	651	1	**451**
	Through-Right		1							1				1				1	
	Right	240	0	240	0	240	240	0	250	0	250	0	250	0	250	0	250	0	250
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		175	*North-South:*		177	*North-South:*			182	*North-South:*			184	*North-South:*			184
		East-West:		848	*East-West:*		851	*East-West:*			883	*East-West:*			886	*East-West:*			886
		SUM:		1023	*SUM:*		1028	*SUM:*			1065	*SUM:*			1070	*SUM:*			1070
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.721				0.747				0.751				0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.721				0.747				0.751				0.751
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Motor Ave	Year of Count:	2020	Ambient Growth: (%):	2	Conducted by:	GGC	Date:	4/29/2020
3	East-West Street:	Washington Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	GGC	Project:	10375 W Washinton Blvd

No. of Phases			3				3				3				3				3
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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	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?			0			0			0			0			0			0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	241	1	**241**	1	242	**242**	0	251	1	**251**	1	252	1	**252**	0	252	1	**252**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	280	1	0	9	289	0	0	292	1	0	9	301	1	0	0	301	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	339	1	**339**	17	356	**356**	0	353	1	**353**	17	370	1	**370**	0	370	1	**370**
	Left-Through		0							0				0				0	
	Through	1186	2	593	0	1186	593	0	1234	2	617	0	1234	2	617	0	1234	2	617
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	640	1	**427**	0	640	**427**	0	666	1	**444**	0	666	1	**445**	0	666	1	**445**
	Through-Right		1							1				1				1	
	Right	213	0	213	1	214	214	0	222	0	222	1	223	0	223	0	223	0	223
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		241	North-South:		242	North-South:			251	North-South:			252	North-South:			252
		East-West:		766	East-West:		783	East-West:			797	East-West:			815	East-West:			815
		SUM:		1007	SUM:		1025	SUM:			1048	SUM:			1067	SUM:			1067
VOLUME/CAPACITY (V/C) RATIO:				0.707			0.719				0.735				0.749				0.749
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.707			0.719				0.735				0.749				0.749
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX E

INTERSECTION TURN LANE QUEUING WORKSHEETS

10375 Washington Boulevard Mixed Use

Vistro File: C:\...\AM OYP.vistro
Report File: J:\...\AM OYP.pdf

Scenario 1 Opening Year 2022 Plus Project
4/29/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Motor Ave (NS) at Washington Blvd (EW)	Signalized	HCM 6th Edition	SB Left	0.541	19.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 3: Motor Ave (NS) at Washington Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0
Pocket Length [ft]	67.00	100.00	240.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	175	124	415	962	625	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	2	17	3	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	1	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	146	435	1000	651	250
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	37	109	250	163	63
Total Analysis Volume [veh/h]	184	146	435	1000	651	250
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	ProtectedPermissi	Permissive	Permissive	Permissive
Signal group	1	6	3	8	4	0
Auxiliary Signal Groups		6				
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	26	26	35	94	59	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	90	90	55	55
g / C, Green / Cycle	0.18	0.18	0.75	0.75	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.09	0.42	0.28	0.24	0.26
s, saturation flow rate [veh/h]	1781	1589	1045	3560	1870	1703
c, Capacity [veh/h]	327	291	753	2670	857	781
d1, Uniform Delay [s]	44.63	44.06	11.80	5.21	23.19	23.94
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.88	6.04	3.22	0.40	2.30	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.50	0.58	0.37	0.53	0.58
d, Delay for Lane Group [s/veh]	51.50	50.10	15.03	5.62	25.49	27.03
Lane Group LOS	D	D	B	A	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.57	4.37	3.68	3.78	9.42	9.83
50th-Percentile Queue Length [ft/ln]	139.29	109.13	91.98	94.52	235.44	245.63
95th-Percentile Queue Length [veh/ln]	9.44	7.79	6.62	6.81	14.45	14.97
95th-Percentile Queue Length [ft/ln]	236.06	194.79	165.57	170.13	361.26	374.15

Movement, Approach, & Intersection Results

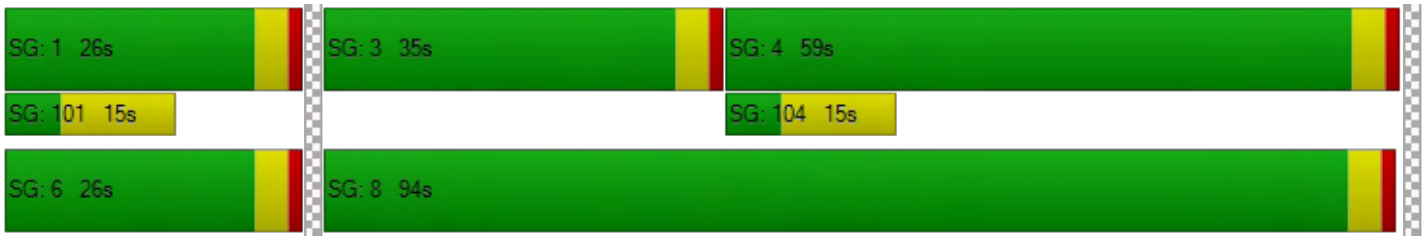
d_M, Delay for Movement [s/veh]	51.50	50.10	15.03	5.62	25.97	27.03
Movement LOS	D	D	B	A	C	C
d_A, Approach Delay [s/veh]	50.89		8.47		26.26	
Approach LOS	D		A		C	
d_I, Intersection Delay [s/veh]	19.73					
Intersection LOS	B					
Intersection V/C	0.541					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.634	0.000	2.739
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	60.00	60.00	60.00
I_b,int, Bicycle LOS Score for Intersection	4.132	5.316	4.876
Bicycle LOS	D	F	E

Sequence

Ring 1	1	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



10375 Washington Boulevard Mixed Use

Vistro File: C:\...\PM OYP.vistro
Report File: J:\...\PM OYP.pdf

Scenario 1 Opening Year 2022 Plus Project
4/29/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Motor Ave (NS) at Washington Blvd (EW)	Signalized	HCM 6th Edition	SB Right	0.617	24.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 3: Motor Ave (NS) at Washington Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0
Pocket Length [ft]	67.00	100.00	240.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	241	280	339	1186	640	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	1	8	16	0	0	1
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	1	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	1	0	1	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	301	370	1234	666	223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	75	93	309	167	56
Total Analysis Volume [veh/h]	252	301	370	1234	666	223
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	ProtectedPermissi	Permissive	Permissive	Permissive
Signal group	1	6	3	8	4	0
Auxiliary Signal Groups		6				
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	40	40	26	80	54	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	76	76	50	50
g / C, Green / Cycle	0.30	0.30	0.63	0.63	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.14	0.19	0.37	0.35	0.24	0.26
s, saturation flow rate [veh/h]	1781	1589	990	3560	1870	1718
c, Capacity [veh/h]	534	477	589	2255	779	716
d1, Uniform Delay [s]	34.25	36.27	16.10	12.35	26.78	27.54
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.97	6.23	5.00	0.96	3.02	4.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.63	0.63	0.55	0.57	0.62
d, Delay for Lane Group [s/veh]	37.22	42.50	21.10	13.31	29.80	31.57
Lane Group LOS	D	D	C	B	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.38	8.33	5.07	8.90	10.18	10.60
50th-Percentile Queue Length [ft/ln]	159.42	208.35	126.84	222.61	254.45	264.88
95th-Percentile Queue Length [veh/ln]	10.52	13.07	8.77	13.80	15.41	15.93
95th-Percentile Queue Length [ft/ln]	262.96	326.71	219.20	344.96	385.26	398.33

Movement, Approach, & Intersection Results

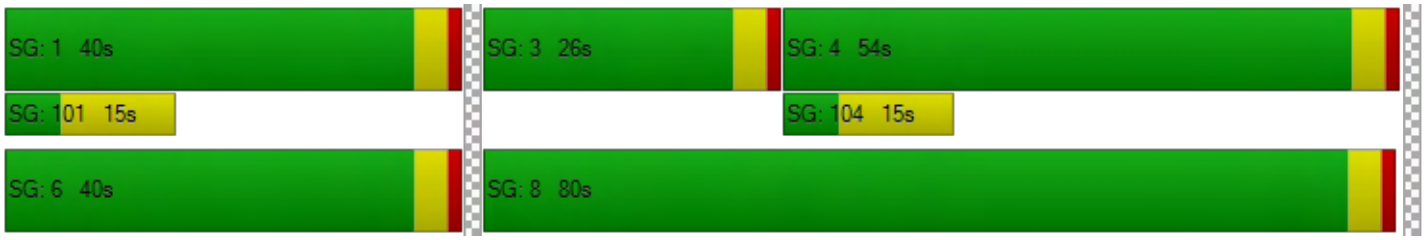
d_M, Delay for Movement [s/veh]	37.22	42.50	21.10	13.31	30.39	31.57
Movement LOS	D	D	C	B	C	C
d_A, Approach Delay [s/veh]	40.09		15.10		30.69	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	24.19					
Intersection LOS	C					
Intersection V/C	0.617					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.618	0.000	2.822
Crosswalk LOS	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	60.00	60.00	60.00
I_b,int, Bicycle LOS Score for Intersection	4.132	5.456	4.866
Bicycle LOS	D	F	E

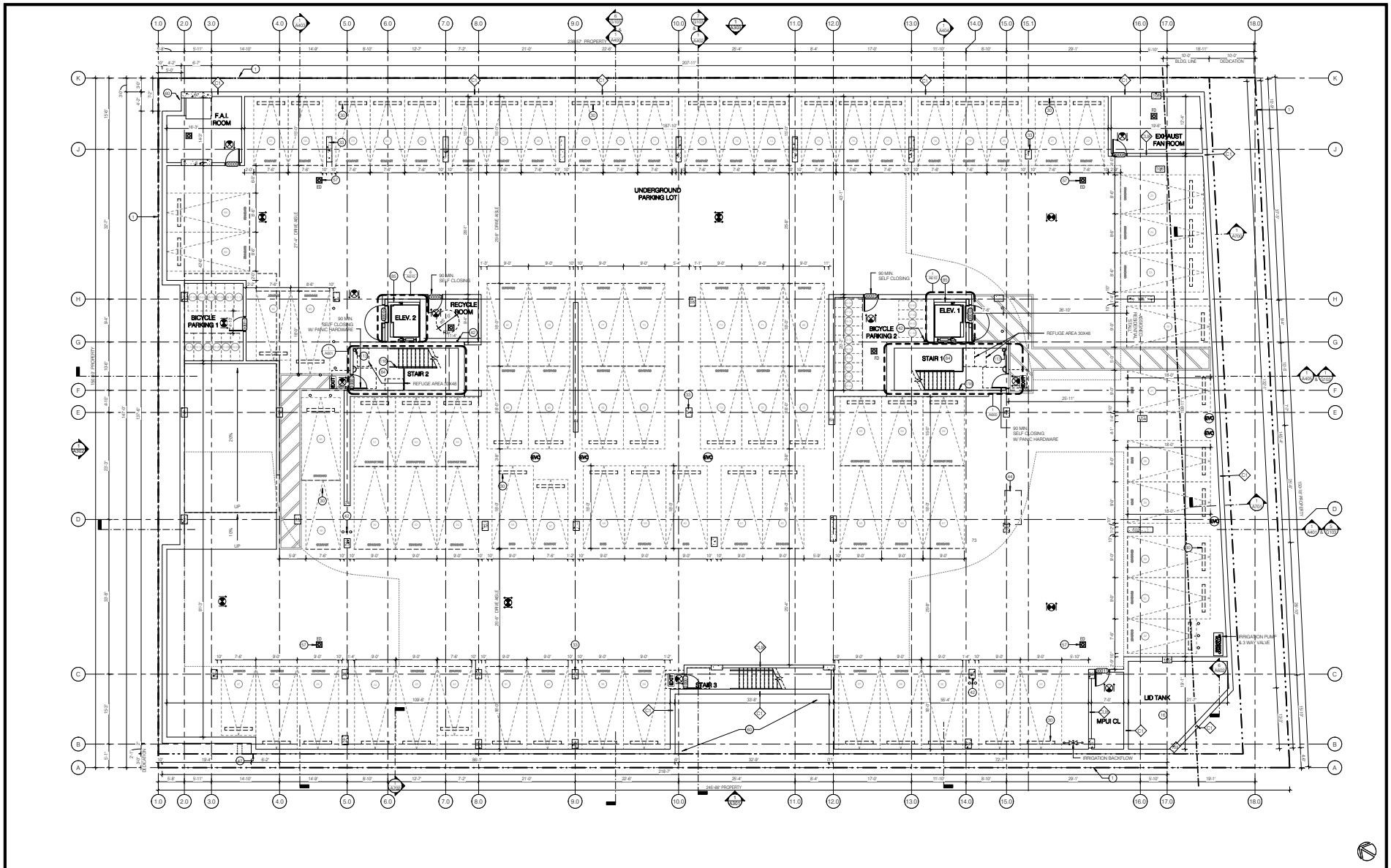
Sequence

Ring 1	1	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F

PARKING PLANS



PARKING FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

FLOOR PLAN NOTES

1. ALL EXIT DOOR AND GATES MUST BE OPERABLE FROM EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. (CBC 1008.1.1-1008.19)
2. DOOR OPENINGS PROTECTION SHALL BE PROVIDED IN ACCORDANCE WITH CBC TABLE 716.5. ALL DOOR OPENING INTO RESIDENTIAL 1-HR RATED CORRIDOR MUST HAVE AT LEAST 20-MIN. FIRE PROTECTION RATING AS WALL AS A S-LABEL PER CBC 716.5.3, 716.5.3.1 & 716.5.7.3
3. BATHROOM EXHAUST FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
4. BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
5. FOR BATHROOM EXHAUST FAN AND LIGHTING LOCATIONS, SEE REFLECTED CEILING PLANS AND ENLARGED UNIT PLANS.
6. OPERABLE PORTION OF ANY WINDOW MUST BE 3' MIN AWAY FROM ANY EXHAUST PER SECTION 504.5 2010 CA MECH, CPDE TERMINATION OF ENVIRONMENAL AIR DUCTS.
7. PLUMBING FIXTURES SHALL COMPLY WITH WATER CONSERVATION FLOW RATES SHOWERHEADS - 1.75 GPM, LAVATORY FAUCETS - 1.2 GOM, KITCHEN FAUCETS - 1.8 GPM, WATER CLOSETS - 1.1 GPM
8. ALL DIMENSIONS ARE TO FACE OF STUDS, MASONRY, CONCRETE FINISH OR CENTERLINE OF COLUMN U.O.N.
9. REFER TO ARCHITECTURAL SHEETS SERIES G100'S FOR FIRE RESISTANCE REQUIREMENTS AND DIAGRAMS
10. REFER TO ARCHITECTURAL SHEETS SERIES A800'S FOR WALL ASSEMBLY SCHEDULES AND NOTES
11. REFER TO ARCHITECTURAL SHEETS SERIES A900'S FOR DOOR & WINDOW SCHEDULES
12. REFER TO ARCHITECTURAL SHEETS SERIES A930'S FOR ROOM FINISH SCHEDULE
13. PLUMBING PIPES TO BE SET BACK WITHIN WALL TO ACCOMODATE GRAB BAR BACKING WHERE OCCURS
14. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SETION 12.21A5, CHART NO. 5.
15. CARBON MONIXCE ALARMS SHALL BE PROVIDED IN ENCLOSED PARKING GARAGE PER SECTION (420.8)
16. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS 'EV CAPABLE' IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
17. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED 'EVSE' SPACES AT THE FULL RATED AMPERAGE. OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR ALL ELECTRICAL CHARGING SYSTEM.

KEYNOTES

1	PROPERTY LINE
16	UNDERGROUND DETENTION CISTERN 3000 C.F. - REFER TO LID PLANS
30	PRECAST WHEEL STOP - SEE DETAIL ON G302
33	CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
42	3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
44	GARAGE EXHAUST - REFER TO MECH PLANS
47	TRENCH FOR GAS METER MAIN
57	EMERGENCY DRAIN - REFER TO PLUMBING PLANS
60	UNEXCAVATED FILL
84	STAIR OPENING
85	ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
113	STANDPIPE - REFER TO FIRE PROTECTION
116	HANDRAIL EXTENSIONS

SYMBOL LEGEND

SD	COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)	FD	FLOOR DRAIN/AREA DRAIN (CIRCULAR)
	CLASS A STAND PIPE PER FIRE PROTECTION		GAS HOOKUP
	EXIT SIGN	EV	EVCS RACEWAY TERMINATION POINT
	WALL TAG		BATHROOM EXHAUST FAN / LIGHT COMBO
	WINDOW TAG		BOLLARD
	DOOR TAG		BACKFLOW
FD	FLOOR DRAIN/AREA DRAIN (RECTANGULAR)		

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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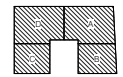
LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 05/31/21 RENEWAL DATE STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:



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#	DATE	ISSUE RECORD
01	08/30/19	100% SCHEMATIC DESIGN
02	09/30/19	50% DESIGN DEVELOPMENT
03	05/30/19	100% DESIGN DEVELOPMENT
04	10/02/19	PLANCHECK SUBMITTAL 01

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE

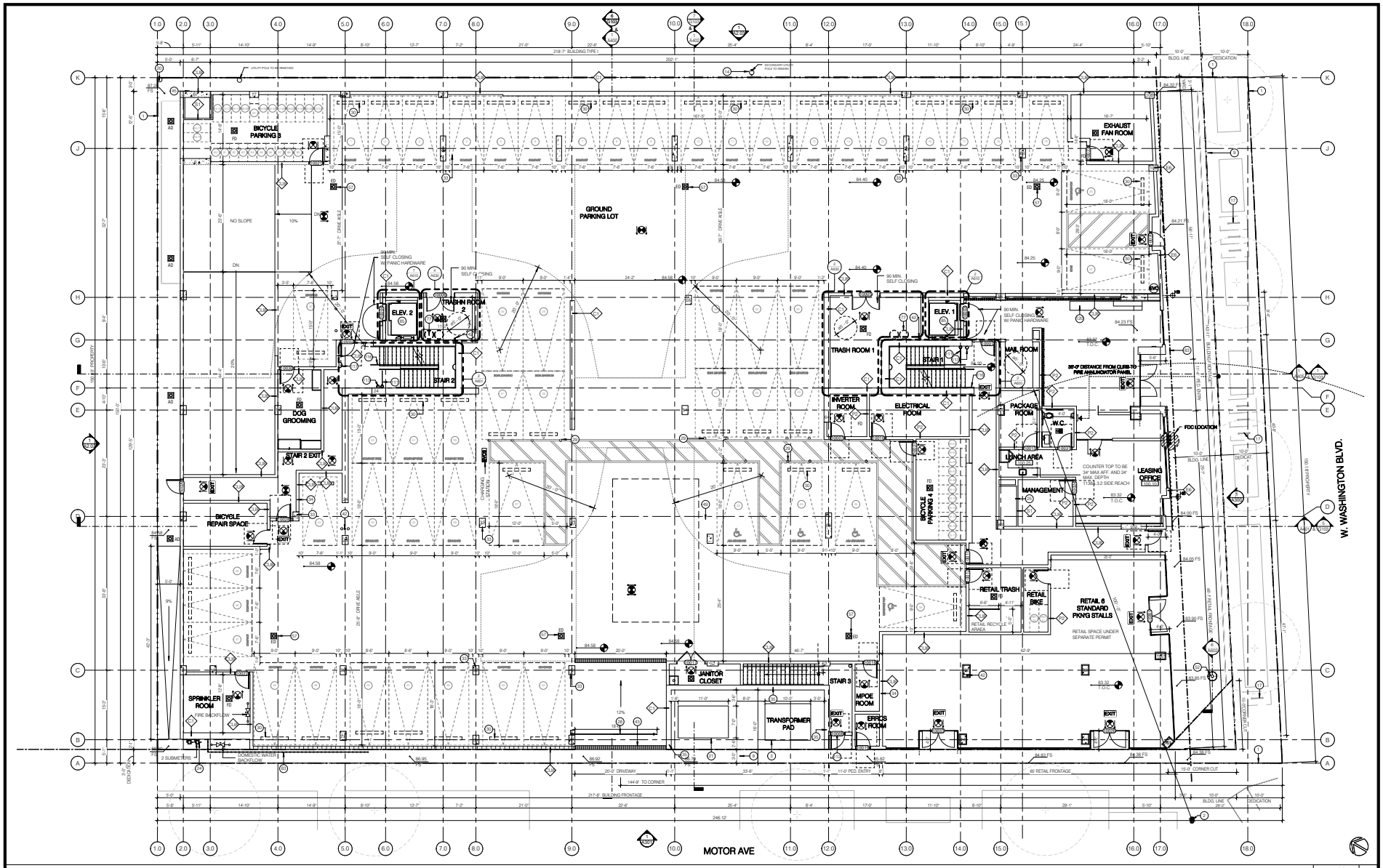
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM:	GY
DRAWN BY:	GY/SJ
JOB NO.:	19-09

DRAWING TITLE:
PARKING FLOOR PLAN

SHEET NO.:
A200

4/22/2020 8:33:22 PM



1ST FLOOR PLAN | SCALE 1/8" = 1'-0" | 1

FLOOR PLAN NOTES

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KEYNOTES

1 PROPERTY LINE
2 EXISTING FIRE HYDRANT
3 TRANSFORMER PAD - BY OTHERS - REFER TO ELECTRICAL PLANS
9 HIGHWAY DEDICATION
14 EXISTING LIGHT POLE TO REMAIN - REFER TO CIVIL
17 SHORT TERM BICYCLE PARKING PER LANDSCAPE - SEE DETAILS ON AD110
20 NEW UTILITY POLE TO BE RELOCATED PER DWP REVIEW JULY 2 2018
21 SWITCHBOARD - REFER TO DWP PLANS
24 GAS METERS (3) - REFER TO PLUMBING
25 GARAGE EXHAUST SHAFT - REFER TO MECH DWGS
28 PARKING BOOM BARRIER - BY OTHERS
29 BOLLARDS - SEE DETAIL ON AD020
30 PRECAST WHEEL STOP - SEE DETAIL ON G302
33 CONCRETE COLUM WITH W/ STEEL CORNER GUARD C.I.P. SEE DETAIL ON AD020
34 REINFORCED CONCRETE MASONRY UNIT WALL - REFER TO STRUCTURAL
35 SHOTCRETE RETAINING WALL - REFER TO STRUCTURAL
42 3" CAST IRON VENT RISER PER METHANE GAS MITIGATION SYSTEM
43 TRENCH DRAIN - REFER TO PLUMBING PLANS

KEYNOTES

45 FRESH AIR GARAGE INTAKE IN 2-HR SHAFT - REFER TO MECH PLANS
49 EVCS STALL W/ RACEWAY TERMINATION POINT
52 TANK MANHOLE
57 EMERGENCY DRAIN - REFER TO PLUMBING PLANS
77 TRASH CHUTE ON 2HR RATED SHAFT WALL
83 DECORATIVE RAINSCREEN - REFER TO ARCHITECTURAL ELEVATIONS/DETAILS
85 ELEVATOR OPENING - REFER TO SIZE DETAILS ON SHEET A600
111 STAIR BARRIER PER CBC 1023.8 - SEE DETAIL ON AD130
112 90-MIN FIRE DOOR - PER DOOR SCHEDULE
113 STANDPIPE - REFER TO FIRE PROTECTION
116 HANDRAIL EXTENSIONS
117 STAIR LIGHT MOUNTED 17' ABOVE THREADS AT EVERY 5 THREADS
120 FIRE PLACE BY OTHERS. PROVIDE DIRECT VENT, SEALED COMBUSTION TYPE.

MOTOR AVE RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	217.66'
PEDESTRIAN ENTRIES	- 11.00'
DRIVEWAY	- 20.00'
TOTAL	186.66' x 35%
RETAIL FRONTAGE REQ'D	65.00'
RETAIL FRONTAGE PROVIDED	65.00'

WASHINGTON BLVD. RETAIL FRONTAGE CALC.

BUILDING FRONTAGE	143.91'
PEDESTRIAN ENTRIES	-11.33'
TOTAL	132.58' x 35%
RETAIL FRONTAGE REQ'D	46.40'
RETAIL FRONTAGE PROVIDED	48.08'

NOTE:

MIXED-USE EXCEPTION FOR YARDS PURSUANT TO LAMC SECTION 12.22-A, 18(C)(9), SUBJECT TO VERIFICATION BY THE LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY (SEE "TOC LETTER OF DETERMINATION HIGHLIGHTS" IN SHEET G004.

SYMBOL LEGEND

COMBINED SMOKE/CARBON MONOXIDE DETECTOR (HARDWIRED)
CLASS A STAND PIPE PER FIRE PROTECTION
EXIT SIGN
WALL TAG
WINDOW TAG
DOOR TAG
FD FLOOR DRAIN/AREA DRAIN (RECTANGULAR)
FD FLOOR DRAIN/AREA DRAIN (CIRCULAR)
G GAS HOOKUP
EV EVCS RACEWAY TERMINATION POINT
BATHROOM EXHAUST FAN / LIGHT COMBO
BOLLARD
BACKFLOW

*FIREPLACE IS DIRECT-VENT SEALED COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA NEW SOURCE PERFORMANCE STANDARDS (NSPS) EMISSION LIMITS AS APPLICABLE, AND SHALL HAVE A PERMANENT LABEL INDICATING THEY ARE CERTIFIED TO MEET THE EMISSION LIMITS. INCORPORATE MANUFACTURER'S SPECIFICATIONS ONTO PLANS.

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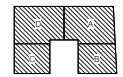
LICENSED ARCHITECT KUO-HUEI TSAI No. C-33710 09/01/21 RENEWAL DATE STATE OF CALIFORNIA

architect's stamp

consultant

KEY PLAN:



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#	DATE	ISSUE RECORD
01	08/30/2019	100% SCHEMATIC DESIGN
02	09/06/2019	90% DESIGN DEVELOPMENT
03	09/20/2019	100% DESIGN DEVELOPMENT
04	09/20/2019	PLANCHECK SUBMITTAL #1

PLAN CHECK

PROJECT TITLE:
SONY ADJACENT RESIDENCE
10375 W. WASHINGTON BOULEVARD
LOS ANGELES, CA 90232

PC/PM: GY
DRAWN BY: GY/SJ
JOB NO.: 19-09

DRAWING TITLE:
1ST FLOOR PLAN

SHEET NO.:
A210

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APPENDIX G

VMT ANALYSIS WORKSHEETS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

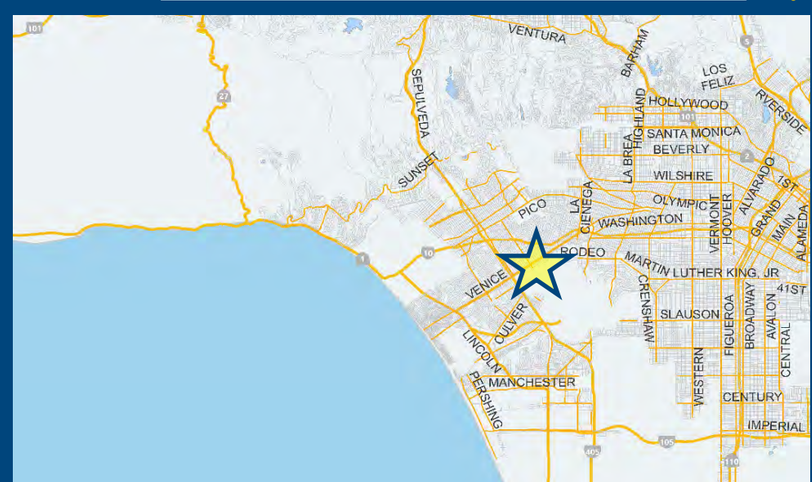
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Project

Address: 10375 W WASHINGTON BLVD, 90232



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | Auto Repair	8.534	ksf
Retail | Auto Repair	8.534	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.969	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	1.969	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	545 Daily Vehicle Trips
1,101 Daily VMT	3,147 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.	☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	389 Net Daily Trips
The net increase in daily VMT ≤ 0	2,046 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.969 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/17/2020

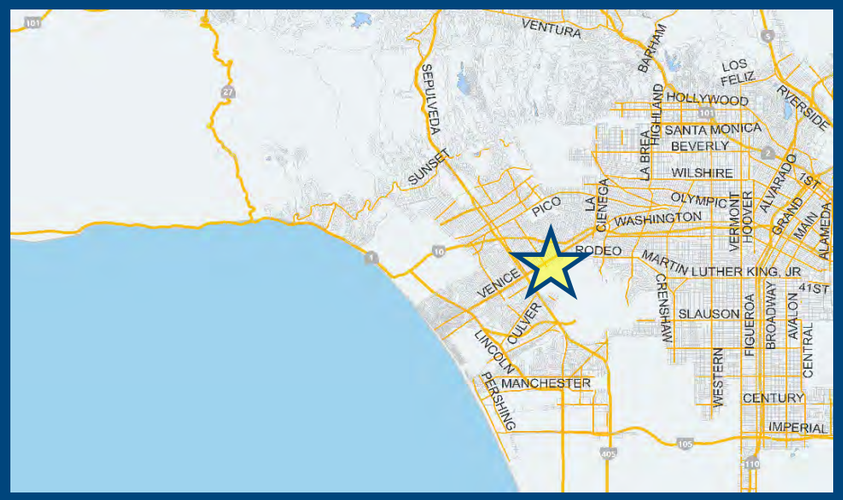
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project:

Scenario: Project

Address: 10375 W WASHINGTON BLVD, 90232



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Retail | General Retail	1.969	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
- 150 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
545 Daily Vehicle Trips	**545** Daily Vehicle Trips
3,147 Daily VMT	**3,147** Daily VMT
6.9 Household VMT per Capita	**6.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

2/17/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 17, 2020
Project Name:
Project Scenario: Project
Project Address: 10375 W WASHINGTON BLVD, 90232

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	139	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.969	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 4
Total Population: 313

Proposed Project		*With Mitigation*	
545	**Daily Vehicle Trips**	**545**	**Daily Vehicle Trips**
3,147	**Daily VMT**	**3,147**	**Daily VMT**
6.9	**Household VMT per Capita**	**6.9**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	N/A	Work > 11.1	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 17, 2020
Project Name:
Project Scenario: Project
Project Address: 10375 W WASHINGTON BLVD, 90232

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	188	-24.5%	142	6.8	1,278	966
Home Based Other Production	504	-48.6%	259	4.6	2,318	1,191
Non-Home Based Other Production	18	-11.1%	16	6.7	121	107
Home-Based Work Attraction	6	-100.0%	0	10.6	64	0
Home-Based Other Attraction	133	-49.6%	67	6.9	918	462
Non-Home Based Other Attraction	69	-11.6%	61	6.9	476	421

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	142	966	0.0%	142	966
Home Based Other Production	0.0%	259	1,191	0.0%	259	1,191
Non-Home Based Other Production	0.0%	16	107	0.0%	16	107
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	67	462	0.0%	67	462
Non-Home Based Other Attraction	0.0%	61	421	0.0%	61	421

MXD VMT Methodology Per Capita & Per Employee

Total Population: 313
Total Employees: 4
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,157**	**2,157**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**6.9**	**6.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Michael Baker

INTERNATIONAL

ACOUSTICAL ANALYSIS

FOR THE

10375 W. WASHINGTON BOULEVARD

MIXED USE PROJECT

CITY OF LOS ANGELES, CALIFORNIA

APRIL 2020

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Appendix A: Existing Ambient Noise Measurements
Appendix B: Traffic Noise Model Output Files
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1.0 INTRODUCTION

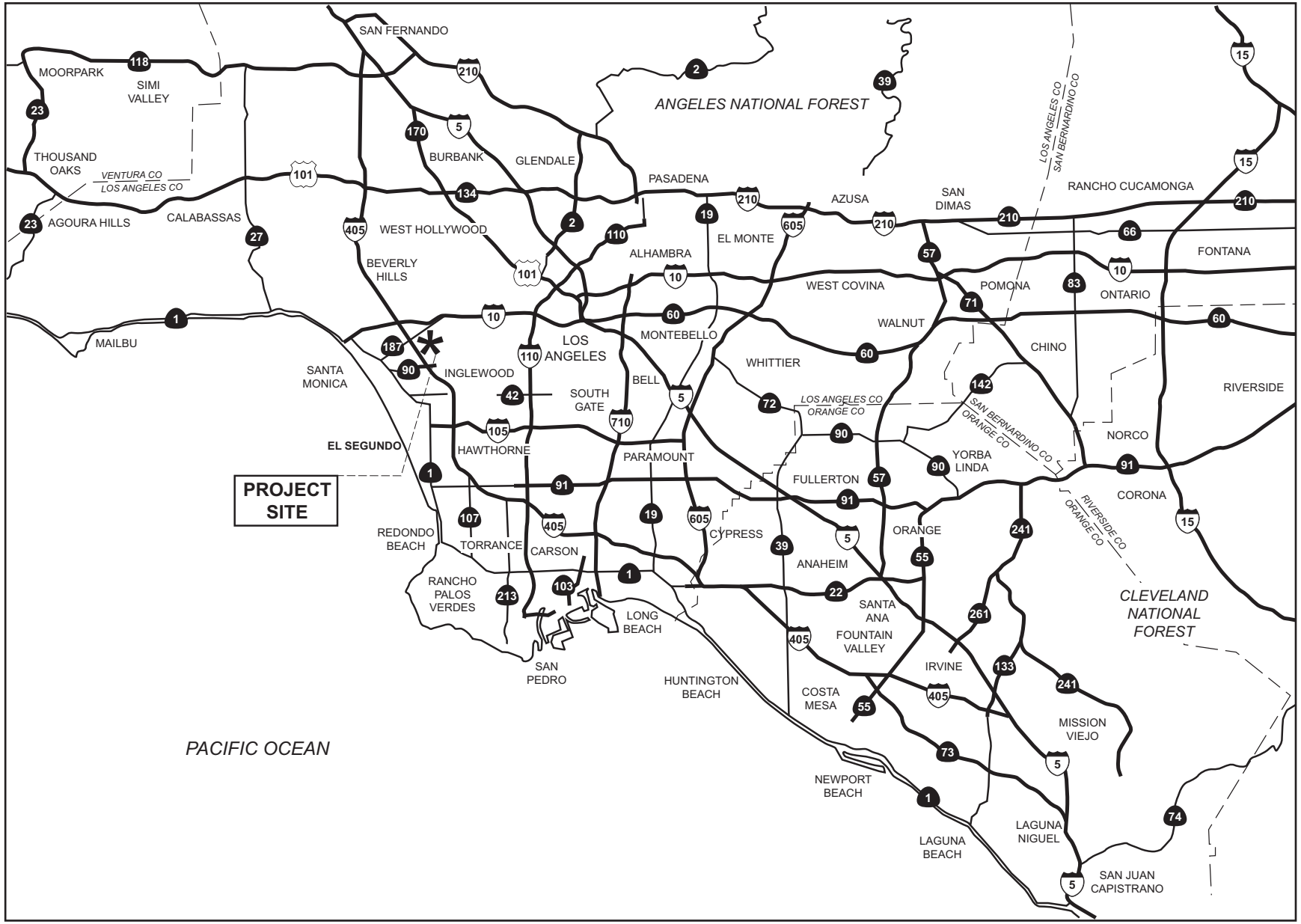
This report documents the results of an acoustical analysis completed for the 10375 W. Washington Boulevard Mixed-Use Project, a 0.85-acre redevelopment project at 10375 W. Washington Boulevard in Los Angeles, California. This report describes the existing noise environment in the project area and evaluates potential short- and long-term noise and groundborne vibration impacts associated with project development.

1.1 PROJECT LOCATION

The 10375 W. Washington Boulevard Mixed-Use Project site is located in Los Angeles, California, between Overland Avenue and Culver Boulevard. The site fronts W. Washington Boulevard. The project site is surrounded by production studios to the south, and a combination of offices, commercial businesses, residences, and churches to the north, east, and west. The nearest existing residences border the project site to the north and to the northeast. Major transportation facilities in the vicinity of the proposed project site include Interstate 10 located approximately one mile to the east, Venice Boulevard approximately 0.1 mile to the north and W. Washington Boulevard fronting the site; refer to Exhibit 1, *Regional Vicinity*, and Exhibit 2, *Site Vicinity*.

1.2 PROJECT DESCRIPTION

The 10375 W. Washington Boulevard Mixed-Use Project consists of a total of 139 apartment dwelling units and 1,969 square feet of ground-floor retail replacing an 8,534 square foot automobile care center currently operating on the project site at the northeast corner of the Motor Avenue/Washington Boulevard intersection. The project would provide for 158 parking stalls within a proposed below-grade parking structure on the project site; refer to Exhibit 3, *Site Plan*.



NOT TO SCALE

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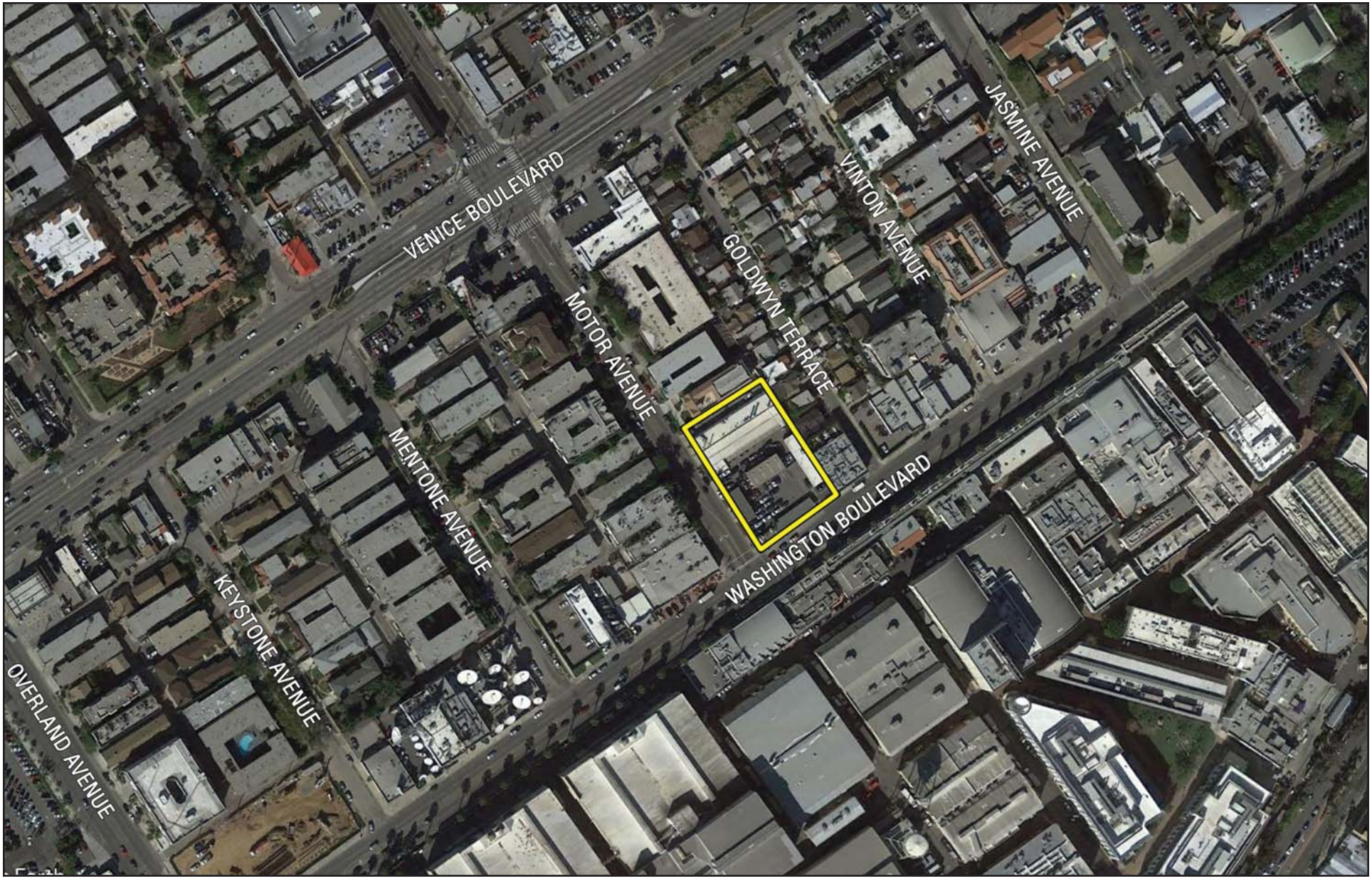
ACOUSTICAL ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Regional Vicinity

Exhibit 1



Source: Goolge Earth, 2017.
- Project Site

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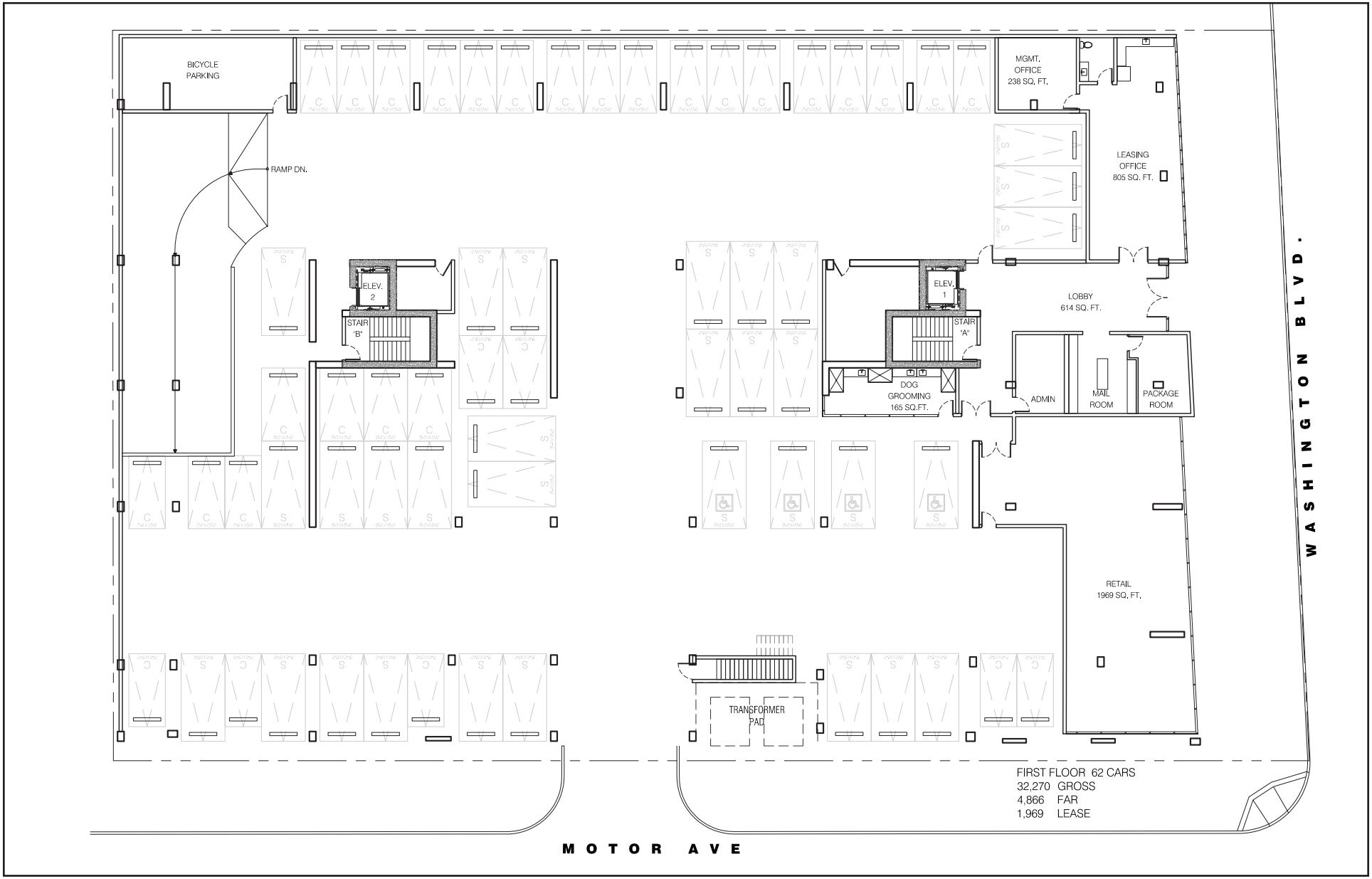
ACOUSTICAL ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Site Vicinity

Exhibit 2



Source: KEVIN TSAI ARCHITECTURE, August 5, 2019

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ACOUSTICAL ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Site Plan

Exhibit 3

2.0 ACOUSTICAL ANALYSIS

2.1 FUNDAMENTALS OF SOUND AND ENVIRONMENTAL NOISE

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

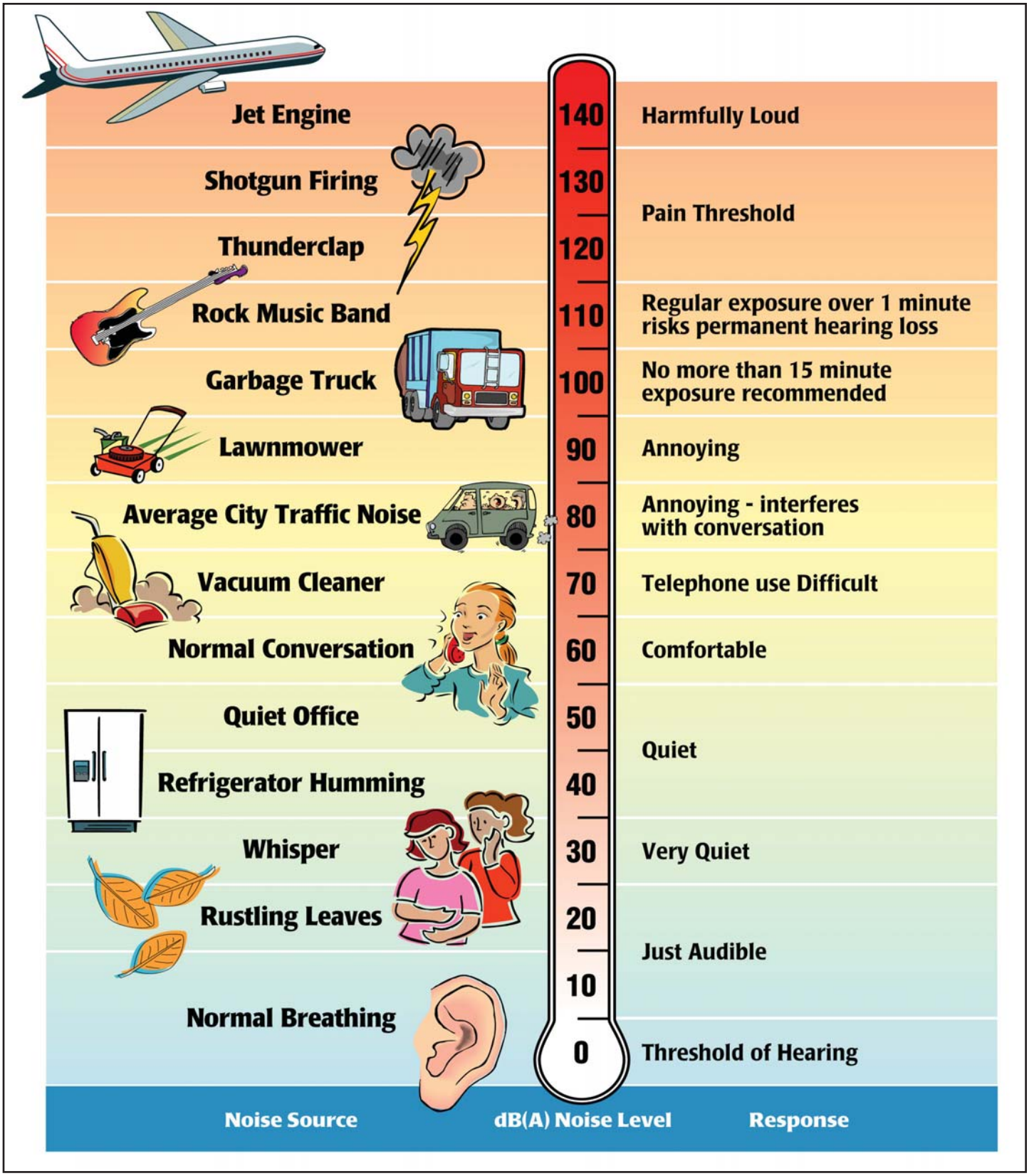
Measuring sound directly in terms of pressure would require a large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The decibel scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions (FTA 2006). Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

Typical noise levels associated with common noise sources are depicted in Exhibit 4, *Common Environmental Noise Levels*.



Source: Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

ACOUSTICAL ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Michael Baker INTERNATIONAL

Common Environmental Noise Levels

02/17 | JN 158495

Exhibit 4

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (FHWA 2006). The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined in Table 1, *Definitions of Acoustical Terms*.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

TABLE 1
DEFINITIONS OF ACOUSTICAL TERMS

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. For ground vehicles, a noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

2.2 FUNDAMENTALS OF ENVIRONMENTAL GROUNDBORNE VIBRATION

Sources of earthborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 2, *Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per section (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

TABLE 2
HUMAN REACTION AND DAMAGE TO BUILDINGS FOR CONTINUOUS OR FREQUENT INTERMITTENT VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: Caltrans, 2004

2.3 NOISE-SENSITIVE RECEPTORS

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

The nearest sensitive receptors to the project site are the apartments located adjacent to the project site's northern boundary. The nearest existing entrance (i.e., living area) of the apartment complex is located approximately 10 feet from the project site.

2.4 EXISTING NOISE CONDITIONS

Los Angeles is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the city that generate stationary-source noise. There are five airports within or in the vicinity of Los Angeles. However, a review of the City General Plan Noise Element

(1999), shows the project site located outside of any airport land use plan. Furthermore, the project site is located beyond two miles from any airport.

Existing Ambient Noise Measurements

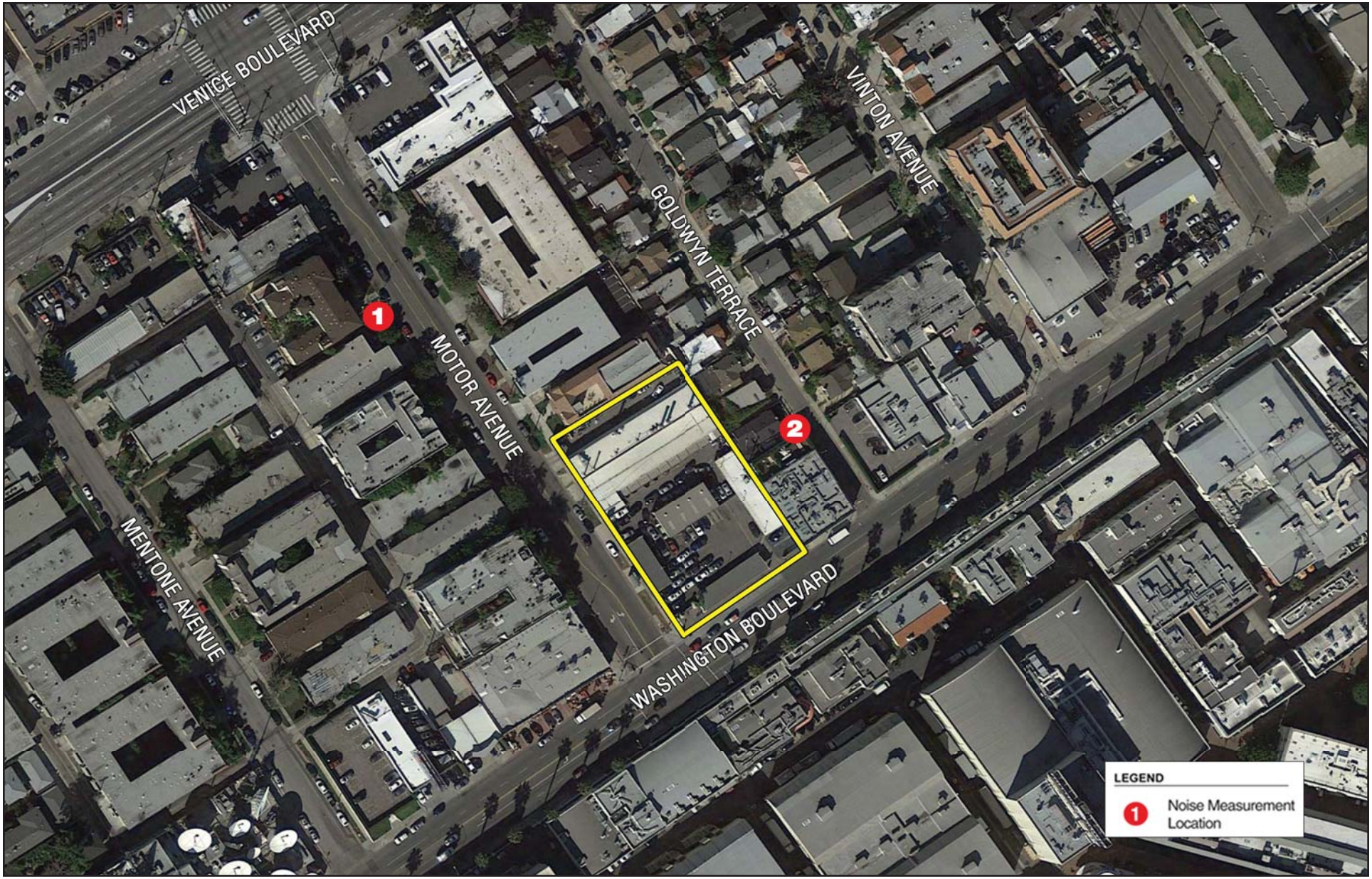
The project site currently consists of an operating 8,534 square foot automobile care center and associated paved parking area. The site is relatively flat and is surrounded by dense urban development that characterizes Los Angeles. A mix of residential, office, studio production, and retail land uses dominate the area. In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted two short-term noise measurements on February 9, 2017. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site (see Exhibit 5, *Noise Measurement Locations*). The 10-minute measurements were taken between 11:07 and 11:35 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in in Table 3, *Ambient Noise Measurements*.

TABLE 3
AMBIENT NOISE MEASUREMENTS

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Along the west side of Motor Avenue, approximately 270 feet south of Venice Boulevard	63.5	56.4	77.7	11:07 a.m.
2	Along the west side of Goldwyn Terrace, approximately 150 feet north of West Washington Boulevard	59.6	55.6	78.5	11:25 a.m.

Source: Michael Baker International. See Appendix A, Existing Ambient Noise Measurements, for noise measurement outputs.

As shown in Table 3, the ambient recorded noise levels ranged from 59.6 dBA to 63.5 dBA near the project site. (See Exhibit 5 for noise measurement locations.) The noise most commonly in the project vicinity is produced by automotive vehicles (cars, trucks, buses, motorcycles). Traffic moving along streets produces a sound level that remains relatively constant and is part of the city's minimum ambient noise level. Vehicular noise varies with the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles, including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.



Source: Goolge Earth, 2017.
- Project Site

NOT TO SCALE

Michael Baker INTERNATIONAL

02/17 | JN 158495

ACOUSTICAL ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Noise Measurement Locations

Exhibit 5

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for the roadway segments in the project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project transportation impact analysis (see Appendix B, *Traffic Noise Model Output Files*). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 4, *Existing Traffic Noise Levels*.

TABLE 4
EXISTING TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway
W. Washington Boulevard		
West of Overland Avenue	Commercial	65.1
Overland Avenue to Motor Avenue	Commercial and Residential	65.3
East of Motor Avenue	Commercial	64.5
Overland Avenue		
North of W. Washington Boulevard	Commercial	64.9
Motor Avenue		
W. Washington Boulevard to Venice Boulevard	Residential	61.2
North of Venice Boulevard	Commercial and Residential	62.7
Venice Boulevard		
West of Motor Avenue	Commercial and Residential	66.7
East of Motor Avenue	Commercial	66.5

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model. Refer to Appendix B for noise modeling assumptions and results.

As shown, the existing traffic-generated noise level on project-vicinity roadways currently ranges from 61.2 to 66.7 dBA CNEL. As previously described, CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

2.5 NOISE IMPACT ASSESSMENT

Thresholds of Significance

California Environmental Quality Act

Appendix G of the CEQA Guidelines as amended contain analysis guidelines related to the assessment of noise. A project would result in a significant impact if it would:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Criteria for determining the significance of noise impacts were developed based on information contained in the City's noise standards and guidelines.

City of Los Angeles General Plan Noise Element

California Government Code Section 65302(g) requires that a Noise Element be included in the General Plan of each county and city in the State. The City's General Plan Noise Element (1999) identifies sources of noise and provides objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. The Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation, regulations, strategies, and programs as well as delineating federal, state, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The City's noise standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. The City has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the California Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the Noise Element and the Los Angeles CEQA Thresholds Guide in terms of the CNEL.[1] The noise/land use compatibility guidelines for land uses within the City are presented in Table 5, *General Plan Land Use Compatibility Standards*.

[1] *CNEL is defined as a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.*

TABLE 5
GENERAL PLAN LAND USE COMPATIBILITY STANDARDS

Land Use	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Single-Family, duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	Above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	Above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	Above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	Above 75
Auditoriums, Concert Halls, Amphitheaters	--	50 - 70	--	Above 70
Sports Arena, Outdoor Spectator Sports	--	50 - 75	--	Above 75
Playgrounds, Neighborhood Parks	50 - 70	--	65 - 75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	--	70 - 80	Above 80
Office Buildings, Business and Professional Commercial	50 - 70	65 -75	Above 75	--
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	Above 75	--

Source: Office of Planning and Research, State of California General Plan Guidelines, 2003; City of Los Angeles, 1999.

Notes:

[1] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any building involved are of normal conventional construction without any special noise insulation requirements.*

[2] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

[3] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

[4] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

In accordance with the Noise Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas with substantial traffic noise. Exposures up to 70 dBA CNEL for noise-sensitive uses are considered to be conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for sensitive receptors.

City of Los Angeles General Plan Municipal Code

The City has numerous ordinances and enforcement practices that apply to intrusive noise and that guide new construction. The City's comprehensive noise ordinance, found in Chapter XI of the Los Angeles Municipal Code ("LAMC"), sets forth sound measurement and criteria, minimum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. Key provisions of Chapter XI of the LAMC are discussed below.

Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet from the source of the noise between the hours of 7:00 A.M. and 10:00 P.M. when the source is located within 500 feet of a residential zone:

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

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

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

The noise limitations above do not apply where compliance is technically infeasible, which means that the noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment. The limitations apply only to land uses in or within 500 feet of residential zones.

In accordance with the LAMC, a noise level increase of 5 dB over the existing average ambient noise level at an adjacent property line is considered a noise violation. This standard applies to:

(1) radios, television sets, and similar devices defined in LAMC Section 112.01;

(2) air conditioning, refrigeration, heating, pumping, and filtering equipment defined in LAMC Section 112.02;

(3) powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices defined in LAMC Section 112.04; and

(4) motor vehicles driven on-site as defined in LAMC Section 114.02.

Section 41.40 of the LAMC also prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Furthermore, projects are subject to the following requirements:

- Compliance with the City's Noise Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond applicable levels (as described above) at adjacent uses unless technically infeasible.

- Restricting the construction and demolition activities to the hours indicated in Section 41.40 of the LAMC (i.e., between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. All such activities are also prohibited on Sundays and all federal holidays).

- Compliance 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 owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. 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.

- Compliance with Section 112.02 of the LAMC for all new mechanical equipment, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA.

City of Los Angeles CEQA Thresholds Guide

As set forth in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or anytime on Sunday.

In addition, a project would normally have a significant impact on noise levels from project operations if:

- The project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category identified in Table 4 of this acoustical analysis, or any 5 dBA or greater noise increase.

Methodology

This analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations. The traffic noise levels in the project vicinity Street were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

Groundborne vibration levels associated with construction-related activities for the project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from the Caltrans guidelines set forth above. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby land uses and typically applied criteria for structural damage and human annoyance.

Impact Assessment

Result in a Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity above Levels Existing without the Project and above City Standards

Short-Term Construction-Generated Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods in the vicinity of the construction site. At the nearest project construction would occur directly adjacent to a backyard living areas of two residences to the northeast. Additionally, there is a side-yard of a multi-family residence to the north of the project site. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities would require jackhammers and tractors during demolition; graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; cement and mortar mixers, pavers, rollers, paving equipment, and tractors during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). These estimations of noise levels take into account the distance to the receptor, attenuation from molecular absorption, and anomalous excess attenuation. During these activities, exterior noise levels could affect sensitive receptors in the project vicinity.

As previously described, Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA within or adjacent to a residential zone. In addition, Section 41.40 of the LAMC also prohibits construction activity (including demolition) and repair work between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. All such activities are also prohibited on Sundays and all federal holidays. Lastly, the City of Los Angeles CEQA Thresholds Guide states that construction activities lasting more than 10 days in a three-month period, such as in the case of the proposed project, would be considered a substantial noise impact if such activities exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

To ensure compliance with Section 112.05 of the LAMC, the proposed project will include the use of mufflers, shields, sound barriers, and/or other noise reduction devices during construction activities. The project will also include noise reduction techniques, such as a construction management plan which specifies that all construction equipment (fixed or mobile) will be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices; identify the maximum distance between construction equipment staging areas and occupied residential areas; and require the use of electric air compressors and similar power tools. A sign, legible at a distance of 50 feet, will be posted at the project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of

construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

The construction management plan will also require construction equipment to be shut down after 5 minutes of idling, and a temporary noise barrier or enclosure will be constructed around stationary construction noise sources in compliance with LAMC 112.05. The temporary noise barrier or enclosure will consist of a sound transmission class (STC) rating of 35 or greater in accordance with ASTM Test Method E90, or at least 2 pounds per square foot to provide adequate transmission loss characteristics. To meet the transmission loss, the barrier will consist of, at a minimum, 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with heavy duct seal around the perimeter. The temporary noise barrier or enclosure will be used along all property lines to break the line of sight between the construction equipment and the adjacent residences. The length, height, and location of noise control barrier will be designed to assure proper acoustical performance and will be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with ASTM Test Method C423. Consistent with Section LAMC 112.05, the temporary noise barrier identified in the construction management plan will reduce construction noise levels by 35 decibels.

Construction noise levels at adjacent residential receptors have been modeled with implementation of the project's noise reduction techniques; refer to Table 6, *Construction Noise Levels at Adjacent Residential Receptors*. In order to estimate the worst-case construction noise levels that may occur at a noise-sensitive receptor, the combined construction equipment noise levels were calculated for the demolition, site preparation, grading, paving, building, and coating phases. The anticipated short-term construction noise levels generated during demolition, grading, paving, building, and coating activities are presented in Table 6. As depicted in Table 6, construction noise levels would not exceed the City's construction noise standard of 75 dBA.

As stated above, Michael Baker International conducted two short-term noise measurements in the project area on February 8, 2017. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site (see Exhibit 5). As shown in Table 3, the ambient recorded noise levels ranged from 59.6 dBA to 63.5 dBA near the project site. Measurement Location #2 in Table 3 was taken directly in front of the nearest sensitive receptor to the project site and is therefore a representative baseline for comparison. A noise level of 59.6 dBA was measured at this location. A comparison of the 59.6 dBA ambient noise level to the modeled construction-generated noise estimates contained in Table 6 shows a potential noise level decrease of 3.6 dBA during the demolition phase. Therefore, project construction activities would not expose persons to and generate noise levels in excess of City standards, and this impact would be less than significant.

TABLE 6
CONSTRUCTION NOISE LEVELS AT ADJACENT RESIDENTIAL RECEPTORS

Description	Typical Estimated Exterior Construction Noise Level (dBA L_{eq})	Project Estimated Exterior Construction Noise Level (dBA L_{eq})[1]	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Demolition	91.0	56.0	75	No
Site Preparation	83.6	48.6	75	No
Grading	83.6	48.6	75	No
Building Construction	89.0	54.0	75	No
Paving	83.0	48.0	75	No
Painting	65.6	30.6	75	No

Source: FHWA 2006 (see Appendix C, Construction Noise Model Output Files).

Notes: Construction equipment used during each phase derived from the California Emissions Estimator Model (CalEEMod).
L_{eq} = the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

1. *Project estimated exterior construction noise levels include a sound reduction of 35 dBA from implementation of a temporary noise barrier or enclosure.*

Result in the Exposure of Persons to or Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Once operational, the project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and

underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is illustrated in Table 7, *Typical Construction Equipment Vibration Levels*.

TABLE 7
TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 30 Feet (inches per second)	Peak Particle Velocity at 25 Feet (inches per second)	Peak Particle Velocity at 15 Feet (inches per second)[1]
Large Bulldozer	0.068	0.089	0.192
Caisson Drilling	0.068	0.089	0.192
Loaded Trucks	0.076	0.076	0.164
Small bulldozer	0.002	0.003	0.006
Jackhammer	0.027	0.035	0.075
Vibratory compactor/roller	0.160	0.210	0.452

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.

Notes:

1. Calculated using the following formula:

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

where: PPV (equip) = the peak particle velocity in inch per second of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

The nearest structures to the project site include the existing residences approximately 15 feet to the north. It should be noted that heavy duty equipment would not operate immediately along the property line or for extended periods of time along the property lines. Caisson drilling would also occur at least 15 feet from the property lines. As indicated in Table 7, based on Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity, and would range from 0.006 to 0.452 inch-per-second PPV at 15 feet (distance to the existing residences, north of the project site). As depicted in Table 7, only the vibratory compactor/roller has the potential to exceed the 0.2 inch-per-second PPV threshold at 15 feet. Therefore, vibratory compactor/rollers would not be used on the project site within 30 feet of an occupied residence during construction activities. Impacts associated with the project would be less than significant in this regard.

Result in a Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity above Levels Existing without the Project and above City Standards

Operational Noise

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the

potential for increased and prolonged exposure of individuals to both interior and exterior noise levels.

Stationary Noise. The nearest sensitive receptors to the project site are residences located adjacent to the project site's northern and northeastern boundaries. The nearest existing living area is a backyard bordering the project site. The project would construct no major stationary sources of noise (such as industrial generators). Potential stationary noise sources related to long-term operation of residential development in the project site would include mechanical equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 50–60 dBA at 50 feet. Operation of mechanical equipment would not be anticipated to increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed project would result in a less than significant impact related to stationary noise levels.

Parking Noise. The proposed project would accommodate the need for parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. While the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors, the project proposes a below-grade parking structure. Therefore, parking lot noise associated with the proposed project will be contained and no impact would occur concerning this noise source.

Traffic Noise. Long-term increases in noise levels would be primarily associated with increased vehicle traffic along off-site area roadways. Off-site traffic noise could impact the existing sensitive receptors. The City of Los Angeles considers projects that increase noise levels at the property line of an affected use by 5 dBA over the existing ambient noise environment to be significant. However, if the affected land use already experiences "normally unacceptable" or "clearly unacceptable" ambient noise levels without the project, an increase of 3 dBA is consider significant.

Traffic noise levels for roadways primarily affected by the proposed project were calculated using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes obtained from the project's traffic analysis (Michael Baker International 2017). Predicted traffic noise levels are summarized in Table 8, *Existing Plus Project Conditions Predicted Traffic Noise Levels*.

As shown in Table 8, predicted increases in traffic noise levels associated with the project would increase local traffic noise levels by a maximum of 0.1 dBA CNEL. This noise increase would occur on Motor Avenue between W. Washington Boulevard and Venice Boulevard. Since the increase in local noise levels at all of the roadway segments would be less than 3 dBA and 5 dBA CNEL, traffic noise impacts for all scenarios would be less than significant.

TABLE 8
EXISTING PLUS PROJECT CONDITIONS PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway		Change	Noise Standard (dBA CNEL)	Exceed Standard / Significant Impact?
		Existing Conditions	Existing + Project Conditions			
W. Washington Boulevard						
West of Overland Avenue	Commercial	65.1	65.1	0.0	5.0 dBA Increase	No
Overland Avenue to Motor Avenue	Commercial and Residential	65.3	65.3	0.0	5.0 dBA Increase	No
East of Motor Avenue	Commercial	64.5	64.5	0.0	5.0 dBA Increase	No
Overland Avenue						
North of W. Washington Boulevard	Commercial	64.9	64.9	0.0	5.0 dBA Increase	No
Motor Avenue						
W. Washington Boulevard to Venice Boulevard	Residential	61.2	61.3	0.1	5.0 dBA Increase	No
North of Venice Boulevard	Commercial and Residential	62.7	62.7	0.0	5.0 dBA Increase	No
Venice Boulevard						
West of Motor Avenue	Commercial and Residential	66.7	66.7	0.0	5.0 dBA Increase	No
East of Motor Avenue	Commercial	66.5	66.5	0.0	5.0 dBA Increase	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model. Refer to Appendix B for noise modeling assumptions and results.

Result in the Exposure of People to Excessive Airport Noise

There are five airports within or in the vicinity of Los Angeles. However, a review of the City General Plan Noise Element (1999), shows the project site located outside of any airport land use plan. Furthermore, the project site is located beyond two miles from any airport. Therefore, there is no impact surrounding the proposed project concerning airport noise, including from a private airstrip.

Cumulative Noise

Cumulative Construction Noise

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the area. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the proposed project was determined to be less than significant with implementation of the project's noise reduction techniques and compliance with the LAMC. Cumulative development in the vicinity of the project site could result in elevated construction noise levels at sensitive receptors in the project area. However, each project would be required to comply with the applicable LAMC

limitations on allowable hours of construction and construction noise limits. Therefore, the project would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed project and other projects in the vicinity. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of project area buildout to the future cumulative base traffic volumes in the project area and the vicinity. The noise levels associated with cumulative base traffic volumes without the project and cumulative base traffic volumes with the project are identified in Table 9, *Cumulative Plus Project Conditions Predicted Traffic Noise Levels*.

TABLE 9
CUMULATIVE PLUS PROJECT CONDITIONS PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway		Change	Noise Standard (dBA CNEL)	Exceed Standard / Significant Impact?
		Cumulative No Project Conditions	Cumulative + Project Conditions			
W. Washington Boulevard						
West of Overland Avenue	Commercial	65.1	65.2	0.1	5.0 dBA Increase	No
Overland Avenue to Motor Avenue	Commercial and Residential	65.3	65.4	0.1	5.0 dBA Increase	No
East of Motor Avenue	Commercial	64.5	64.5	0.0	5.0 dBA Increase	No
Overland Avenue						
North of W. Washington Boulevard	Commercial	65.0	65.0	0.0	5.0 dBA Increase	No
Motor Avenue						
W. Washington Boulevard to Venice Boulevard	Residential	61.2	61.3	0.1	5.0 dBA Increase	No
North of Venice Boulevard	Commercial and Residential	62.7	62.7	0.0	5.0 dBA Increase	No
Venice Boulevard						
West of Motor Avenue	Commercial and Residential	66.7	66.7	0.0	5.0 dBA Increase	No
East of Motor Avenue	Commercial	66.5	66.5	0.0	5.0 dBA Increase	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model. Refer to Appendix B for noise modeling assumptions and results.

As shown in Table 9, predicted increases in cumulative traffic noise levels associated with the project would increase local traffic noise levels by a maximum of 0.1 dBA CNEL. This noise increase would occur on three separate roadway segments. Since the increase in local noise levels at all of the roadway segments would be less than 3 dBA and 5 dBA CNEL, cumulative traffic noise impacts for all scenarios would be less than significant.

Conclusion

Criteria for determining the significance of noise impacts associated with the proposed project were developed based on Appendix G of the CEQA Guidelines in combination with the City of Los Angeles CEQA Thresholds Guide.

For instance, project-generated construction noise was analyzed for its potential to cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This was done by modeling project construction noise and comparing the results to the 75 dBA noise level threshold promulgated through Section 112.05 of the LAMC, as well as the threshold of a 5 dBA increase over existing ambient noise levels promulgated through the City's CEQA Threshold Guide. As previously described, implementation of the project's noise reduction techniques will reduce construction noise to levels below the 75 dBA standard and will limit the increase of noise levels above the existing ambient noise levels to below 5 dBA. Construction-generated noise is therefore considered less than significant.

Once operational, the project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Potential construction-related vibration impacts were analyzed in comparison to the FTA's inches per second PPV standard. The nearest structure to the project construction site is 15 feet distant and based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.06 to 0.452 inch-per-second PPV at 15 feet from the source of activity; only vibratory compactors/rollers have the potential to exceed the 0.2 inches per second PPV standard. However, vibratory compactor/rollers would not be used on the project site within 30 feet of an occupied residence during construction activities. Impacts associated with the project would be less than significant in this regard.

Project operational noise was analyzed for its potential to cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, as well as its potential to expose people to noise levels in excess of City standards. As described, the proposed project, as a sensitive receptor, would be located in a noise-compatible area. Additionally, the project itself would not result in a substantial permanent increase in noise levels off-site.

Lastly, there is no impact surrounding the proposed project concerning airport noise, including from a private airstrip.

3.0 REFERENCES

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APPENDICES

APPENDIX A: EXISTING AMBIENT NOISE MEASUREMENTS

Site Number: 1			
Recorded By: Achilles Malisos			
Job Number: 158495			
Date: 02/09/17			
Time: 11:07 AM			
Location: Along the west side of Motor Avenue, approximately 270 feet south of Venice Boulevard			
Source of Peak Noise: Street traffic along Venice Boulevard and Motor Ave.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
63.5	56.4	77.7	91.6

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	1/4/2016	
	Microphone	Larson Davis	2561	1012	1/4/2016	
	Preamp	Larson Davis	PRM828	2533	1/4/2016	
	Calibrator	Larson Davis	CA250	0216	1/4/2016	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.00		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (hPa)
	< 5 MPH	71°	29.99 in

Photo of Measurement Location

Site Number: 1			
Recorded By: Achilles Malisos			
Job Number: 158495			
Date: 02/09/17			
Time: 11:25 AM			
Location: Along the west side of Goldwyn Terrace, approximately 150 feet north of West Washington Boulevard			
Source of Peak Noise: Street traffic along Venice Boulevard and Motor Ave.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
59.6	55.6	78.5	86.1

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	1/4/2016	
	Microphone	Larson Davis	2561	1012	1/4/2016	
	Preamp	Larson Davis	PRM828	2533	1/4/2016	
	Calibrator	Larson Davis	CA250	0216	1/4/2016	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.00		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (hPa)
	< 5 MPH	71°	29.99 in

Photo of Measurement Location

APPENDIX B: TRAFFIC NOISE

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 174574
Project Name: 10375 Washington Blvd
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Ganddini (2018)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Washington Blvd													
West of Overland Avenue	4	0	27,400	35	0.5	1.8%	0.7%	65.1	-	76	164	353	75
Overland Avenue to Motor Avenue	4	0	28,700	35	0.5	1.8%	0.7%	65.3	-	78	169	364	75
East of Motor Avenue	4	0	23,900	35	0.5	1.8%	0.7%	64.5	-	69	150	322	75
Overland Avenue													
North of Washington Boulevard	4	0	26,300	35	0.5	1.8%	0.7%	64.9	-	74	160	344	75
Motor Avenue													
Washington Boulevard to Venice Boulevard	2	0	11,550	35	0.5	1.8%	0.7%	61.2	-	42	90	193	75
North of Venice Boulevard	2	0	16,400	35	0.5	1.8%	0.7%	62.7	-	53	113	244	75
Venice Boulevard													
West of Motor Avenue	6	0	36,200	35	0.5	1.8%	0.7%	66.7	-	97	209	451	75
East of Motor Avenue	6	0	34,400	35	0.5	1.8%	0.7%	66.5	-	94	202	435	75

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 174574
Project Name: 10375 Washington Blvd
Scenario: Existing + Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Ganddini (2018)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Washington Blvd													
West of Overland Avenue	4	0	27,500	35	0.5	1.8%	0.7%	65.1	-	76	164	354	75
Overland Avenue to Motor Avenue	4	0	29,000	35	0.5	1.8%	0.7%	65.3	-	79	170	367	75
East of Motor Avenue	4	0	23,900	35	0.5	1.8%	0.7%	64.5	-	69	150	322	75
Overland Avenue													
North of Washington Boulevard	4	0	26,400	35	0.5	1.8%	0.7%	64.9	-	74	160	345	75
Motor Avenue													
Washington Boulevard to Venice Boulevard	2	0	11,800	35	0.5	1.8%	0.7%	61.3	-	42	91	196	75
North of Venice Boulevard	2	0	16,400	35	0.5	1.8%	0.7%	62.7	-	53	113	244	75
Venice Boulevard													
West of Motor Avenue	6	0	36,300	35	0.5	1.8%	0.7%	66.7	-	97	210	451	75
East of Motor Avenue	6	0	34,500	35	0.5	1.8%	0.7%	66.5	-	94	203	436	75

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 174574
Project Name: 10375 Washington Blvd
Scenario: Cumulative

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Ganddini (2018)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Washington Blvd													
West of Overland Avenue	4	0	27,700	35	0.5	1.8%	0.7%	65.1	-	77	165	356	75
Overland Avenue to Motor Avenue	4	0	29,000	35	0.5	1.8%	0.7%	65.3	-	79	170	367	75
East of Motor Avenue	4	0	24,100	35	0.5	1.8%	0.7%	64.5	-	70	151	324	75
Overland Avenue													
North of Washington Boulevard	4	0	26,600	35	0.5	1.8%	0.7%	65.0	-	75	161	346	75
Motor Avenue													
Washington Boulevard to Venice Boulevard	2	0	11,650	35	0.5	1.8%	0.7%	61.2	-	42	90	195	75
North of Venice Boulevard	2	0	16,600	35	0.5	1.8%	0.7%	62.7	-	53	114	246	75
Venice Boulevard													
West of Motor Avenue	6	0	36,600	35	0.5	1.8%	0.7%	66.7	-	98	211	454	75
East of Motor Avenue	6	0	34,700	35	0.5	1.8%	0.7%	66.5	-	94	203	438	75

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 174574
Project Name: 10375 Washington Blvd
Scenario: Cumulative + Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Ganddini (2018)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Washington Blvd													
West of Overland Avenue	4	0	27,800	35	0.5	1.8%	0.7%	65.2	-	77	166	357	75
Overland Avenue to Motor Avenue	4	0	29,300	35	0.5	1.8%	0.7%	65.4	-	80	171	369	75
East of Motor Avenue	4	0	24,100	35	0.5	1.8%	0.7%	64.5	-	70	151	324	75
Overland Avenue													
North of Washington Boulevard	4	0	26,700	35	0.5	1.8%	0.7%	65.0	-	75	161	347	75
Motor Avenue													
Washington Boulevard to Venice Boulevard	2	0	11,900	35	0.5	1.8%	0.7%	61.3	-	43	92	197	75
North of Venice Boulevard	2	0	16,600	35	0.5	1.8%	0.7%	62.7	-	53	114	246	75
Venice Boulevard													
West of Motor Avenue	6	0	36,700	35	0.5	1.8%	0.7%	66.7	-	98	211	455	75
East of Motor Avenue	6	0	34,800	35	0.5	1.8%	0.7%	66.5	-	95	204	439	75

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

APPENDIX C: CONSTRUCTION NOISE

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/24/2017
Case Description: 10375 Washington Boulevard - Demolition Noise

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	19.3	0.0
Backhoe	No	40		77.6	58.1	0.0
Backhoe	No	40		77.6	96.8	0.0
Dozer	No	40		81.7	135.6	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	97.8	90.9	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	76.3	72.3	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	71.8	67.8	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	73.0	69.0	N/A	N/A	N/A	N/A	N/A	N/A
Total	97.8	91.0	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)

	Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	N/A	N/A	N/A	N/A

N/A	N/A	N/A	N/A	N/A	N/A	N/A

Michael Baker

INTERNATIONAL

AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT

FOR THE

10375 W. WASHINGTON BOULEVARD

MIXED-USE PROJECT

CITY OF LOS ANGELES, CALIFORNIA

APRIL 9, 2020

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APPENDIX
Appendix A: CalEEMod Output Files

This report documents the results of an air quality and greenhouse gas emissions assessment completed for the 10375 West Washington Boulevard Mixed-Use Project (project), a 0.83-acre redevelopment project in Los Angeles, California. The purpose of this assessment is to estimate project-generated criteria air pollutant and greenhouse gas emissions and to determine the level of impact the project would have on the environment.

1.1 PROJECT LOCATION

The project site is located in Los Angeles, California, between Overland Avenue and Culver Boulevard. The site fronts West Washington Boulevard. The project site is surrounded by production studios to the south, and a combination of offices, commercial businesses, residences, and churches to the north, east, and west. The nearest existing residences border the project's northern and eastern property lines. Major transportation facilities in the vicinity of the proposed project site include Interstate 10 located approximately one mile to the east, Venice Boulevard approximately 0.1 mile to the north and West Washington Boulevard fronting the site; refer to Exhibit 1, *Regional Vicinity*, and Exhibit 2, *Site Vicinity*.

1.2 PROJECT DESCRIPTION

The project consists of a total of 139 apartment dwelling units and 1,969 square feet of ground-floor retail replacing an 8,534 square foot automobile care center currently operating on the project site at the northeast corner of the Motor Avenue/Washington Boulevard intersection. The project would provide for 158 parking stalls within a proposed below-grade parking structure on the project site; refer to Exhibit 3, *Site Plan*.

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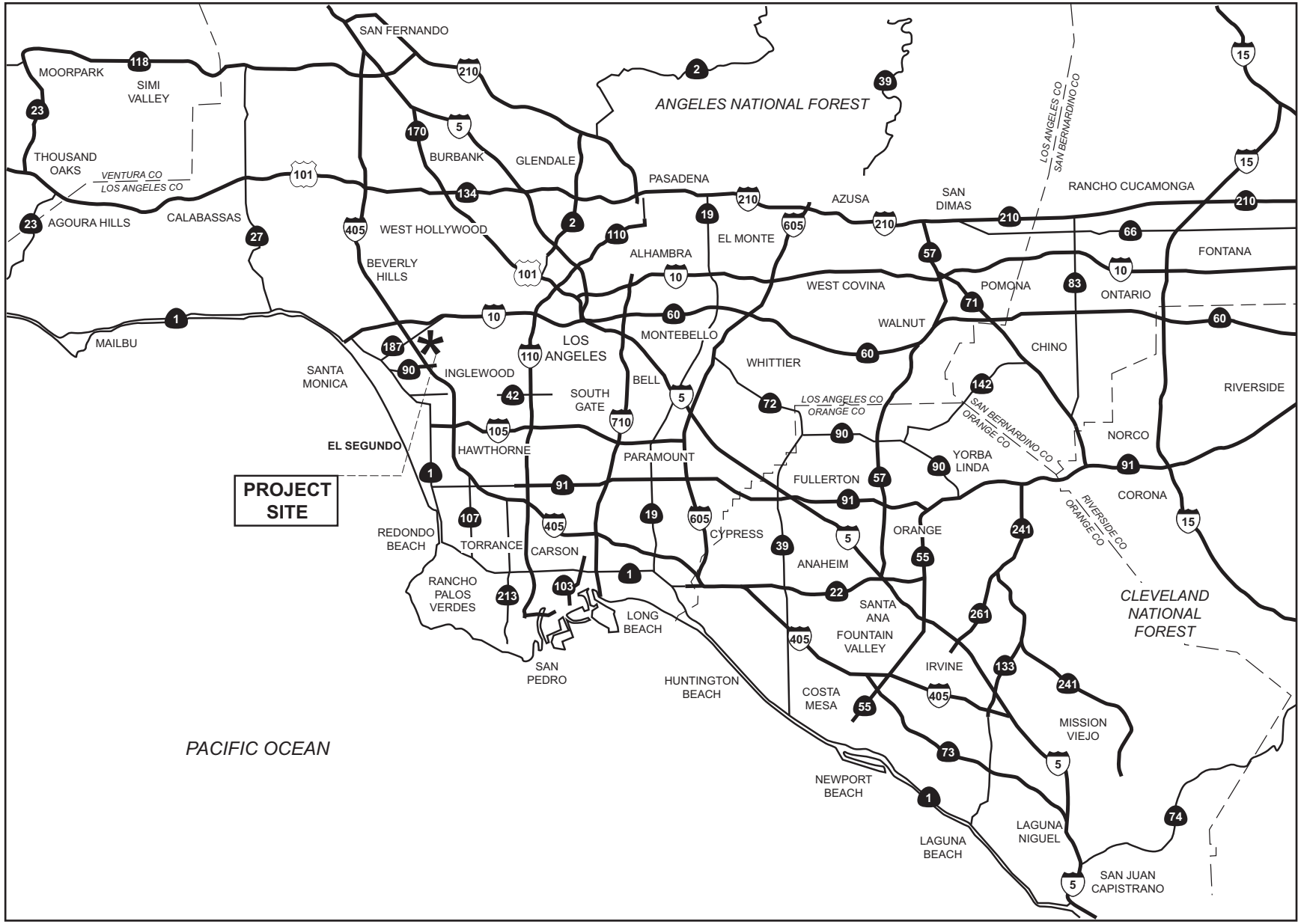

NOT TO SCALE

Michael Baker INTERNATIONAL

02/17 | JN 158495

AIR QUALITY / GREENHOUSE GAS ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Regional Vicinity

Exhibit 1

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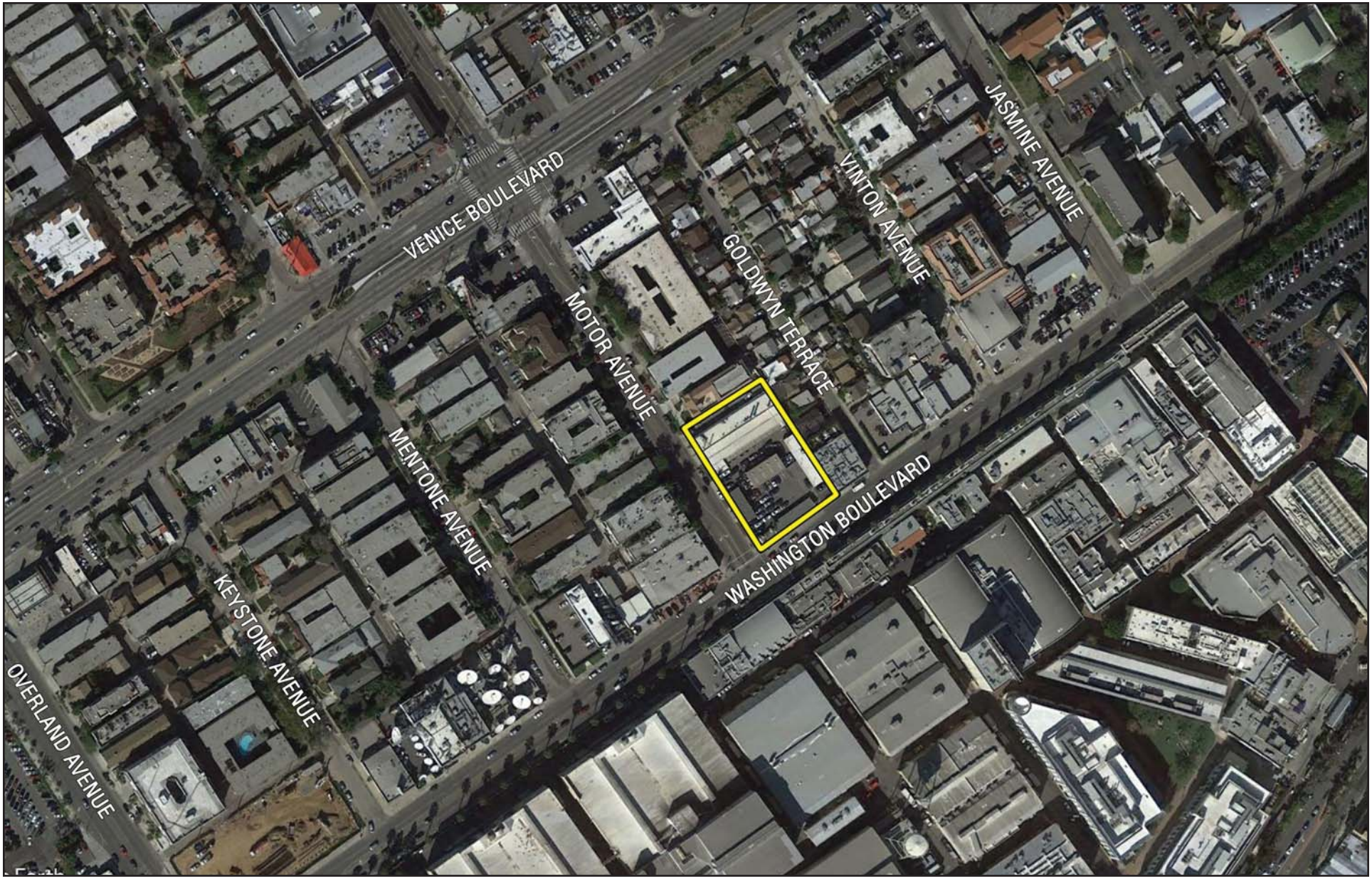

Source: Goolge Earth, 2017.
- Project Site

NOT TO SCALE

Michael Baker INTERNATIONAL

02/17 | JN 158495

AIR QUALITY / GREENHOUSE GAS ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Site Vicinity

Exhibit 2

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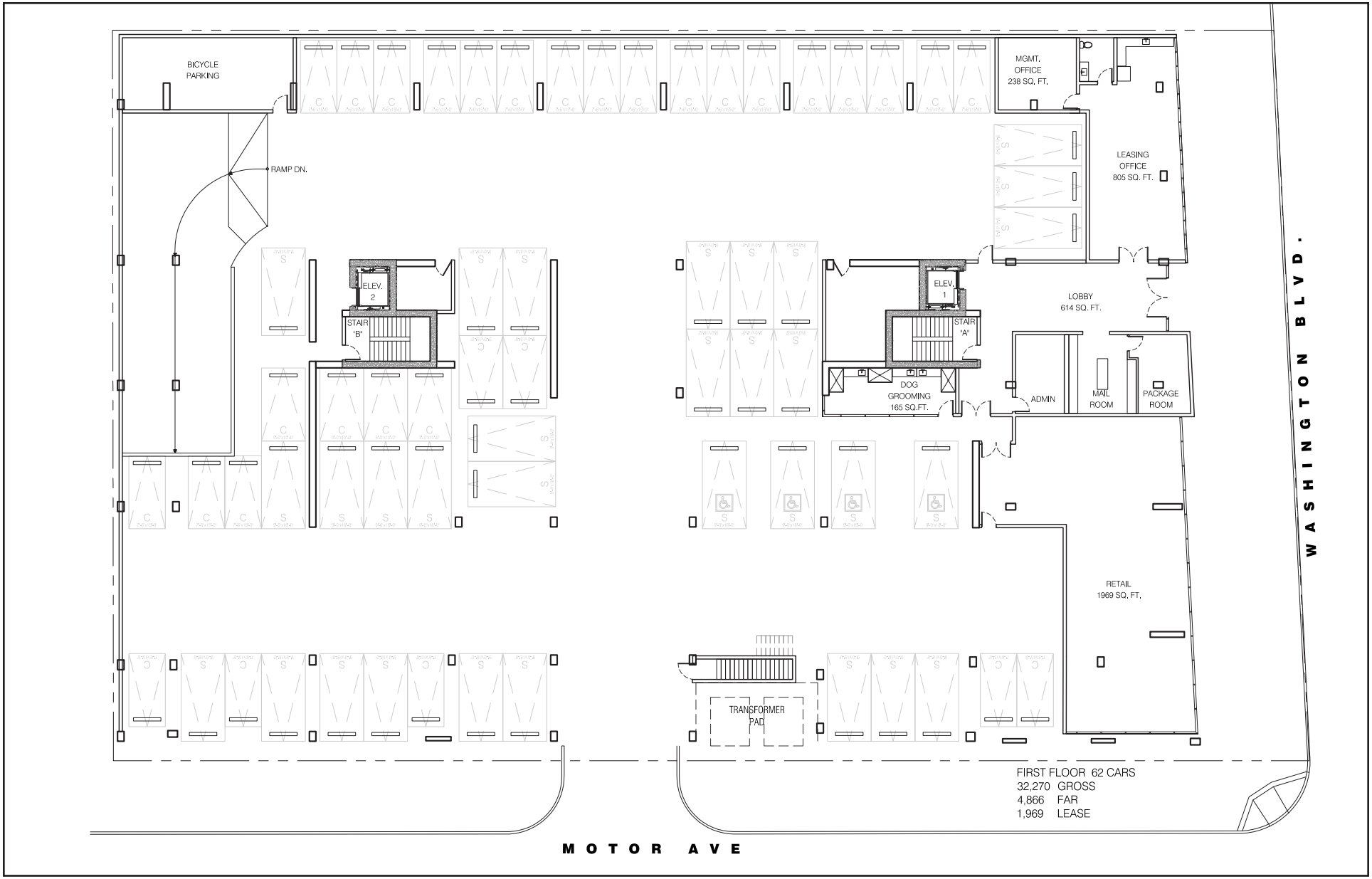

Source: KEVIN TSAI ARCHITECTURE, August 5, 2019

NOT TO SCALE

Michael Baker INTERNATIONAL

08/19 I JN 174574

AIR QUALITY / GREENHOUSE GAS ASSESSMENT
10375 WEST WASHINGTON BOULEVARD MIXED-USE PROJECT

Site Plan

Exhibit 3

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2.1 AIR QUALITY SETTING

Air quality in a region is determined by the region's topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the South Coast Air Basin (SoCAB), which encompasses the project site.

AIR BASIN CHARACTERISTICS

South Coast Air Basin

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. Los Angeles lies in the SoCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter (SCAQMD 1993).

Temperature and Precipitation

The air basin is part of a semi-permanent high pressure zone in the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The annual average temperature varies little throughout the 6,645-square-mile SoCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas (SCAQMD 1993).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 1993).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SoCAB, combined with other

meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 1993).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Los Angeles (SCAQMD 1993).

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), lead, and fugitive dust are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone [O_3] is formed by a chemical reaction between ROG and NOx in the presence of sunlight). O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in Table 1, *Criteria Air Pollutants Summary of Common Sources and Effects*.

TABLE 1
CRITERIA AIR POLLUTANTS SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3 and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.

TABLE 1 (CONTINUED)
CRITERIA AIR POLLUTANTS SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM_{10} & $PM_{2.5}$)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, SO_2 converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA 2013

AMBIENT AIR QUALITY

Criteria Air Pollutant Monitoring Data

Ambient air quality in Los Angeles can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections in the vicinity of Los Angeles are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SoCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Particulate matter (PM_{10} and $PM_{2.5}$) and O_3 are pollutants of particular concern in the SoCAB. The West Los Angeles-VA Hospital air quality monitoring station is the closest station to the project site (approximately 3.88 miles to the northwest) that monitors ambient concentrations of O_3. The closest stations to monitor ambient concentrations of PM_{10} and $PM_{2.5}$ are the Los Angeles-Westchester Parkway monitoring station (approximately 4.55 miles to the southwest) and the Los Angeles-North Main Street monitoring station (approximately 10.61 miles to the northeast), respectively. The ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations in Los Angeles.

Local air quality data from 2016 to 2018 is provided in Table 2, *Summary of Ambient Air Quality Data*. Table 2 lists the monitored maximum concentrations and number of exceedances of federal/state air quality standards for each year.

TABLE 2
SUMMARY OF AMBIENT AIR QUALITY DATA

Pollutant Standards	2016	2017	2018
Ozone (O_3)[1]			
Max 1-hour concentration (ppm)	0.085	0.099	0.094
Max 8-hour concentration (ppm) (state/federal)	0.073 / 0.073	0.077 / 0.077	0.074 / 0.073
Number of days above state 1-hr standard	0	1	0
Number of days above state/federal 8-hour standard	2 / 2	3 / 3	2 / 2
Respirable Particulate Matter (PM_{10})[2]			
Max 24-hour concentration (µg/m3) (state/federal)	43.9 / 43.0	46.5 / 46.5	45.1 / 45.3
Number of days above state/federal standard	0 / 0	0 / 0	0 / 0
Fine Particulate Matter ($PM_{2.5}$)[3]			
Max 24-hour concentration (µg/m3) (state/federal)	49.4 / 44.3	61.7 / 54.9	65.3 / 61.4
Number of days above federal standard	2	6	6

Source: CARB 2019a

Notes: µg/m3 = micrograms per cubic meter; ppm = parts per million

1. *Data collected from the West Los Angeles-VA Hospital monitoring station located at Wilshire Boulevard and Sawtelle, Los Angeles, CA 90025.*
2. *Data collected from the Los Angeles-Westchester Parkway monitoring station located at 7201 W. Westchester Parkway, Los Angeles, CA 90045.*
3. *Data collected from the Los Angeles-North Main Street monitoring station located at 1630 North Main Street, Los Angeles, CA 90012.*

The attainment status for the SoCAB is included in Table 3, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Areas for which there is insufficient data available are designated unclassified. The region is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for state O_3, PM_{10}, and $PM_{2.5}$ standards (CARB 2017).

TABLE 3
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State Designation	Federal Designation
Ozone (O_3)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Attainment/Serious Maintenance
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Serious Maintenance

TABLE 3 (CONTINUED)
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State Designation	Federal Designation
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Primary Maintenance
Sulfur Dioxide (SO_2)	Attainment	Unclassified/Attainment

Source: CARB 2017 and EPA 2019

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

2.2 REGULATORY FRAMEWORK

Federal

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the US Environmental Protection Agency (EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 3 lists the federal attainment status of the SoCAB for the criteria pollutants.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 188 substances are listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of Maximum Achievable Control Technologies (MACTs) for major sources of HAPs in each source category. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The state has formally

identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

State

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) is a state-wide program enacted in 1987. AB 2588 requires facilities that exceed recommended Office of Environmental Health Hazard Assessment (OEHHA) levels to reduce risks to acceptable levels.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by EPA as hazardous air pollutants and by CARB as toxic air contaminants. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.

In September 2000, CARB adopted a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce diesel PM emissions and the associated health risk by 75 percent in 2010 and by 85 percent by 2020. As part of this plan, CARB identified Airborne Toxic Control Measures (ATCM) for mobile and stationary emissions sources. Each ATCM is codified in the California Code of Regulations, including the ATCM to limit diesel-fueled commercial motor vehicle idling, which puts limits on idling time for large diesel engines (13 CCR Chapter 10 Section 2485).

California Clean Air Act

The California Clean Air Act (CCAA) allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the California ambient air quality standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

In addition to standards set for the six criteria pollutants, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Further, in addition to primary and secondary ambient air quality standards, the State has established a set of episode criteria for O_3, CO, NO_2, SO_2, and particulate matter. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Table 3 above lists the state attainment status of the SoCAB for the criteria pollutants.

California State Implementation Plan

The federal Clean Air Act (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the national ambient air quality standards revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the Clean Air Act. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. The 2016 Air Quality Management Plan (2016 AQMP) is the SIP for the SoCAB. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SoCAB and those portions of the Salton Sea Air Basin (SSAB) that are under the SCAQMD's jurisdiction. The 2016 AQMP represents a new approach, focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts is to reduce emissions from mobile sources. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2016 AQMP includes integrated strategies and measures to meet the NAAQS.

Senate Bill 1889, Accidental Release Prevention Law/California Accidental Release Prevention Program

Senate Bill (SB) 1889 required California to implement a new federally mandated program governing the accidental airborne release of chemicals promulgated under Section 112 of the Clean Air Act. Effective January 1, 1997, the California Accidental Release Prevention Law (CalARP) replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities that contain specified hazardous materials, known as regulated substances, which if involved in an accidental release, could result in adverse offsite consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

Local

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the

SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

South Coast Air Quality Management District Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the proposed project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

City of Los Angeles General Plan

The Air Quality Element of the City's General Plan (1992) summarizes air quality issues in the basin, discusses air quality-related plans and programs administered by federal, state, and special

purpose agencies, and establishes goals and policies to improve air quality. The following goals and policies are potentially relevant to the project:

- Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.
- Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques.
- Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures, including passive methods such as site orientation and tree planting.

2.3 AIR QUALITY IMPACT ASSESSMENT

THRESHOLDS OF SIGNIFICANCE

California Environmental Quality Act

In accordance with guidance provided in Appendix G to the California Environmental Quality Act (CEQA) Guidelines, the project could have a significant impact if it were to:

1) Conflict with or obstruct implementation of the applicable air quality plan.
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
3) Expose sensitive receptors to substantial pollutant concentrations.
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

City of Los Angeles CEQA Thresholds Guide

As set forth in the City of Los Angeles *L.A. CEQA Thresholds Guide*, the determination of significance related to air quality during construction shall be made on a case-by-case basis considering the following factors:

1) Combustion Emissions from Construction Equipment
   a) Type, number of pieces and usage for each type of construction equipment;
   b) Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
   c) Emission factors for each type of equipment.
2) Fugitive Dust

3) Grading, Excavation and Hauling
   a) Amount of soil to be disturbed on-site or moved off-site;
   b) Emission factors for disturbed soil;
   c) Duration of grading, excavation and hauling activities;
   d) Type and number of pieces of equipment to be used; and
   e) Projected haul route.

4) Heavy-Duty Equipment Travel on Unpaved Roads
   a) Length and type of road;
   b) Type, number of pieces, weight and usage of equipment; and
   c) Type of soil.

5) Other Mobile Source Emissions
   a) Number and average length of construction worker trips to project site, per day; and
   b) Duration of construction activities.

As set forth in the City of Los Angeles *L.A. CEQA Thresholds Guide*, a proposed project would normally have a significant impact on air quality from project operations if any of the following would occur:

1) Operational emissions exceed 10 tons per year of volatile organic gases or any of the SCAQMD daily thresholds listed below in Table 4;

2) Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

   a) The proposed project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or
   b) The incremental increase due to the project is equal to or greater than 1.0 ppm for the California
   c) 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

3) The project creates an objectionable odor at the nearest sensitive receptor.

SCAQMD Thresholds

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4, *SCAQMD Regional Significance Thresholds – Pounds per Day*.

TABLE 4
SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS – POUNDS PER DAY

Air Pollutant	Construction Activities	Operations
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_x)	100	55
Sulfur Oxides (SO_x)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: SCAQMD 1993 ($PM_{2.5}$ threshold adopted June 1, 2007)

CO Hotspot Analysis

In addition to the daily thresholds listed above, development associated with the proposed project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million
- 8-hour = 9 parts per million

The significance of localized impacts depends on whether ambient CO levels in the vicinity of the project site are above state and federal CO standards. The SoCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. Los Angeles is located within SCAQMD SRA 2. Table 5, *Local Significance Thresholds (Construction / Operations)*, shows the LSTs for a 1-acre, 2-acre, and 5-acre project site in SRA 2 with sensitive receptors located within 25 meters of the project site.

TABLE 5
LOCAL SIGNIFICANCE THRESHOLDS (CONSTRUCTION / OPERATIONS)

Project Size	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
1 Acre	103 / 103	562 / 562	4 / 1	3 / 1
2 Acres	147 / 147	827 / 827	6 / 2	4 / 1
5 Acres	221 / 221	1,531 / 1,531	13 / 3	6 / 2

Source: SCAQMD 2009

Toxic Air Contaminant Thresholds

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.
- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard.
- Any project that could emit an air contaminant not currently regulated by a SCAQMD rule, but that is on the federal or state air toxics list.

METHODOLOGY

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

PROJECT IMPACTS AND MITIGATION MEASURES

Conflict with the 2016 Air Quality Management Plan

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016-2040 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The project is subject to the SCAQMD's 2016 AQMP.

Criteria for determining consistency with the 2016 AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the 2016 AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the 2016 AQMP or increments based on the years of the project build-out phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As shown in Table 6 and Table 7 below, the project would not exceed the short-term construction standards or long-term operational standards and in so doing would not violate any air quality standards. Thus, no impact is expected, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project is consistent with the land use designation and development density presented in the City of Los Angeles' General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the 2016 AQMP. Thus, no impact would occur, as the project is also consistent with the second criterion.

Short-Term Construction-Generated Pollutant Emissions Resulting in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for which the Project Region is Nonattainment

Regional Construction Significance Analysis

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from demolition, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment

and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the proposed project is estimated to last approximately 6 months. Approximately 684 tons of demolition material would be generated by the removal of the existing surface parking lot and building. In addition, the project would require the net export of approximately 24,000 cubic yards of soil during the grading/site preparation phases. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Construction-generated emissions associated the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the proposed project are summarized in Table 6, *Construction-Related Emissions*. As shown, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above, to further reduce specific construction-related emissions.

TABLE 6
CONSTRUCTION-RELATED CRITERIA EMISSIONS

Construction Year	Pollutant (pounds per day) [1, 2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2020	11.90	52.14	23.95	0.13	3.65	1.61
SCAQMD Potentially Significant Impact Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

1. *Emissions were calculated using CalEEMod, as recommended by the SCAQMD.*
2. *The reduction/credits for construction emissions are based on measures included in CalEEMod and as required by the SCAQMD through Rule 403. This includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.*

Refer to Appendix A for Model Data Outputs.

Long-Term Operational Emissions of Air Pollutants Resulting in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for which the Project Region is Nonattainment

Regional Operational Significance Analysis

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural

coatings. Long-term operational emissions attributable to the proposed project are summarized in in Table 7, *Long-Term Operational Emissions*.

As shown in Table 7, the project's net emissions would not exceed SCAQMD thresholds for any criteria air pollutants. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, O_3 formation, etc.) Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

TABLE 7
LONG-TERM OPERATIONAL EMISSIONS

Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Proposed Project (139 apartments and 1,969 SF retail)						
Summer Emissions	5.25	9.76	33.35	0.09	5.94	1.82
Winter Emissions	5.20	9.95	32.34	0.08	5.94	1.82
Existing Baseline (8,534 SF auto care center)						
Summer Emissions	0.48	1.21	2.61	0.01	0.59	0.16
Winter Emissions	0.47	1.22	2.59	0.01	0.59	0.16
Difference						
Summer Emissions	4.77	8.55	30.74	0.08	5.35	1.66
Winter Emissions	4.73	8.73	29.75	0.07	5.35	1.66
SCAQMD Potentially Significant Impact Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs, and NO_X affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Localized Construction Significance Analysis

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects.

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres construction would likely disturb per day. SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. Based on the CalEEMod run for the project, the project is anticipated to disturb up to 5 acres during the grading phase. The grading phase would take approximately 10 days to complete. As such, the project would actively disturb approximately 0.5-acre per day (5 acres divided by 10 days). Therefore, the LST thresholds for one acre was utilized for the construction LST analysis.

The closest sensitive receptors are residential uses adjacent to the project's northern and eastern property lines. This sensitive land use may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Notwithstanding, the SCAQMD Methodology explicitly states: "*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*" Therefore, as the closest sensitive receptors are adjacent to the project site, the LST values for 25 meters were utilized in this analysis.

Table 8, *Localized Construction Emissions*, shows the localized construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 2. It is noted that the localized emissions presented in Table 8 are less than those in Table 6 because localized emissions include only on-

site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As shown in Table 8, the project's localized construction emissions would not exceed the LSTs for SRA 2 with adherence to SCAQMD rules and requirements. Therefore, localized significance impacts from construction would be less than significant.

TABLE 8
LOCALIZED SIGNIFICANCE OF CONSTRUCTION EMISSIONS

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	7.87	7.62	1.27	0.57
Site Preparation	8.43	4.09	0.97	0.38
Grading	7.87	7.62	1.31	0.86
Building Construction, Paving, and Architectural Coatings	17.76	16.33	1.03	0.96
SCAQMD Localized Screening Threshold[1]	103	562	4	3
Significant?	**No**	**No**	**No**	**No**

Notes:

1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 0.5-acre; therefore, the threshold for one-acre was used) and a distance of 82-feet (25) meters to the closest sensitive receptor within SRA 2.

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Therefore, in the case of the proposed project, the operational phase LST protocol does not need to be applied.

Carbon Monoxide Hotspots

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

The SoCAB is designated as an attainment/serious maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions (EPA 2018). Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the CEQA Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 ppm, which is the 8-hour CAAQS. As previously discussed, the site is located within SRA 2, Northwest Coastal Los Angeles County. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The closest monitoring station representative of SRA 2 is the West Los Angeles-VA Hospital monitoring station, which is located approximately 3.88 miles northwest of the site. The highest one-hour CO concentration at the West Los Angeles-VA Hospital monitoring station was measured at 1.58 ppm in 2018. As such, the background CO concentration near the project does not exceed or approach the 9.0 ppm threshold and a CO hotspot would not occur. Therefore, CO hotspot impacts would be less than significant in this regard.

Diesel Particulate Matter

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

Additionally, construction activities would occur in an area of less than 5 acres. CARB generally considers construction projects contained in a site of such size to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

Localized Air Quality Health Impacts

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotpots would not occur as a result of the proposed project. Therefore, the project would not exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, or $PM_{2.5}$. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, air quality health impacts would be less than significant in this regard.

Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for air quality includes Los Angeles and the SoCAB. The SoCAB is designated as a nonattainment area for federal standards of O_3 and $PM_{2.5}$. The SoCAB is designated as a nonattainment area for state standards of O_3, PM_{10}, and $PM_{2.5}$. The SoCAB is designated as being unclassified and/or attainment for all other pollutants. Cumulative growth in population and vehicle use could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Result in a Cumulatively Considerable Net Increase in Nonattainment Criteria Pollutant

The SCAQMD's approach to assessing cumulative impacts is based on the 2016 AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. As discussed earlier, the proposed project would be consistent with the 2016 AQMP, which is intended to bring the SoCAB into attainment for all criteria pollutants, since the construction and operational emissions calculated for the proposed project do not exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts would not be significant.

3.1 GREENHOUSE GAS EMISSIONS SETTING

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (IPCC 2014).

Table 9, *Greenhouse Gases*, describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2 (IPCC 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weight each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013).

TABLE 9
GREENHOUSE GASES

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.[1]
Methane (CH_4)	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about12 years.[2]
Nitrous Oxide (N_2O)	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.[3]

Sources: [1] EPA 2016a, [2] EPA 2016b, [3] EPA 2016c

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors. California is a substantial contributor of global GHGs, emitting over 420 million metric tons of CO_2e per year (CalEPA 2019). In the state, the transportation sector is the largest emitter of GHGs, followed by industrial operations (CARB 2019b).

Emissions of CO_2 are by-products of fossil fuel combustion. CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. Carbon dioxide sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing carbon dioxide from the atmosphere.

3.2 REGULATORY FRAMEWORK

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

The state of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions statewide. Although lead agencies must evaluate climate change and GHG emissions of projects subject to CEQA, the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or specific thresholds of significance and do not specify GHG reduction mitigation measures. Instead, the guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. No state agency has promulgated binding regulations for analyzing GHG emissions, determining

their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

California Global Warming Solutions Act (Assembly Bill 32)

The primary act that has driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

CARB Scoping Plan

On December 11, 2008, CARB adopted its initial Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's first Scoping Plan contains the main strategies California will implement to reduce CO_2eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO_2eq under a business as usual (BAU)[1] scenario. This is a reduction of 42 million MT CO_2eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

[1] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.

- *Increased Renewable Energy:* California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables by 2030, as required under SB 350.

- *Slashing Super-Pollutants:* The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.

- *Cleaner Industry and Electricity:* California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.

- *Cleaner Fuels:* The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.

- *Smart Community Planning:* Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

- *Improved Agriculture and Forests:* The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Amendments to California Global Warming Solutions Act of 2006: Emission Limit (Senate Bill 32

Signed into law in September 2016, SB 32 codifies the 2030 target in the recent Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;

- By 2020, reduce GHG emissions to 1990 levels; and

- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Table 10, *California State Climate Change Legislation*, provides a brief overview of other California legislation relating to climate change that may affect emissions associated with the proposed project.

Local

Southern California Association of Governments

On April 7, 2016, the SCAG Regional Council adopted the *2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy* (2016-2040 RTP/SCS). The 2016-2040 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2016-2040 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

TABLE 10
CALIFORNIA STATE CLIMATE CHANGE LEGISLATION

Legislation	Description
Assembly Bill 1493 and Advanced Clean Cars Program	Assembly Bill 1493 ("the Pavley Standard") (Health and Safety Code Sections 42823 and 43018.5) aims to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.
Low Carbon Fuel Standard	Executive Order S-01-07 (2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The regulation took effect in 2010 and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The Low Carbon Fuel Standard will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020.
Renewables Portfolio Standard (Senate Bill X1-2 & Senate Bill 350)	California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. The passage of Senate Bill 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030.

TABLE 10 (CONTINUED)
CALIFORNIA STATE CLIMATE CHANGE LEGISLATION

Legislation	Description
	The bill will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities.
Senate Bill 375*	SB 375 took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established in AB 32. SB 375 requires metropolitan planning organizations to incorporate a sustainable communities strategy in their regional transportation plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.
California Building Energy Efficiency Standards	California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the CCR and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2016 Title 24 standards, which became effective on January 1, 2017. The 2016 standards continue to improve upon the 2013 Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings. Compliance with Title 24, Part 6 is enforced through the building permit process. Additionally, the 2019 Title 24 standards will take effect on January 1, 2020. Under 2019 Title 24 standards, nonresidential buildings will use about 30 percent less energy, mainly due to lighting upgrades, when compared to 2016 Title 24 standards. Further, 2019 Title 24 standards would require installation of solar photovoltaic panels within residential developments, which would reduce energy usage by 53 percent compared to the 2016 Title 24 standards.[1,2,3]
California Green Building Standards	The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017.

Notes:
** Senate Bill 375 is codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01, as well as at Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2.*
1. California Energy Commission, 2016 Building Energy Efficiency Standards, www.energy.ca.gov/title24/2016standards/, accessed August 28, 2019.
2. California Energy Commission, 2019 Building Energy Efficiency Standards, https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf, accessed August 28, 2019.
3. California Energy Commission, 2019 Building Energy Efficiency Standards Fact Sheet, March 2018.

Green New Deal

In April 2019, Mayor Eric Garcetti released *L.A.'s Green New Deal: Sustainable City Plan 2019* (Green New Deal), a program of actions designed to create sustainability-based performance targets through 2050 designed to advance economic, environmental, and equity objectives. Climate mitigation is one of eight explicit benefits that help define its strategies and goals. These

include GHG emissions through near-term outcomes:

- Reduce 91.5 percent of GHG emissions by 2050.
- Reduce municipal GHG emissions 55 percent by 2025, 65 percent by 2035, and carbon neutrality by 2045.
- Establish a pathway to derive 100 percent of LADWP's electricity from renewable sources by 2045.
- Develop a comprehensive climate action and adaption plan, including an annual standardized GHG inventory.
- Work with other cities to establish standardization of municipal and community-wide GHG inventory reporting.
- Accelerate the decarbonization of the electricity grid.
- A zero carbon buildings mandate to ensure all buildings are emissions free by 2050.

3.3 GREENHOUSE GAS EMISSIONS IMPACT ASSESSMENT

THRESHOLDS OF SIGNIFICANCE

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).[2] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[3]

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Nor have the SCAQMD, CARB, or any other state or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG

2 See Generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. Available at https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed August 28, 2019.

3 14 CCR Section 15064(h)(3).

emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Appendix G to the State CEQA Guidelines

The impact analysis provided below is based on the application of the CEQA Guidelines Appendix G, which indicates that a project would have a significant impact on air quality if it would:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

METHODOLOGY

GHG-related emissions were modeled using CalEEMod. As previously stated, quantification of the project's GHG emissions is provided for informational purposes and the sole basis for determining the significance of the project's GHG-related impacts is based on consistency with statewide, regional, and local plans. Therefore, the project's consistency with the City of Los Angeles's Green New Deal and the 2016-2040 RTP/SCS is analyzed below.

Generation of Greenhouse Gas Emissions

Construction GHG Emissions

The proposed project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in Table 11, *Construction-Related Greenhouse Gas Emissions -- Metric Tons per Year*.

TABLE 11
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS -- METRIC TONS PER YEAR

Construction	CO_2e
Total Construction	363.14

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs. Note: No mitigation was applied to construction equipment.

As shown, project construction would result in the generation of approximately 363.14 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

Operation GHG Emissions

Table 12, *Project Greenhouse Gas Emissions – Project Operation -- Metric Tons per Year*, summarizes the GHG emissions associated with proposed project operations. As shown, the project would result in the generation of approximately 1,362.65 metric tons of CO_2e annually over existing conditions.

TABLE 12
PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION -- METRIC TONS PER YEAR

Emissions Source	CO_2e
Proposed Project *(139 apartments, 1,969 SF retail, and 158 parking stalls)*	
Construction Amortized over 30 Years	12.10
Area Source	32.62
Energy	269.52
Mobile	1,158.52
Waste	17.57
Water & Wastewater	55.61
Total	**1,533.84**
Existing Baseline *(8,534 SF auto care center)*	
Area Source	0.00
Energy	30.43
Mobile	127.76
Waste	8.19
Water & Wastewater	4.81
Total	**171.19**
Difference	
Total	**1,362.65**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Conflict with Applicable Greenhouse Gas Reduction Plan

L.A.'s Green New Deal

The project would be substantially consistent with the targets in the Green New Deal designed to move the City to a carbon neutral future. As illustrated in Table 13, *Project Consistency with the Green New Deal* the project does not conflict with applicable strategies from the plan or impede the City from achieving any targets identified in the Green New Deal.

TABLE 13
PROJECT CONSISTENCY WITH THE GREEN NEW DEAL

Target	Project Consistency
Chapter 3: Local Water	
Reduce potable water use per capita by 22.5% by 2025; 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	**Consistent.** The project would be required to install water-conserving plumbing fixtures in accordance with 2019 Title 24 standards and CALGreen.
Chapter 4: Clean and Healthy Buildings	
Reduce building energy use per square foot for all building types 22% by 2025; 34% by 2035; and 44% by 2050 (from a baseline of 68 mBTU/aqft in 2015).	**Consistent.** The project would comply with 2019 Title 24 standards which would reduce residential energy usage by 53 percent and nonresidential energy usage by 30 percent compared to the 2016 Title 24 standards.
All new buildings will be net zero carbon by 2030 and 100% of buildings will be net zero carbon by 2050.	**Consistent.** The project would comply with requirements that are designed to reduce GHG emissions over time, including CALGreen, Title 24, and other increasingly stringent energy conservation programs. The project would help the City move toward a net zero carbon future.
Chapter 5: Housing & Development	
Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.	**Consistent.** The project consists of 139 apartment dwelling units and 1,969 square feet of ground-floor retail and therefore would support construction of new housing.
Ensure 57% of new housing units are built within 1,500 feet of transit by 2025; and 75% by 2035.	**Consistent.** Multiple bus stops are located within 1,500 feet of the project site.
Chapter 6: Mobility & Public Transit	
Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35% by 2025, 50% by 2035, and maintain at least 50% by 2050.	**Consistent.** The project would be located within walking distance (i.e. quarter-mile) to multiple bus stops. Additionally, the project would provide bicycle parking spaces equivalent to 5 percent of the tenant vehicular parking spaces as part of its compliance with the CALGreen Code.
Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	**Consistent.** The project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles. The project would be required to designate parking spaces for carpool and/or alternative-fueled vehicles, as well as install electric vehicle charging spaces, in compliance with CALGreen. Furthermore, the project would also reduce VMT as a result of its urban location, with access to public transportation

TABLE 13 (CONTINUED)
PROJECT CONSISTENCY WITH THE GREEN NEW DEAL

Target	Project Consistency
	within a quarter-mile of the project site, and its proximity to other destinations including off-site residential, restaurants, and retail.
Chapter 7: Zero Emission Vehicles	
Increase the percentage of electric and zero emission vehicles in the City to 25% by 2025; 80% by 2035; and 100% by 2050.	**Consistent.** The project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles. The project would be required to designate parking spaces for carpool and/or alternative-fueled vehicles, as well as install electric vehicle charging spaces, in compliance with CALGreen.
Chapter 9: Water & Resource Recovery	
Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050.	**Consistent.** The project would participate in City trash services, including separating trash from recycling through the use of blue and green recycling bins provided by the Los Angeles Sanitation Department.
Reduce municipal solid waste generation per capita by at least 15% by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 lbs. of waste generate per capita per day in 2011).	**Consistent.** Refer to response above.
Eliminate organic waste going to landfill by 2028.	**Consistent.** The project would participate in City trash services, including the organic waste recycling program once the Citywide residential program is implemented.

Source: City of Los Angeles, L.A.'s Green New Deal: Sustainable City Plan 2019, April 2019.

2016–2040 RTP/SCS

SCAG's 2016–2040 RTP/SCS, adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016-2040 RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's 2016–2040 RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The 2016-2040 RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The 2016-2040 RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. The plan takes into account operations and maintenance costs to ensure reliability, longevity, and cost effectiveness.

In addition, the 2016-2040 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. As shown above in Table 12, GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the 2016-2040 RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the state.

The proposed project's consistency with the 2016-2040 RTP/SCS goals is analyzed in detail in Table 14, *Project Consistency with SCAG's 2016-2040 RTP/SCS Goals*. As shown in Table 14, the project does not conflict with the stated goals of the 2016-2040 RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016-2040 RTP/SCS.

TABLE 14
PROJECT CONSISTENCY WITH SCAG'S 2016-2040 RTP/SCS GOALS

SCAG Goals	Compliance with Goal
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 5: Maximize the productivity of our transportation system.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. This development project is required to comply with the provisions of the 2019 Title 24 Standards and the CALGreen. Additionally, the project is adjacent to a bus stop, which will encourage alternative forms of transportation.
GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.
GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.

3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Climate change is a global problem. And GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Result in a Cumulatively Considerable Net Increase in Greenhouse Gas Emissions

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown above in Table 13 and Table 14, the proposed project would be consistent with the Green New Deal and the 2016-2040 RTP/SCS. As a result, the project would not conflict with any GHG reduction plans. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

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APPENDICES

APPENDIX A: CALEEMOD OUTPUT FILES

10375 W. Washington Blvd (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	158.00	Space	1.42	63,200.00	0
Condo/Townhouse High Rise	139.00	Dwelling Unit	2.17	139,000.00	398
Convenience Market (24 Hour)	1.97	1000sqft	0.05	1,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor Source: Southern California Edison, 2018 Sustainability Report, dated May 2019.

Land Use -

Construction Phase - Construction, paving, and painting assumed to occur simultaneously.

Off-road Equipment -

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Demolition -

Grading -

Energy Use -

Construction Off-road Equipment Mitigation - Per SCAQMD standards and regulations

Area Mitigation -

Energy Mitigation - % Improvement based on efficiency of 2019 Title 24 Standards compared to 2016 Title 24 Standards

Waste Mitigation -

Vehicle Trips - Per Traffic Study

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	8.00	10.00
tblConstructionPhase	NumDays	230.00	100.00
tblConstructionPhase	NumDays	18.00	100.00

tblConstructionPhase	NumDays	18.00	100.00
tblGrading	MaterialExported	0.00	12,000.00
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	1,970.00	1,969.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblVehicleTrips	ST_TR	4.31	5.44
tblVehicleTrips	ST_TR	863.10	37.75
tblVehicleTrips	SU_TR	3.43	5.44
tblVehicleTrips	SU_TR	758.45	37.75
tblVehicleTrips	WD_TR	4.18	5.44
tblVehicleTrips	WD_TR	737.99	37.75

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					
2020	11.8968	52.1382	23.9481	0.1295	3.6229	1.0575	4.2308	1.1829	0.9857	1.7631	0.0000	13,874.3883	13,874.3883	1.2125	0.0000	13,902.5374
Maximum	**11.8968**	**52.1382**	**23.9481**	**0.1295**	**3.6229**	**1.0575**	**4.2308**	**1.1829**	**0.9857**	**1.7631**	**0.0000**	**13,874.3883**	**13,874.3883**	**1.2125**	**0.0000**	**13,902.5374**

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					
2020	11.8968	52.1382	23.9481	0.1295	3.0376	1.0575	3.6455	1.0284	0.9857	1.6087	0.0000	13,874.3883	13,874.3883	1.2125	0.0000	13,902.5374
Maximum	**11.8968**	**52.1382**	**23.9481**	**0.1295**	**3.0376**	**1.0575**	**3.6455**	**1.0284**	**0.9857**	**1.6087**	**0.0000**	**13,874.3883**	**13,874.3883**	**1.2125**	**0.0000**	**13,902.5374**

	ROG	**NOx**	**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**	**16.16**	**0.00**	**13.83**	**13.06**	**0.00**	**8.76**	**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	39.8344	3.0168	82.1977	0.1809		10.6814	10.6814		10.6814	10.6814	1,302.0017	2,522.6838	3,824.6854	3.9029	0.0884	3,948.5930
Energy	0.0380	0.3243	0.1384	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.9835	413.9835	7.9300e-003	7.5900e-003	416.4436
Mobile	1.5174	7.4600	19.8275	0.0679	5.6288	0.0593	5.6881	1.5064	0.0553	1.5618		6,909.4749	6,909.4749	0.3783		6,918.9322
Total	**41.3897**	**10.8012**	**102.1635**	**0.2509**	**5.6288**	**10.7669**	**16.3957**	**1.5064**	**10.7629**	**12.2694**	**1,302.0017**	**9,846.1422**	**11,148.1439**	**4.2891**	**0.0960**	**11,283.9688**

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	3.6543	2.2080	12.3921	0.0139		0.2312	0.2312		0.2312	0.2312	0.0000	2,669.8603	2,669.8603	0.0709	0.0486	2,686.1056
Energy	0.0325	0.2780	0.1186	1.7700e-003		0.0225	0.0225		0.0225	0.0225		354.8141	354.8141	6.8000e-003	6.5000e-003	356.9226
Mobile	1.5174	7.4600	19.8275	0.0679	5.6288	0.0593	5.6881	1.5064	0.0553	1.5618		6,909.4749	6,909.4749	0.3783		6,918.9322
Total	**5.2041**	**9.9460**	**32.3381**	**0.0835**	**5.6288**	**0.3129**	**5.9417**	**1.5064**	**0.3090**	**1.8154**	**0.0000**	**9,934.1493**	**9,934.1493**	**0.4560**	**0.0551**	**9,961.9604**

	ROG	NOx	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	**87.43**	**7.92**	**68.35**	**66.71**	**0.00**	**97.09**	**63.76**	**0.00**	**97.13**	**85.20**	**100.00**	**-0.89**	**10.89**	**89.37**	**42.61**	**11.72**

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	4/1/2020	4/14/2020	5	10	
2	Site Preparation	Site Preparation	4/15/2020	4/28/2020	5	10	
3	Grading	Grading	4/29/2020	5/12/2020	5	10	
4	Building Construction	Building Construction	5/13/2020	9/29/2020	5	100	
5	Paving	Paving	5/13/2020	9/29/2020	5	100	
6	Architectural Coating	Architectural Coating	5/13/2020	9/29/2020	5	100	

Acres of Grading (Site Preparation Phase): 5

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.42

Residential Indoor: 281,475; Residential Outdoor: 93,825; Non-Residential Indoor: 2,954; Non-Residential Outdoor: 985; Striped Parking Area: 3,792 (Architectural Coating – sqft)

OffRoad Equipment

10375 W. Washington Blvd (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Paving Equipment	0	6.00	132	0.36
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	39.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	127.00	26.00	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	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8401	0.0000	0.8401	0.1272	0.0000	0.1272			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8401**	**0.4672**	**1.3073**	**0.1272**	**0.4457**	**0.5729**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

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	0.0349	1.1359	0.2641	3.0300e-003	0.0682	3.6300e-003	0.0718	0.0187	3.4800e-003	0.0222		328.0267	328.0267	0.0235		328.6153
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	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0860**	**1.1722**	**0.6651**	**4.1400e-003**	**0.1800**	**4.5600e-003**	**0.1845**	**0.0483**	**4.3400e-003**	**0.0527**		**438.7687**	**438.7687**	**0.0270**		**439.4446**

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					0.7981	0.0000	0.7981	0.1208	0.0000	0.1208			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7981**	**0.4672**	**1.2653**	**0.1208**	**0.4457**	**0.5665**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

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	0.0349	1.1359	0.2641	3.0300e-003	0.0548	3.6300e-003	0.0584	0.0154	3.4800e-003	0.0189		328.0267	328.0267	0.0235		328.6153
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	0.0511	0.0363	0.4010	1.1100e-003	0.0865	9.3000e-004	0.0875	0.0234	8.6000e-004	0.0243		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0860**	**1.1722**	**0.6651**	**4.1400e-003**	**0.1413**	**4.5600e-003**	**0.1459**	**0.0388**	**4.3400e-003**	**0.0432**		**438.7687**	**438.7687**	**0.0270**		**439.4446**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6660	0.0000	0.6660	0.0778	0.0000	0.0778			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.6660**	**0.3353**	**1.0013**	**0.0778**	**0.3085**	**0.3863**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

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	1.3421	43.6894	10.1573	0.1164	2.6227	0.1398	2.7625	0.7189	0.1337	0.8526		12,616.4110	12,616.4110	0.9056		12,639.0503
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	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	**1.3676**	**43.7075**	**10.3578**	**0.1170**	**2.6786**	**0.1402**	**2.8188**	**0.7337**	**0.1342**	**0.8679**		**12,671.7820**	**12,671.7820**	**0.9073**		**12,694.4649**

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					0.6327	0.0000	0.6327	0.0739	0.0000	0.0739			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.6327**	**0.3353**	**0.9680**	**0.0739**	**0.3085**	**0.3824**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

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	1.3421	43.6894	10.1573	0.1164	2.1071	0.1398	2.2468	0.5924	0.1337	0.7261		12,616.4110	12,616.4110	0.9056		12,639.0503
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	0.0256	0.0181	0.2005	5.6000e-004	0.0433	4.7000e-004	0.0437	0.0117	4.3000e-004	0.0122		55.3710	55.3710	1.7500e-003		55.4147
Total	**1.3676**	**43.7075**	**10.3578**	**0.1170**	**2.1503**	**0.1402**	**2.2906**	**0.6041**	**0.1342**	**0.7382**		**12,671.7820**	**12,671.7820**	**0.9073**		**12,694.4649**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8885	0.0000	0.8885	0.4343	0.0000	0.4343			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8885**	**0.4672**	**1.3557**	**0.4343**	**0.4457**	**0.8800**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

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	1.3421	43.6894	10.1573	0.1164	2.6227	0.1398	2.7625	0.7189	0.1337	0.8526		12,616.4110	12,616.4110	0.9056		12,639.0503
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	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**1.3932**	**43.7256**	**10.5583**	**0.1175**	**2.7345**	**0.1407**	**2.8752**	**0.7486**	**0.1346**	**0.8831**		**12,727.1531**	**12,727.1531**	**0.9091**		**12,749.8796**

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					0.8440	0.0000	0.8440	0.4126	0.0000	0.4126			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8440**	**0.4672**	**1.3112**	**0.4126**	**0.4457**	**0.8583**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

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	1.3421	43.6894	10.1573	0.1164	2.1071	0.1398	2.2468	0.5924	0.1337	0.7261		12,616.4110	12,616.4110	0.9056		12,639.0503
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	0.0511	0.0363	0.4010	1.1100e-003	0.0865	9.3000e-004	0.0875	0.0234	8.6000e-004	0.0243		110.7420	110.7420	3.4900e-003		110.8293
Total	**1.3932**	**43.7256**	**10.5583**	**0.1175**	**2.1936**	**0.1407**	**2.3343**	**0.6158**	**0.1346**	**0.7504**		**12,727.1531**	**12,727.1531**	**0.9091**		**12,749.8796**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

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	0.0967	2.7651	0.7992	6.5600e-003	0.1665	0.0132	0.1797	0.0479	0.0127	0.0606		700.5676	700.5676	0.0469		701.7387
Worker	0.6490	0.4603	5.0928	0.0141	1.4196	0.0119	1.4314	0.3765	0.0109	0.3874		1,406.4239	1,406.4239	0.0443		1,407.5321
Total	**0.7457**	**3.2255**	**5.8920**	**0.0207**	**1.5860**	**0.0251**	**1.6111**	**0.4244**	**0.0236**	**0.4480**		**2,106.9915**	**2,106.9915**	**0.0912**		**2,109.2709**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

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	0.0967	2.7651	0.7992	6.5600e-003	0.1356	0.0132	0.1488	0.0404	0.0127	0.0530		700.5676	700.5676	0.0469		701.7387
Worker	0.6490	0.4603	5.0928	0.0141	1.0987	0.0119	1.1106	0.2977	0.0109	0.3087		1,406.4239	1,406.4239	0.0443		1,407.5321
Total	**0.7457**	**3.2255**	**5.8920**	**0.0207**	**1.2343**	**0.0251**	**1.2594**	**0.3381**	**0.0236**	**0.3617**		**2,106.9915**	**2,106.9915**	**0.0912**		**2,109.2709**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7716**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**		**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

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	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0920**	**0.0652**	**0.7218**	**2.0000e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**199.3357**	**199.3357**	**6.2800e-003**		**199.4927**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7716**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**	**0.0000**	**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

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	0.0920	0.0652	0.7218	2.0000e-003	0.1557	1.6800e-003	0.1574	0.0422	1.5500e-003	0.0438		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0920**	**0.0652**	**0.7218**	**2.0000e-003**	**0.1557**	**1.6800e-003**	**0.1574**	**0.0422**	**1.5500e-003**	**0.0438**		**199.3357**	**199.3357**	**6.2800e-003**		**199.4927**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.0559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**9.2981**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

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	0.1278	0.0906	1.0025	2.7800e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		276.8551	276.8551	8.7300e-003		277.0733
Total	**0.1278**	**0.0906**	**1.0025**	**2.7800e-003**	**0.2794**	**2.3400e-003**	**0.2818**	**0.0741**	**2.1500e-003**	**0.0763**		**276.8551**	**276.8551**	**8.7300e-003**		**277.0733**

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	9.0559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**9.2981**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

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	0.1278	0.0906	1.0025	2.7800e-003	0.2163	2.3400e-003	0.2186	0.0586	2.1500e-003	0.0608		276.8551	276.8551	8.7300e-003		277.0733
Total	**0.1278**	**0.0906**	**1.0025**	**2.7800e-003**	**0.2163**	**2.3400e-003**	**0.2186**	**0.0586**	**2.1500e-003**	**0.0608**		**276.8551**	**276.8551**	**8.7300e-003**		**277.0733**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5174	7.4600	19.8275	0.0679	5.6288	0.0593	5.6881	1.5064	0.0553	1.5618		6,909.4749	6,909.4749	0.3783		6,918.9322
Unmitigated	1.5174	7.4600	19.8275	0.0679	5.6288	0.0593	5.6881	1.5064	0.0553	1.5618		6,909.4749	6,909.4749	0.3783		6,918.9322

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	756.16	756.16	756.16	2,583,914	2,583,914
Convenience Market (24 Hour)	74.37	74.37	74.37	63,164	63,164
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	830.53	830.53	830.53	2,647,078	2,647,078

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
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Convenience Market (24 Hour)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0325	0.2780	0.1186	1.7700e-003		0.0225	0.0225		0.0225	0.0225		354.8141	354.8141	6.8000e-003	6.5000e-003	356.9226
NaturalGas Unmitigated	0.0380	0.3243	0.1384	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.9835	413.9835	7.9300e-003	7.5900e-003	416.4436

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					
Condo/Townhouse High Rise	3510.01	0.0379	0.3235	0.1377	2.0600e-003		0.0262	0.0262		0.0262	0.0262		412.9427	412.9427	7.9100e-003	7.5700e-003	415.3966
Convenience Market (24 Hour)	8.84701	1.0000e-004	8.7000e-004	7.3000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.0408	1.0408	2.0000e-005	2.0000e-005	1.0470
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0380**	**0.3243**	**0.1384**	**2.0700e-003**		**0.0262**	**0.0262**		**0.0262**	**0.0262**		**413.9835**	**413.9835**	**7.9300e-003**	**7.5900e-003**	**416.4436**

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					
Condo/Townhouse High Rise	3.00893	0.0325	0.2773	0.1180	1.7700e-003		0.0224	0.0224		0.0224	0.0224		353.9923	353.9923	6.7800e-003	6.4900e-003	356.0959
Convenience Market (24 Hour)	0.0069859	8.0000e-005	6.8000e-004	5.8000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.8219	0.8219	2.0000e-005	2.0000e-005	0.8268
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0325**	**0.2780**	**0.1186**	**1.7700e-003**		**0.0225**	**0.0225**		**0.0225**	**0.0225**		**354.8141**	**354.8141**	**6.8000e-003**	**6.5100e-003**	**356.9226**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.6543	2.2080	12.3921	0.0139		0.2312	0.2312		0.2312	0.2312	0.0000	2,669.8603	2,669.8603	0.0709	0.0486	2,686.1056
Unmitigated	39.8344	3.0168	82.1977	0.1809		10.6814	10.6814		10.6814	10.6814	1,302.0017	2,522.6838	3,824.6854	3.9029	0.0884	3,948.5930

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	0.2481					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.8136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	36.4230	2.8840	70.6887	0.1803		10.6180	10.6180		10.6180	10.6180	1,302.0017	2,502.0000	3,804.0017	3.8828	0.0884	3,927.4066
Landscaping	0.3497	0.1328	11.5090	6.1000e-004		0.0634	0.0634		0.0634	0.0634		20.6838	20.6838	0.0201		21.1864
Total	**39.8344**	**3.0168**	**82.1977**	**0.1809**		**10.6814**	**10.6814**		**10.6814**	**10.6814**	**1,302.0017**	**2,522.6838**	**3,824.6854**	**3.9029**	**0.0884**	**3,948.5930**

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	0.2481					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.8136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2428	2.0752	0.8831	0.0133		0.1678	0.1678		0.1678	0.1678	0.0000	2,649.1765	2,649.1765	0.0508	0.0486	2,664.9192
Landscaping	0.3497	0.1328	11.5090	6.1000e-004		0.0634	0.0634		0.0634	0.0634		20.6838	20.6838	0.0201		21.1864
Total	**3.6543**	**2.2080**	**12.3921**	**0.0139**		**0.2312**	**0.2312**		**0.2312**	**0.2312**	**0.0000**	**2,669.8603**	**2,669.8603**	**0.0709**	**0.0486**	**2,686.1056**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

10375 W. Washington Blvd (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	158.00	Space	1.42	63,200.00	0
Condo/Townhouse High Rise	139.00	Dwelling Unit	2.17	139,000.00	398
Convenience Market (24 Hour)	1.97	1000sqft	0.05	1,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor Source: Southern California Edison, 2018 Sustainability Report, dated May 2019.

Land Use -

Construction Phase - Construction, paving, and painting assumed to occur simultaneously.

Off-road Equipment -

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Demolition -

Grading -

Energy Use -

Construction Off-road Equipment Mitigation - Per SCAQMD standards and regulations

Area Mitigation -

Energy Mitigation - % Improvement based on efficiency of 2019 Title 24 Standards compared to 2016 Title 24 Standards

Waste Mitigation -

Vehicle Trips - Per Traffic Study

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	8.00	10.00
tblConstructionPhase	NumDays	230.00	100.00
tblConstructionPhase	NumDays	18.00	100.00

tblConstructionPhase	NumDays	18.00	100.00
tblGrading	MaterialExported	0.00	12,000.00
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	1,970.00	1,969.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblVehicleTrips	ST_TR	4.31	5.44
tblVehicleTrips	ST_TR	863.10	37.75
tblVehicleTrips	SU_TR	3.43	5.44
tblVehicleTrips	SU_TR	758.45	37.75
tblVehicleTrips	WD_TR	4.18	5.44
tblVehicleTrips	WD_TR	737.99	37.75

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					
2020	11.8062	51.5782	24.4997	0.1316	3.6229	1.0573	4.2287	1.1829	0.9855	1.7611	0.0000	14,102.3238	14,102.3238	1.1808	0.0000	14,129.6840
Maximum	**11.8062**	**51.5782**	**24.4997**	**0.1316**	**3.6229**	**1.0573**	**4.2287**	**1.1829**	**0.9855**	**1.7611**	**0.0000**	**14,102.3238**	**14,102.3238**	**1.1808**	**0.0000**	**14,129.6840**

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					
2020	11.8062	51.5782	24.4997	0.1316	3.0376	1.0573	3.6434	1.0284	0.9855	1.6066	0.0000	14,102.3238	14,102.3238	1.1808	0.0000	14,129.6840
Maximum	**11.8062**	**51.5782**	**24.4997**	**0.1316**	**3.0376**	**1.0573**	**3.6434**	**1.0284**	**0.9855**	**1.6066**	**0.0000**	**14,102.3238**	**14,102.3238**	**1.1808**	**0.0000**	**14,129.6840**

	ROG	**NOx**	**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**	**16.16**	**0.00**	**13.84**	**13.06**	**0.00**	**8.77**	**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	39.8344	3.0168	82.1977	0.1809		10.6814	10.6814		10.6814	10.6814	1,302.0017	2,522.6838	3,824.6854	3.9029	0.0884	3,948.5930
Energy	0.0380	0.3243	0.1384	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.9835	413.9835	7.9300e-003	7.5900e-003	416.4436
Mobile	1.5617	7.2780	20.8388	0.0714	5.6288	0.0589	5.6877	1.5064	0.0550	1.5615		7,262.0967	7,262.0967	0.3795		7,271.5835
Total	**41.4341**	**10.6192**	**103.1748**	**0.2544**	**5.6288**	**10.7666**	**16.3954**	**1.5064**	**10.7626**	**12.2691**	**1,302.0017**	**10,198.7640**	**11,500.7656**	**4.2903**	**0.0960**	**11,636.6201**

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	3.6543	2.2080	12.3921	0.0139		0.2312	0.2312		0.2312	0.2312	0.0000	2,669.8603	2,669.8603	0.0709	0.0486	2,686.1056
Energy	0.0325	0.2780	0.1186	1.7700e-003		0.0225	0.0225		0.0225	0.0225		354.8141	354.8141	6.8000e-003	6.5000e-003	356.9226
Mobile	1.5617	7.2780	20.8388	0.0714	5.6288	0.0589	5.6877	1.5064	0.0550	1.5615		7,262.0967	7,262.0967	0.3795		7,271.5835
Total	**5.2485**	**9.7640**	**33.3494**	**0.0871**	**5.6288**	**0.3126**	**5.9414**	**1.5064**	**0.3087**	**1.8151**	**0.0000**	**10,286.7711**	**10,286.7711**	**0.4572**	**0.0551**	**10,314.6117**

	ROG	NOx	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	**87.33**	**8.05**	**67.68**	**65.79**	**0.00**	**97.10**	**63.76**	**0.00**	**97.13**	**85.21**	**100.00**	**-0.86**	**10.56**	**89.34**	**42.61**	**11.36**

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	4/1/2020	4/14/2020	5	10	
2	Site Preparation	Site Preparation	4/15/2020	4/28/2020	5	10	
3	Grading	Grading	4/29/2020	5/12/2020	5	10	
4	Building Construction	Building Construction	5/13/2020	9/29/2020	5	100	
5	Paving	Paving	5/13/2020	9/29/2020	5	100	
6	Architectural Coating	Architectural Coating	5/13/2020	9/29/2020	5	100	

Acres of Grading (Site Preparation Phase): 5

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.42

Residential Indoor: 281,475; Residential Outdoor: 93,825; Non-Residential Indoor: 2,954; Non-Residential Outdoor: 985; Striped Parking Area: 3,792 (Architectural Coating – sqft)

OffRoad Equipment

10375 W. Washington Blvd (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Paving Equipment	0	6.00	132	0.36
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	39.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	127.00	26.00	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	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8401	0.0000	0.8401	0.1272	0.0000	0.1272			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8401**	**0.4672**	**1.3073**	**0.1272**	**0.4457**	**0.5729**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

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	0.0341	1.1214	0.2485	3.0800e-003	0.0682	3.5800e-003	0.0718	0.0187	3.4200e-003	0.0221		333.7744	333.7744	0.0227		334.3424
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0801**	**1.1542**	**0.6863**	**4.2600e-003**	**0.1800**	**4.5100e-003**	**0.1845**	**0.0483**	**4.2800e-003**	**0.0526**		**451.3857**	**451.3857**	**0.0264**		**452.0464**

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					0.7981	0.0000	0.7981	0.1208	0.0000	0.1208			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7981**	**0.4672**	**1.2653**	**0.1208**	**0.4457**	**0.5665**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

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	0.0341	1.1214	0.2485	3.0800e-003	0.0548	3.5800e-003	0.0584	0.0154	3.4200e-003	0.0188		333.7744	333.7744	0.0227		334.3424
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	0.0460	0.0327	0.4378	1.1800e-003	0.0865	9.3000e-004	0.0875	0.0234	8.6000e-004	0.0243		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0801**	**1.1542**	**0.6863**	**4.2600e-003**	**0.1413**	**4.5100e-003**	**0.1458**	**0.0388**	**4.2800e-003**	**0.0431**		**451.3857**	**451.3857**	**0.0264**		**452.0464**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6660	0.0000	0.6660	0.0778	0.0000	0.0778			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.6660**	**0.3353**	**1.0013**	**0.0778**	**0.3085**	**0.3863**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

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	1.3102	43.1311	9.5575	0.1185	2.6227	0.1377	2.7603	0.7189	0.1317	0.8506		12,837.4773	12,837.4773	0.8738		12,859.3223
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	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	**1.3333**	**43.1475**	**9.7764**	**0.1191**	**2.6786**	**0.1381**	**2.8167**	**0.7337**	**0.1321**	**0.8659**		**12,896.2829**	**12,896.2829**	**0.8757**		**12,918.1743**

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					0.6327	0.0000	0.6327	0.0739	0.0000	0.0739			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.6327**	**0.3353**	**0.9680**	**0.0739**	**0.3085**	**0.3824**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

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	1.3102	43.1311	9.5575	0.1185	2.1071	0.1377	2.2447	0.5924	0.1317	0.7241		12,837.4773	12,837.4773	0.8738		12,859.3223
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	0.0230	0.0164	0.2189	5.9000e-004	0.0433	4.7000e-004	0.0437	0.0117	4.3000e-004	0.0122		58.8056	58.8056	1.8500e-003		58.8520
Total	**1.3333**	**43.1475**	**9.7764**	**0.1191**	**2.1503**	**0.1381**	**2.2884**	**0.6041**	**0.1321**	**0.7362**		**12,896.2829**	**12,896.2829**	**0.8757**		**12,918.1743**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8885	0.0000	0.8885	0.4343	0.0000	0.4343			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8885**	**0.4672**	**1.3557**	**0.4343**	**0.4457**	**0.8800**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

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	1.3102	43.1311	9.5575	0.1185	2.6227	0.1377	2.7603	0.7189	0.1317	0.8506		12,837.4773	12,837.4773	0.8738		12,859.3223
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**1.3563**	**43.1639**	**9.9953**	**0.1197**	**2.7345**	**0.1386**	**2.8731**	**0.7486**	**0.1326**	**0.8811**		**12,955.0885**	**12,955.0885**	**0.8775**		**12,977.0263**

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					0.8440	0.0000	0.8440	0.4126	0.0000	0.4126			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8440**	**0.4672**	**1.3112**	**0.4126**	**0.4457**	**0.8583**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

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	1.3102	43.1311	9.5575	0.1185	2.1071	0.1377	2.2447	0.5924	0.1317	0.7241		12,837.4773	12,837.4773	0.8738		12,859.3223
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	0.0460	0.0327	0.4378	1.1800e-003	0.0865	9.3000e-004	0.0875	0.0234	8.6000e-004	0.0243		117.6113	117.6113	3.7100e-003		117.7040
Total	**1.3563**	**43.1639**	**9.9953**	**0.1197**	**2.1936**	**0.1386**	**2.3322**	**0.6158**	**0.1326**	**0.7484**		**12,955.0885**	**12,955.0885**	**0.8775**		**12,977.0263**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

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	0.0925	2.7657	0.7246	6.7400e-003	0.1665	0.0130	0.1795	0.0479	0.0125	0.0604		720.2642	720.2642	0.0440		721.3630
Worker	0.5845	0.4158	5.5606	0.0150	1.4196	0.0119	1.4314	0.3765	0.0109	0.3874		1,493.6634	1,493.6634	0.0471		1,494.8407
Total	**0.6769**	**3.1815**	**6.2853**	**0.0217**	**1.5860**	**0.0249**	**1.6109**	**0.4244**	**0.0234**	**0.4478**		**2,213.9276**	**2,213.9276**	**0.0910**		**2,216.2037**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

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	0.0925	2.7657	0.7246	6.7400e-003	0.1356	0.0130	0.1486	0.0404	0.0125	0.0528		720.2642	720.2642	0.0440		721.3630
Worker	0.5845	0.4158	5.5606	0.0150	1.0987	0.0119	1.1106	0.2977	0.0109	0.3087		1,493.6634	1,493.6634	0.0471		1,494.8407
Total	**0.6769**	**3.1815**	**6.2853**	**0.0217**	**1.2343**	**0.0249**	**1.2592**	**0.3381**	**0.0234**	**0.3615**		**2,213.9276**	**2,213.9276**	**0.0910**		**2,216.2037**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7716**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**		**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

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	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0828**	**0.0589**	**0.7881**	**2.1300e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**211.7003**	**211.7003**	**6.6700e-003**		**211.8672**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7716**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**	**0.0000**	**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

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	0.0828	0.0589	0.7881	2.1300e-003	0.1557	1.6800e-003	0.1574	0.0422	1.5500e-003	0.0438		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0828**	**0.0589**	**0.7881**	**2.1300e-003**	**0.1557**	**1.6800e-003**	**0.1574**	**0.0422**	**1.5500e-003**	**0.0438**		**211.7003**	**211.7003**	**6.6700e-003**		**211.8672**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.0559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**9.2981**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

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	0.1151	0.0819	1.0946	2.9500e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		294.0282	294.0282	9.2700e-003		294.2600
Total	**0.1151**	**0.0819**	**1.0946**	**2.9500e-003**	**0.2794**	**2.3400e-003**	**0.2818**	**0.0741**	**2.1500e-003**	**0.0763**		**294.0282**	**294.0282**	**9.2700e-003**		**294.2600**

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	9.0559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**9.2981**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

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	0.1151	0.0819	1.0946	2.9500e-003	0.2163	2.3400e-003	0.2186	0.0586	2.1500e-003	0.0608		294.0282	294.0282	9.2700e-003		294.2600
Total	**0.1151**	**0.0819**	**1.0946**	**2.9500e-003**	**0.2163**	**2.3400e-003**	**0.2186**	**0.0586**	**2.1500e-003**	**0.0608**		**294.0282**	**294.0282**	**9.2700e-003**		**294.2600**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5617	7.2780	20.8388	0.0714	5.6288	0.0589	5.6877	1.5064	0.0550	1.5615		7,262.0967	7,262.0967	0.3795		7,271.5835
Unmitigated	1.5617	7.2780	20.8388	0.0714	5.6288	0.0589	5.6877	1.5064	0.0550	1.5615		7,262.0967	7,262.0967	0.3795		7,271.5835

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	756.16	756.16	756.16	2,583,914	2,583,914
Convenience Market (24 Hour)	74.37	74.37	74.37	63,164	63,164
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	830.53	830.53	830.53	2,647,078	2,647,078

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
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Convenience Market (24 Hour)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0325	0.2780	0.1186	1.7700e-003		0.0225	0.0225		0.0225	0.0225		354.8141	354.8141	6.8000e-003	6.5000e-003	356.9226
NaturalGas Unmitigated	0.0380	0.3243	0.1384	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.9835	413.9835	7.9300e-003	7.5900e-003	416.4436

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					
Condo/Townhouse High Rise	3510.01	0.0379	0.3235	0.1377	2.0600e-003		0.0262	0.0262		0.0262	0.0262		412.9427	412.9427	7.9100e-003	7.5700e-003	415.3966
Convenience Market (24 Hour)	8.84701	1.0000e-004	8.7000e-004	7.3000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.0408	1.0408	2.0000e-005	2.0000e-005	1.0470
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0380**	**0.3243**	**0.1384**	**2.0700e-003**		**0.0262**	**0.0262**		**0.0262**	**0.0262**		**413.9835**	**413.9835**	**7.9300e-003**	**7.5900e-003**	**416.4436**

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					
Condo/Townhouse High Rise	3.00893	0.0325	0.2773	0.1180	1.7700e-003		0.0224	0.0224		0.0224	0.0224		353.9923	353.9923	6.7800e-003	6.4900e-003	356.0959
Convenience Market (24 Hour)	0.0069859	8.0000e-005	6.8000e-004	5.8000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.8219	0.8219	2.0000e-005	2.0000e-005	0.8268
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0325**	**0.2780**	**0.1186**	**1.7700e-003**		**0.0225**	**0.0225**		**0.0225**	**0.0225**		**354.8141**	**354.8141**	**6.8000e-003**	**6.5100e-003**	**356.9226**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.6543	2.2080	12.3921	0.0139		0.2312	0.2312		0.2312	0.2312	0.0000	2,669.8603	2,669.8603	0.0709	0.0486	2,686.1056
Unmitigated	39.8344	3.0168	82.1977	0.1809		10.6814	10.6814		10.6814	10.6814	1,302.0017	2,522.6838	3,824.6854	3.9029	0.0884	3,948.5930

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	0.2481					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.8136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	36.4230	2.8840	70.6887	0.1803		10.6180	10.6180		10.6180	10.6180	1,302.0017	2,502.0000	3,804.0017	3.8828	0.0884	3,927.4066
Landscaping	0.3497	0.1328	11.5090	6.1000e-004		0.0634	0.0634		0.0634	0.0634		20.6838	20.6838	0.0201		21.1864
Total	**39.8344**	**3.0168**	**82.1977**	**0.1809**		**10.6814**	**10.6814**		**10.6814**	**10.6814**	**1,302.0017**	**2,522.6838**	**3,824.6854**	**3.9029**	**0.0884**	**3,948.5930**

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	0.2481					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.8136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2428	2.0752	0.8831	0.0133		0.1678	0.1678		0.1678	0.1678	0.0000	2,649.1765	2,649.1765	0.0508	0.0486	2,664.9192
Landscaping	0.3497	0.1328	11.5090	6.1000e-004		0.0634	0.0634		0.0634	0.0634		20.6838	20.6838	0.0201		21.1864
Total	**3.6543**	**2.2080**	**12.3921**	**0.0139**		**0.2312**	**0.2312**		**0.2312**	**0.2312**	**0.0000**	**2,669.8603**	**2,669.8603**	**0.0709**	**0.0486**	**2,686.1056**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

10375 W. Washington Blvd (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	158.00	Space	1.42	63,200.00	0
Condo/Townhouse High Rise	139.00	Dwelling Unit	2.17	139,000.00	398
Convenience Market (24 Hour)	1.97	1000sqft	0.05	1,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor Source: Southern California Edison, 2018 Sustainability Report, dated May 2019.

Land Use -

Construction Phase - Construction, paving, and painting assumed to occur simultaneously.

Off-road Equipment -

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Off-road Equipment - Project construction assumptions.

Demolition -

Grading -

Energy Use -

Construction Off-road Equipment Mitigation - Per SCAQMD standards and regulations

Area Mitigation -

Energy Mitigation - % Improvement based on efficiency of 2019 Title 24 Standards compared to 2016 Title 24 Standards

Waste Mitigation -

Vehicle Trips - Per Traffic Study

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	8.00	10.00
tblConstructionPhase	NumDays	230.00	100.00
tblConstructionPhase	NumDays	18.00	100.00

tblConstructionPhase	NumDays	18.00	100.00
tblGrading	MaterialExported	0.00	12,000.00
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	1,970.00	1,969.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblVehicleTrips	ST_TR	4.31	5.44
tblVehicleTrips	ST_TR	863.10	37.75
tblVehicleTrips	SU_TR	3.43	5.44
tblVehicleTrips	SU_TR	758.45	37.75
tblVehicleTrips	WD_TR	4.18	5.44
tblVehicleTrips	WD_TR	737.99	37.75

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					
2020	0.6166	1.6332	1.4059	3.9500e-003	0.1408	0.0606	0.2014	0.0378	0.0566	0.0945	0.0000	361.9555	361.9555	0.0472	0.0000	363.1352
Maximum	**0.6166**	**1.6332**	**1.4059**	**3.9500e-003**	**0.1408**	**0.0606**	**0.2014**	**0.0378**	**0.0566**	**0.0945**	**0.0000**	**361.9555**	**361.9555**	**0.0472**	**0.0000**	**363.1352**

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					
2020	0.6166	1.6332	1.4059	3.9500e-003	0.1123	0.0606	0.1729	0.0308	0.0566	0.0875	0.0000	361.9554	361.9554	0.0472	0.0000	363.1350
Maximum	**0.6166**	**1.6332**	**1.4059**	**3.9500e-003**	**0.1123**	**0.0606**	**0.1729**	**0.0308**	**0.0566**	**0.0875**	**0.0000**	**361.9554**	**361.9554**	**0.0472**	**0.0000**	**363.1350**

	ROG	**NOx**	**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**	**20.25**	**0.00**	**14.15**	**18.53**	**0.00**	**7.42**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-1-2020**	**6-30-2020**	1.1598	1.1598
2	**7-1-2020**	**9-30-2020**	1.0690	1.0690
		Highest	1.1598	1.1598

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	1.0578	0.0527	2.3222	2.3300e-003		0.1407	0.1407		0.1407	0.1407	14.7645	30.7177	45.4822	0.0463	1.0000e-003	46.9385
Energy	6.9300e-003	0.0592	0.0253	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	297.3878	297.3878	0.0143	3.9300e-003	298.9161
Mobile	0.2697	1.3831	3.6586	0.0125	1.0047	0.0107	1.0154	0.2693	0.0100	0.2793	0.0000	1,156.9656	1,156.9656	0.0622	0.0000	1,158.5209
Waste						0.0000	0.0000		0.0000	0.0000	14.1810	0.0000	14.1810	0.8381	0.0000	35.1327
Water						0.0000	0.0000		0.0000	0.0000	2.9195	42.8735	45.7930	0.3023	7.5800e-003	55.6094
Total	**1.3344**	**1.4950**	**6.0061**	**0.0153**	**1.0047**	**0.1562**	**1.1608**	**0.2693**	**0.1555**	**0.4248**	**31.8649**	**1,527.9447**	**1,559.8096**	**1.2631**	**0.0125**	**1,595.1177**

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	0.6055	0.0425	1.4497	2.4000e-004		0.0100	0.0100		0.0100	0.0100	0.0000	32.3867	32.3867	2.8600e-003	5.5000e-004	32.6222
Energy	5.9400e-003	0.0507	0.0216	3.2000e-004		4.1000e-003	4.1000e-003		4.1000e-003	4.1000e-003	0.0000	268.1494	268.1494	0.0130	3.5300e-003	269.5243
Mobile	0.2697	1.3831	3.6586	0.0125	1.0047	0.0107	1.0154	0.2693	0.0100	0.2793	0.0000	1,156.9656	1,156.9656	0.0622	0.0000	1,158.5209
Waste						0.0000	0.0000		0.0000	0.0000	7.0905	0.0000	7.0905	0.4190	0.0000	17.5664
Water						0.0000	0.0000		0.0000	0.0000	2.9195	42.8735	45.7930	0.3023	7.5800e-003	55.6094
Total	**0.8811**	**1.4764**	**5.1299**	**0.0131**	**1.0047**	**0.0249**	**1.0295**	**0.2693**	**0.0242**	**0.2935**	**10.0100**	**1,500.3752**	**1,510.3852**	**0.7994**	**0.0117**	**1,533.8432**

	ROG	NOx	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	**33.97**	**1.24**	**14.59**	**14.10**	**0.00**	**84.08**	**11.31**	**0.00**	**84.47**	**30.91**	**68.59**	**1.80**	**3.17**	**36.72**	**6.79**	**3.84**

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	4/1/2020	4/14/2020	5	10	
2	Site Preparation	Site Preparation	4/15/2020	4/28/2020	5	10	
3	Grading	Grading	4/29/2020	5/12/2020	5	10	
4	Building Construction	Building Construction	5/13/2020	9/29/2020	5	100	
5	Paving	Paving	5/13/2020	9/29/2020	5	100	
6	Architectural Coating	Architectural Coating	5/13/2020	9/29/2020	5	100	

Acres of Grading (Site Preparation Phase): 5

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.42

Residential Indoor: 281,475; Residential Outdoor: 93,825; Non-Residential Indoor: 2,954; Non-Residential Outdoor: 985; Striped Parking Area: 3,792 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Paving Equipment	0	6.00	132	0.36
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	39.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	127.00	26.00	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	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.2000e-003	0.0000	4.2000e-003	6.4000e-004	0.0000	6.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**	**4.2000e-003**	**2.3400e-003**	**6.5400e-003**	**6.4000e-004**	**2.2300e-003**	**2.8700e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.2 Demolition - 2020

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	1.7000e-004	5.7900e-003	1.2800e-003	2.0000e-005	3.4000e-004	2.0000e-005	3.5000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.5030	1.5030	1.0000e-004	0.0000	1.5056
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	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**4.0000e-004**	**5.9800e-003**	**3.3400e-003**	**3.0000e-005**	**8.9000e-004**	**2.0000e-005**	**9.0000e-004**	**2.4000e-004**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**2.0137**	**2.0137**	**1.2000e-004**	**0.0000**	**2.0167**

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					3.9900e-003	0.0000	3.9900e-003	6.0000e-004	0.0000	6.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**	**3.9900e-003**	**2.3400e-003**	**6.3300e-003**	**6.0000e-004**	**2.2300e-003**	**2.8300e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.2 Demolition - 2020

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	1.7000e-004	5.7900e-003	1.2800e-003	2.0000e-005	2.7000e-004	2.0000e-005	2.9000e-004	8.0000e-005	2.0000e-005	9.0000e-005	0.0000	1.5030	1.5030	1.0000e-004	0.0000	1.5056
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	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	4.2000e-004	0.0000	4.3000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**4.0000e-004**	**5.9800e-003**	**3.3400e-003**	**3.0000e-005**	**6.9000e-004**	**2.0000e-005**	**7.2000e-004**	**2.0000e-004**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**2.0137**	**2.0137**	**1.2000e-004**	**0.0000**	**2.0167**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.3300e-003	0.0000	3.3300e-003	3.9000e-004	0.0000	3.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4300e-003	0.0422	0.0205	5.0000e-005		1.6800e-003	1.6800e-003		1.5400e-003	1.5400e-003	0.0000	4.2796	4.2796	1.3800e-003	0.0000	4.3142
Total	**3.4300e-003**	**0.0422**	**0.0205**	**5.0000e-005**	**3.3300e-003**	**1.6800e-003**	**5.0100e-003**	**3.9000e-004**	**1.5400e-003**	**1.9300e-003**	**0.0000**	**4.2796**	**4.2796**	**1.3800e-003**	**0.0000**	**4.3142**

3.3 Site Preparation - 2020

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	6.6200e-003	0.2227	0.0491	5.9000e-004	0.0129	6.9000e-004	0.0136	3.5400e-003	6.6000e-004	4.2000e-003	0.0000	57.8087	57.8087	4.0300e-003	0.0000	57.9093
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	1.2000e-004	9.0000e-005	1.0300e-003	0.0000	2.7000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2553	0.2553	1.0000e-005	0.0000	0.2555
Total	**6.7400e-003**	**0.2228**	**0.0501**	**5.9000e-004**	**0.0132**	**6.9000e-004**	**0.0139**	**3.6100e-003**	**6.6000e-004**	**4.2700e-003**	**0.0000**	**58.0640**	**58.0640**	**4.0400e-003**	**0.0000**	**58.1649**

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					3.1600e-003	0.0000	3.1600e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4300e-003	0.0422	0.0205	5.0000e-005		1.6800e-003	1.6800e-003		1.5400e-003	1.5400e-003	0.0000	4.2796	4.2796	1.3800e-003	0.0000	4.3142
Total	**3.4300e-003**	**0.0422**	**0.0205**	**5.0000e-005**	**3.1600e-003**	**1.6800e-003**	**4.8400e-003**	**3.7000e-004**	**1.5400e-003**	**1.9100e-003**	**0.0000**	**4.2796**	**4.2796**	**1.3800e-003**	**0.0000**	**4.3142**

3.3 Site Preparation - 2020

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	6.6200e-003	0.2227	0.0491	5.9000e-004	0.0104	6.9000e-004	0.0111	2.9200e-003	6.6000e-004	3.5800e-003	0.0000	57.8087	57.8087	4.0300e-003	0.0000	57.9093
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	1.2000e-004	9.0000e-005	1.0300e-003	0.0000	2.1000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2553	0.2553	1.0000e-005	0.0000	0.2555
Total	**6.7400e-003**	**0.2228**	**0.0501**	**5.9000e-004**	**0.0106**	**6.9000e-004**	**0.0113**	**2.9800e-003**	**6.6000e-004**	**3.6400e-003**	**0.0000**	**58.0640**	**58.0640**	**4.0400e-003**	**0.0000**	**58.1649**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.4400e-003	0.0000	4.4400e-003	2.1700e-003	0.0000	2.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**	**4.4400e-003**	**2.3400e-003**	**6.7800e-003**	**2.1700e-003**	**2.2300e-003**	**4.4000e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.4 Grading - 2020

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	6.6200e-003	0.2227	0.0491	5.9000e-004	0.0129	6.9000e-004	0.0136	3.5400e-003	6.6000e-004	4.2000e-003	0.0000	57.8087	57.8087	4.0300e-003	0.0000	57.9093
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	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**6.8500e-003**	**0.2229**	**0.0512**	**6.0000e-004**	**0.0134**	**6.9000e-004**	**0.0141**	**3.6900e-003**	**6.6000e-004**	**4.3500e-003**	**0.0000**	**58.3194**	**58.3194**	**4.0500e-003**	**0.0000**	**58.4204**

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					4.2200e-003	0.0000	4.2200e-003	2.0600e-003	0.0000	2.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**	**4.2200e-003**	**2.3400e-003**	**6.5600e-003**	**2.0600e-003**	**2.2300e-003**	**4.2900e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.4 Grading - 2020

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	6.6200e-003	0.2227	0.0491	5.9000e-004	0.0104	6.9000e-004	0.0111	2.9200e-003	6.6000e-004	3.5800e-003	0.0000	57.8087	57.8087	4.0300e-003	0.0000	57.9093
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	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	4.2000e-004	0.0000	4.3000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**6.8500e-003**	**0.2229**	**0.0512**	**6.0000e-004**	**0.0108**	**6.9000e-004**	**0.0115**	**3.0400e-003**	**6.6000e-004**	**3.7000e-003**	**0.0000**	**58.3194**	**58.3194**	**4.0500e-003**	**0.0000**	**58.4204**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0431	0.4426	0.3694	5.7000e-004		0.0261	0.0261		0.0240	0.0240	0.0000	50.0302	50.0302	0.0162	0.0000	50.4348
Total	**0.0431**	**0.4426**	**0.3694**	**5.7000e-004**		**0.0261**	**0.0261**		**0.0240**	**0.0240**	**0.0000**	**50.0302**	**50.0302**	**0.0162**	**0.0000**	**50.4348**

3.5 Building Construction - 2020

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	4.7100e-003	0.1409	0.0381	3.3000e-004	8.1900e-003	6.6000e-004	8.8400e-003	2.3600e-003	6.3000e-004	2.9900e-003	0.0000	32.2954	32.2954	2.0500e-003	0.0000	32.3467
Worker	0.0293	0.0236	0.2614	7.2000e-004	0.0696	5.9000e-004	0.0702	0.0185	5.5000e-004	0.0190	0.0000	64.8558	64.8558	2.0400e-003	0.0000	64.9069
Total	**0.0340**	**0.1645**	**0.2995**	**1.0500e-003**	**0.0778**	**1.2500e-003**	**0.0790**	**0.0208**	**1.1800e-003**	**0.0220**	**0.0000**	**97.1512**	**97.1512**	**4.0900e-003**	**0.0000**	**97.2536**

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	0.0431	0.4426	0.3694	5.7000e-004		0.0261	0.0261		0.0240	0.0240	0.0000	50.0302	50.0302	0.0162	0.0000	50.4347
Total	**0.0431**	**0.4426**	**0.3694**	**5.7000e-004**		**0.0261**	**0.0261**		**0.0240**	**0.0240**	**0.0000**	**50.0302**	**50.0302**	**0.0162**	**0.0000**	**50.4347**

3.5 Building Construction - 2020

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	4.7100e-003	0.1409	0.0381	3.3000e-004	6.6800e-003	6.6000e-004	7.3400e-003	1.9900e-003	6.3000e-004	2.6200e-003	0.0000	32.2954	32.2954	2.0500e-003	0.0000	32.3467
Worker	0.0293	0.0236	0.2614	7.2000e-004	0.0539	5.9000e-004	0.0545	0.0146	5.5000e-004	0.0152	0.0000	64.8558	64.8558	2.0400e-003	0.0000	64.9069
Total	**0.0340**	**0.1645**	**0.2995**	**1.0500e-003**	**0.0606**	**1.2500e-003**	**0.0618**	**0.0166**	**1.1800e-003**	**0.0178**	**0.0000**	**97.1512**	**97.1512**	**4.0900e-003**	**0.0000**	**97.2536**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0386	0.3613	0.3556	5.6000e-004		0.0198	0.0198		0.0183	0.0183	0.0000	46.9646	46.9646	0.0137	0.0000	47.3066
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0386**	**0.3613**	**0.3556**	**5.6000e-004**		**0.0198**	**0.0198**		**0.0183**	**0.0183**	**0.0000**	**46.9646**	**46.9646**	**0.0137**	**0.0000**	**47.3066**

3.6 Paving - 2020

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	4.1500e-003	3.3500e-003	0.0371	1.0000e-004	9.8600e-003	8.0000e-005	9.9500e-003	2.6200e-003	8.0000e-005	2.7000e-003	0.0000	9.1922	9.1922	2.9000e-004	0.0000	9.1994
Total	**4.1500e-003**	**3.3500e-003**	**0.0371**	**1.0000e-004**	**9.8600e-003**	**8.0000e-005**	**9.9500e-003**	**2.6200e-003**	**8.0000e-005**	**2.7000e-003**	**0.0000**	**9.1922**	**9.1922**	**2.9000e-004**	**0.0000**	**9.1994**

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	0.0386	0.3613	0.3556	5.6000e-004		0.0198	0.0198		0.0183	0.0183	0.0000	46.9646	46.9646	0.0137	0.0000	47.3066
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0386**	**0.3613**	**0.3556**	**5.6000e-004**		**0.0198**	**0.0198**		**0.0183**	**0.0183**	**0.0000**	**46.9646**	**46.9646**	**0.0137**	**0.0000**	**47.3066**

3.6 Paving - 2020

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	4.1500e-003	3.3500e-003	0.0371	1.0000e-004	7.6400e-003	8.0000e-005	7.7200e-003	2.0700e-003	8.0000e-005	2.1500e-003	0.0000	9.1922	9.1922	2.9000e-004	0.0000	9.1994
Total	**4.1500e-003**	**3.3500e-003**	**0.0371**	**1.0000e-004**	**7.6400e-003**	**8.0000e-005**	**7.7200e-003**	**2.0700e-003**	**8.0000e-005**	**2.1500e-003**	**0.0000**	**9.1922**	**9.1922**	**2.9000e-004**	**0.0000**	**9.1994**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4528					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.0842	0.0916	1.5000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	12.7663	12.7663	9.9000e-004	0.0000	12.7910
Total	**0.4649**	**0.0842**	**0.0916**	**1.5000e-004**		**5.5500e-003**	**5.5500e-003**		**5.5500e-003**	**5.5500e-003**	**0.0000**	**12.7663**	**12.7663**	**9.9000e-004**	**0.0000**	**12.7910**

3.7 Architectural Coating - 2020

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	5.7700e-003	4.6500e-003	0.0515	1.4000e-004	0.0137	1.2000e-004	0.0138	3.6400e-003	1.1000e-004	3.7500e-003	0.0000	12.7669	12.7669	4.0000e-004	0.0000	12.7769
Total	**5.7700e-003**	**4.6500e-003**	**0.0515**	**1.4000e-004**	**0.0137**	**1.2000e-004**	**0.0138**	**3.6400e-003**	**1.1000e-004**	**3.7500e-003**	**0.0000**	**12.7669**	**12.7669**	**4.0000e-004**	**0.0000**	**12.7769**

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	0.4528					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.0842	0.0916	1.5000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	12.7663	12.7663	9.9000e-004	0.0000	12.7910
Total	**0.4649**	**0.0842**	**0.0916**	**1.5000e-004**		**5.5500e-003**	**5.5500e-003**		**5.5500e-003**	**5.5500e-003**	**0.0000**	**12.7663**	**12.7663**	**9.9000e-004**	**0.0000**	**12.7910**

3.7 Architectural Coating - 2020

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	5.7700e-003	4.6500e-003	0.0515	1.4000e-004	0.0106	1.2000e-004	0.0107	2.8800e-003	1.1000e-004	2.9900e-003	0.0000	12.7669	12.7669	4.0000e-004	0.0000	12.7769
Total	**5.7700e-003**	**4.6500e-003**	**0.0515**	**1.4000e-004**	**0.0106**	**1.2000e-004**	**0.0107**	**2.8800e-003**	**1.1000e-004**	**2.9900e-003**	**0.0000**	**12.7669**	**12.7669**	**4.0000e-004**	**0.0000**	**12.7769**

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	0.2697	1.3831	3.6586	0.0125	1.0047	0.0107	1.0154	0.2693	0.0100	0.2793	0.0000	1,156.9656	1,156.9656	0.0622	0.0000	1,158.5209
Unmitigated	0.2697	1.3831	3.6586	0.0125	1.0047	0.0107	1.0154	0.2693	0.0100	0.2793	0.0000	1,156.9656	1,156.9656	0.0622	0.0000	1,158.5209

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	756.16	756.16	756.16	2,583,914	2,583,914
Convenience Market (24 Hour)	74.37	74.37	74.37	63,164	63,164
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	830.53	830.53	830.53	2,647,078	2,647,078

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
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Convenience Market (24 Hour)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive 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	209.4059	209.4059	0.0118	2.4500e-003	210.4318
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	228.8482	228.8482	0.0129	2.6800e-003	229.9692
NaturalGas Mitigated	5.9400e-003	0.0507	0.0216	3.2000e-004		4.1000e-003	4.1000e-003		4.1000e-003	4.1000e-003	0.0000	58.7435	58.7435	1.1300e-003	1.0800e-003	59.0925
NaturalGas Unmitigated	6.9300e-003	0.0592	0.0253	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	68.5396	68.5396	1.3100e-003	1.2600e-003	68.9469

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					
Condo/Townhouse High Rise	1.28115e+006	6.9100e-003	0.0590	0.0251	3.8000e-004		4.7700e-003	4.7700e-003		4.7700e-003	4.7700e-003	0.0000	68.3673	68.3673	1.3100e-003	1.2500e-003	68.7736
Convenience Market (24 Hour)	3229.16	2.0000e-005	1.6000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1723	0.1723	0.0000	0.0000	0.1733
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.9300e-003**	**0.0592**	**0.0253**	**3.8000e-004**		**4.7800e-003**	**4.7800e-003**		**4.7800e-003**	**4.7800e-003**	**0.0000**	**68.5396**	**68.5396**	**1.3100e-003**	**1.2500e-003**	**68.9469**

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					
Condo/Townhouse High Rise	1.09826e+006	5.9200e-003	0.0506	0.0215	3.2000e-004		4.0900e-003	4.0900e-003		4.0900e-003	4.0900e-003	0.0000	58.6074	58.6074	1.1200e-003	1.0700e-003	58.9557
Convenience Market (24 Hour)	2549.86	1.0000e-005	1.2000e-004	1.0000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1361	0.1361	0.0000	0.0000	0.1369
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.9300e-003**	**0.0507**	**0.0216**	**3.2000e-004**		**4.1000e-003**	**4.1000e-003**		**4.1000e-003**	**4.1000e-003**	**0.0000**	**58.7435**	**58.7435**	**1.1200e-003**	**1.0700e-003**	**59.0925**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	586544	136.4846	7.7200e-003	1.6000e-003	137.1532
Convenience Market (24 Hour)	26581.5	6.1853	3.5000e-004	7.0000e-005	6.2156
Enclosed Parking with Elevator	370352	86.1783	4.8700e-003	1.0100e-003	86.6004
Total		**228.8482**	**0.0129**	**2.6800e-003**	**229.9692**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	579683	134.8880	7.6300e-003	1.5800e-003	135.5488
Convenience Market (24 Hour)	24212.8	5.6341	3.2000e-004	7.0000e-005	5.6617
Enclosed Parking with Elevator	296029	68.8838	3.8900e-003	8.1000e-004	69.2212
Total		**209.4059**	**0.0118**	**2.4600e-003**	**210.4317**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive 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	0.6055	0.0425	1.4497	2.4000e-004		0.0100	0.0100		0.0100	0.0100	0.0000	32.3867	32.3867	2.8600e-003	5.5000e-004	32.6222
Unmitigated	1.0578	0.0527	2.3222	2.3300e-003		0.1407	0.1407		0.1407	0.1407	14.7645	30.7177	45.4822	0.0463	1.0000e-003	46.9385

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	0.0453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5135					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.4553	0.0361	0.8836	2.2500e-003		0.1327	0.1327		0.1327	0.1327	14.7645	28.3722	43.1367	0.0440	1.0000e-003	44.5360
Landscaping	0.0437	0.0166	1.4386	8.0000e-005		7.9300e-003	7.9300e-003		7.9300e-003	7.9300e-003	0.0000	2.3455	2.3455	2.2800e-003	0.0000	2.4025
Total	**1.0578**	**0.0527**	**2.3222**	**2.3300e-003**		**0.1407**	**0.1407**		**0.1407**	**0.1407**	**14.7645**	**30.7177**	**45.4822**	**0.0463**	**1.0000e-003**	**46.9385**

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	0.0453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5135					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.0400e-003	0.0259	0.0110	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.0412	30.0412	5.8000e-004	5.5000e-004	30.2197
Landscaping	0.0437	0.0166	1.4386	8.0000e-005		7.9300e-003	7.9300e-003		7.9300e-003	7.9300e-003	0.0000	2.3455	2.3455	2.2800e-003	0.0000	2.4025
Total	**0.6055**	**0.0425**	**1.4497**	**2.5000e-004**		**0.0100**	**0.0100**		**0.0100**	**0.0100**	**0.0000**	**32.3867**	**32.3867**	**2.8600e-003**	**5.5000e-004**	**32.6222**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	45.7930	0.3023	7.5800e-003	55.6094
Unmitigated	45.7930	0.3023	7.5800e-003	55.6094

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	9.05641 / 5.70948	45.0734	0.2975	7.4600e-003	54.7342
Convenience Market (24 Hour)	0.145923 / 0.0894366	0.7196	4.7900e-003	1.2000e-004	0.8753
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**45.7930**	**0.3023**	**7.5800e-003**	**55.6094**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	9.05641 / 5.70948	45.0734	0.2975	7.4600e-003	54.7342
Convenience Market (24 Hour)	0.145923 / 0.0894366	0.7196	4.7900e-003	1.2000e-004	0.8753
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**45.7930**	**0.3023**	**7.5800e-003**	**55.6094**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0905	0.4190	0.0000	17.5664
Unmitigated	14.1810	0.8381	0.0000	35.1327

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	63.94	12.9792	0.7671	0.0000	32.1555
Convenience Market (24 Hour)	5.92	1.2017	0.0710	0.0000	2.9772
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**14.1810**	**0.8381**	**0.0000**	**35.1327**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	31.97	6.4896	0.3835	0.0000	16.0778
Convenience Market (24 Hour)	2.96	0.6009	0.0355	0.0000	1.4886
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**7.0905**	**0.4190**	**0.0000**	**17.5664**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

10375 W. Washington Blvd (Existing)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	8.53	1000sqft	0.20	8,530.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor Source: Southern California Edison, 2018 Sustainability Report, dated May 2019.

Land Use -

Construction Phase - No construction in this model

Vehicle Trips - Per Traffic Study

Energy Use -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblVehicleTrips	SU_TR	11.88	23.72

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					
2020	79.3204	1.6875	1.8715	3.0800e-003	0.0112	0.1110	0.1222	2.9600e-003	0.1110	0.1140	0.0000	292.5223	292.5223	0.0221	0.0000	293.0758
Maximum	**79.3204**	**1.6875**	**1.8715**	**3.0800e-003**	**0.0112**	**0.1110**	**0.1222**	**2.9600e-003**	**0.1110**	**0.1140**	**0.0000**	**292.5223**	**292.5223**	**0.0221**	**0.0000**	**293.0758**

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					
2020	79.3204	1.6875	1.8715	3.0800e-003	0.0112	0.1110	0.1222	2.9600e-003	0.1110	0.1140	0.0000	292.5223	292.5223	0.0221	0.0000	293.0758
Maximum	**79.3204**	**1.6875**	**1.8715**	**3.0800e-003**	**0.0112**	**0.1110**	**0.1222**	**2.9600e-003**	**0.1110**	**0.1140**	**0.0000**	**292.5223**	**292.5223**	**0.0221**	**0.0000**	**293.0758**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Energy	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Mobile	0.2752	1.1779	2.5585	7.4600e-003	0.5763	6.8200e-003	0.5832	0.1542	6.3700e-003	0.1606		759.5860	759.5860	0.0478		760.7803
Total	**0.4704**	**1.2194**	**2.5942**	**7.7100e-003**	**0.5763**	**9.9700e-003**	**0.5863**	**0.1542**	**9.5200e-003**	**0.1638**		**809.3519**	**809.3519**	**0.0487**	**9.1000e-004**	**810.8421**

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	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Energy	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Mobile	0.2752	1.1779	2.5585	7.4600e-003	0.5763	6.8200e-003	0.5832	0.1542	6.3700e-003	0.1606		759.5860	759.5860	0.0478		760.7803
Total	**0.4704**	**1.2194**	**2.5942**	**7.7100e-003**	**0.5763**	**9.9700e-003**	**0.5863**	**0.1542**	**9.5200e-003**	**0.1638**		**809.3519**	**809.3519**	**0.0487**	**9.1000e-004**	**810.8421**

	ROG	NOx	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	Architectural Coating	Architectural Coating	2/8/2020	2/10/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,795; Non-Residential Outdoor: 4,265; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	79.0731					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**79.3153**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	5.1100e-003	3.6200e-003	0.0401	1.1000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.0742	11.0742	3.5000e-004		11.0829
Total	**5.1100e-003**	**3.6200e-003**	**0.0401**	**1.1000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.0742**	**11.0742**	**3.5000e-004**		**11.0829**

3.2 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	79.0731					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**79.3153**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	5.1100e-003	3.6200e-003	0.0401	1.1000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.0742	11.0742	3.5000e-004		11.0829
Total	**5.1100e-003**	**3.6200e-003**	**0.0401**	**1.1000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.0742**	**11.0742**	**3.5000e-004**		**11.0829**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2752	1.1779	2.5585	7.4600e-003	0.5763	6.8200e-003	0.5832	0.1542	6.3700e-003	0.1606		759.5860	759.5860	0.0478		760.7803
Unmitigated	0.2752	1.1779	2.5585	7.4600e-003	0.5763	6.8200e-003	0.5832	0.1542	6.3700e-003	0.1606		759.5860	759.5860	0.0478		760.7803

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	202.33	202.33	202.33	271,034	271,034
Total	202.33	202.33	202.33	271,034	271,034

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
NaturalGas Unmitigated	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	422.995	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Total		**4.5600e-003**	**0.0415**	**0.0348**	**2.5000e-004**		**3.1500e-003**	**3.1500e-003**		**3.1500e-003**	**3.1500e-003**		**49.7641**	**49.7641**	**9.5000e-004**	**9.1000e-004**	**50.0598**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.422995	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Total		**4.5600e-003**	**0.0415**	**0.0348**	**2.5000e-004**		**3.1500e-003**	**3.1500e-003**		**3.1500e-003**	**3.1500e-003**		**49.7641**	**49.7641**	**9.5000e-004**	**9.1000e-004**	**50.0598**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Unmitigated	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-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	0.0217					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1689					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Total	**0.1906**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8700e-003**	**1.8700e-003**	**0.0000**		**1.9900e-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	0.0217					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1689					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Total	**0.1906**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8700e-003**	**1.8700e-003**	**0.0000**		**1.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

10375 W. Washington Blvd (Existing)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	8.53	1000sqft	0.20	8,530.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor Source: Southern California Edison, 2018 Sustainability Report, dated May 2019.

Land Use -

Construction Phase - No construction in this model

Vehicle Trips - Per Traffic Study

Energy Use -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblVehicleTrips	SU_TR	11.88	23.72

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					
2020	79.3199	1.6871	1.8752	3.0900e-003	0.0112	0.1110	0.1222	2.9600e-003	0.1110	0.1140	0.0000	293.2092	293.2092	0.0222	0.0000	293.7632
Maximum	**79.3199**	**1.6871**	**1.8752**	**3.0900e-003**	**0.0112**	**0.1110**	**0.1222**	**2.9600e-003**	**0.1110**	**0.1140**	**0.0000**	**293.2092**	**293.2092**	**0.0222**	**0.0000**	**293.7632**

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					
2020	79.3199	1.6871	1.8752	3.0900e-003	0.0112	0.1110	0.1222	2.9600e-003	0.1110	0.1140	0.0000	293.2092	293.2092	0.0222	0.0000	293.7632
Maximum	**79.3199**	**1.6871**	**1.8752**	**3.0900e-003**	**0.0112**	**0.1110**	**0.1222**	**2.9600e-003**	**0.1110**	**0.1140**	**0.0000**	**293.2092**	**293.2092**	**0.0222**	**0.0000**	**293.7632**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Energy	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Mobile	0.2837	1.1691	2.5725	7.8600e-003	0.5763	6.7400e-003	0.5831	0.1542	6.2900e-003	0.1605		800.9657	800.9657	0.0469		802.1370
Total	**0.4789**	**1.2106**	**2.6082**	**8.1100e-003**	**0.5763**	**9.8900e-003**	**0.5862**	**0.1542**	**9.4400e-003**	**0.1637**		**850.7316**	**850.7316**	**0.0478**	**9.1000e-004**	**852.1987**

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	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Energy	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Mobile	0.2837	1.1691	2.5725	7.8600e-003	0.5763	6.7400e-003	0.5831	0.1542	6.2900e-003	0.1605		800.9657	800.9657	0.0469		802.1370
Total	**0.4789**	**1.2106**	**2.6082**	**8.1100e-003**	**0.5763**	**9.8900e-003**	**0.5862**	**0.1542**	**9.4400e-003**	**0.1637**		**850.7316**	**850.7316**	**0.0478**	**9.1000e-004**	**852.1987**

	ROG	NOx	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	Architectural Coating	Architectural Coating	2/8/2020	2/10/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,795; Non-Residential Outdoor: 4,265; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	79.0731					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**79.3153**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.6000e-003	3.2700e-003	0.0438	1.2000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.7611	11.7611	3.7000e-004		11.7704
Total	**4.6000e-003**	**3.2700e-003**	**0.0438**	**1.2000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.7611**	**11.7611**	**3.7000e-004**		**11.7704**

3.2 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	79.0731					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**79.3153**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.6000e-003	3.2700e-003	0.0438	1.2000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.7611	11.7611	3.7000e-004		11.7704
Total	**4.6000e-003**	**3.2700e-003**	**0.0438**	**1.2000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.7611**	**11.7611**	**3.7000e-004**		**11.7704**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2837	1.1691	2.5725	7.8600e-003	0.5763	6.7400e-003	0.5831	0.1542	6.2900e-003	0.1605		800.9657	800.9657	0.0469		802.1370
Unmitigated	0.2837	1.1691	2.5725	7.8600e-003	0.5763	6.7400e-003	0.5831	0.1542	6.2900e-003	0.1605		800.9657	800.9657	0.0469		802.1370

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	202.33	202.33	202.33	271,034	271,034
Total	202.33	202.33	202.33	271,034	271,034

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
NaturalGas Unmitigated	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	422.995	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Total		**4.5600e-003**	**0.0415**	**0.0348**	**2.5000e-004**		**3.1500e-003**	**3.1500e-003**		**3.1500e-003**	**3.1500e-003**		**49.7641**	**49.7641**	**9.5000e-004**	**9.1000e-004**	**50.0598**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.422995	4.5600e-003	0.0415	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		49.7641	49.7641	9.5000e-004	9.1000e-004	50.0598
Total		**4.5600e-003**	**0.0415**	**0.0348**	**2.5000e-004**		**3.1500e-003**	**3.1500e-003**		**3.1500e-003**	**3.1500e-003**		**49.7641**	**49.7641**	**9.5000e-004**	**9.1000e-004**	**50.0598**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Unmitigated	0.1906	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-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	0.0217					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1689					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Total	**0.1906**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8700e-003**	**1.8700e-003**	**0.0000**		**1.9900e-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	0.0217					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1689					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8700e-003	1.8700e-003	0.0000		1.9900e-003
Total	**0.1906**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8700e-003**	**1.8700e-003**	**0.0000**		**1.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

10375 W. Washington Blvd (Existing)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	8.53	1000sqft	0.20	8,530.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor Source: Southern California Edison, 2018 Sustainability Report, dated May 2019.

Land Use -

Construction Phase - No construction in this model

Vehicle Trips - Per Traffic Study

Energy Use -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblVehicleTrips	SU_TR	11.88	23.72

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					
2020	0.0397	8.4000e-004	9.4000e-004	0.0000	1.0000e-005	6.0000e-005	6.0000e-005	0.0000	6.0000e-005	6.0000e-005	0.0000	0.1328	0.1328	1.0000e-005	0.0000	0.1330
Maximum	**0.0397**	**8.4000e-004**	**9.4000e-004**	**0.0000**	**1.0000e-005**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.1328**	**0.1328**	**1.0000e-005**	**0.0000**	**0.1330**

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					
2020	0.0397	8.4000e-004	9.4000e-004	0.0000	1.0000e-005	6.0000e-005	6.0000e-005	0.0000	6.0000e-005	6.0000e-005	0.0000	0.1328	0.1328	1.0000e-005	0.0000	0.1330
Maximum	**0.0397**	**8.4000e-004**	**9.4000e-004**	**0.0000**	**1.0000e-005**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.1328**	**0.1328**	**1.0000e-005**	**0.0000**	**0.1330**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	**11-28-2019**	**2-27-2020**	0.0868	0.0868
		Highest	0.0868	0.0868

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	0.0348	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Energy	8.3000e-004	7.5700e-003	6.3600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	30.2711	30.2711	1.4000e-003	4.1000e-004	30.4280
Mobile	0.0484	0.2182	0.4667	1.3800e-003	0.1029	1.2300e-003	0.1041	0.0276	1.1500e-003	0.0287	0.0000	127.5622	127.5622	7.7800e-003	0.0000	127.7568
Waste						0.0000	0.0000		0.0000	0.0000	6.6135	0.0000	6.6135	0.3908	0.0000	16.3845
Water						0.0000	0.0000		0.0000	0.0000	0.2546	3.7031	3.9577	0.0264	6.6000e-004	4.8136
Total	**0.0840**	**0.2257**	**0.4732**	**1.4300e-003**	**0.1029**	**1.8100e-003**	**0.1047**	**0.0276**	**1.7300e-003**	**0.0293**	**6.8681**	**161.5366**	**168.4046**	**0.4264**	**1.0700e-003**	**179.3831**

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	0.0348	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Energy	8.3000e-004	7.5700e-003	6.3600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	30.2711	30.2711	1.4000e-003	4.1000e-004	30.4280
Mobile	0.0484	0.2182	0.4667	1.3800e-003	0.1029	1.2300e-003	0.1041	0.0276	1.1500e-003	0.0287	0.0000	127.5622	127.5622	7.7800e-003	0.0000	127.7568
Waste						0.0000	0.0000		0.0000	0.0000	3.3067	0.0000	3.3067	0.1954	0.0000	8.1923
Water						0.0000	0.0000		0.0000	0.0000	0.2546	3.7031	3.9577	0.0264	6.6000e-004	4.8136
Total	**0.0840**	**0.2257**	**0.4732**	**1.4300e-003**	**0.1029**	**1.8100e-003**	**0.1047**	**0.0276**	**1.7300e-003**	**0.0293**	**3.5613**	**161.5366**	**165.0979**	**0.2310**	**1.0700e-003**	**171.1909**

	ROG	**NOx**	**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**	**48.15**	**0.00**	**1.96**	**45.83**	**0.00**	**4.57**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/8/2020	2/10/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,795; Non-Residential Outdoor: 4,265; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0395					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279
Total	**0.0397**	**8.4000e-004**	**9.2000e-004**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1279**

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	0.0000	0.0000	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	5.1100e-003	5.1100e-003	0.0000	0.0000	5.1100e-003
Total	**0.0000**	**0.0000**	**2.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1100e-003**	**5.1100e-003**	**0.0000**	**0.0000**	**5.1100e-003**

3.2 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0395					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279
Total	**0.0397**	**8.4000e-004**	**9.2000e-004**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1279**

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	0.0000	0.0000	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	5.1100e-003	5.1100e-003	0.0000	0.0000	5.1100e-003
Total	**0.0000**	**0.0000**	**2.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1100e-003**	**5.1100e-003**	**0.0000**	**0.0000**	**5.1100e-003**

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	0.0484	0.2182	0.4667	1.3800e-003	0.1029	1.2300e-003	0.1041	0.0276	1.1500e-003	0.0287	0.0000	127.5622	127.5622	7.7800e-003	0.0000	127.7568
Unmitigated	0.0484	0.2182	0.4667	1.3800e-003	0.1029	1.2300e-003	0.1041	0.0276	1.1500e-003	0.0287	0.0000	127.5622	127.5622	7.7800e-003	0.0000	127.7568

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	202.33	202.33	202.33	271,034	271,034
Total	202.33	202.33	202.33	271,034	271,034

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	22.0321	22.0321	1.2500e-003	2.6000e-004	22.1400
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.0321	22.0321	1.2500e-003	2.6000e-004	22.1400
NaturalGas Mitigated	8.3000e-004	7.5700e-003	6.3600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	8.2390	8.2390	1.6000e-004	1.5000e-004	8.2880
NaturalGas Unmitigated	8.3000e-004	7.5700e-003	6.3600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	8.2390	8.2390	1.6000e-004	1.5000e-004	8.2880

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	154393	8.3000e-004	7.5700e-003	6.3600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	8.2390	8.2390	1.6000e-004	1.5000e-004	8.2880
Total		**8.3000e-004**	**7.5700e-003**	**6.3600e-003**	**5.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**	**0.0000**	**8.2390**	**8.2390**	**1.6000e-004**	**1.5000e-004**	**8.2880**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	154393	8.3000e-004	7.5700e-003	6.3600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	8.2390	8.2390	1.6000e-004	1.5000e-004	8.2880
Total		**8.3000e-004**	**7.5700e-003**	**6.3600e-003**	**5.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**	**0.0000**	**8.2390**	**8.2390**	**1.6000e-004**	**1.5000e-004**	**8.2880**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	94683	22.0321	1.2500e-003	2.6000e-004	22.1400
Total		**22.0321**	**1.2500e-003**	**2.6000e-004**	**22.1400**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	94683	22.0321	1.2500e-003	2.6000e-004	22.1400
Total		**22.0321**	**1.2500e-003**	**2.6000e-004**	**22.1400**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0348	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Unmitigated	0.0348	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-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	3.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Total	**0.0348**	**0.0000**	**1.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0000**	**2.3000e-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	3.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Total	**0.0348**	**0.0000**	**1.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.9577	0.0264	6.6000e-004	4.8136
Unmitigated	3.9577	0.0264	6.6000e-004	4.8136

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.802512 / 0.491862	3.9577	0.0264	6.6000e-004	4.8136
Total		**3.9577**	**0.0264**	**6.6000e-004**	**4.8136**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.802512 / 0.491862	3.9577	0.0264	6.6000e-004	4.8136
Total		**3.9577**	**0.0264**	**6.6000e-004**	**4.8136**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.3067	0.1954	0.0000	8.1923
Unmitigated	6.6135	0.3908	0.0000	16.3845

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	32.58	6.6135	0.3908	0.0000	16.3845
Total		**6.6135**	**0.3908**	**0.0000**	**16.3845**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	16.29	3.3067	0.1954	0.0000	8.1923
Total		**3.3067**	**0.1954**	**0.0000**	**8.1923**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EDI CONSULTANTS
National Environmental and
Engineering Due Diligence

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

10375 WEST WASHINGTON BOULEVARD
CULVER CITY, CALIFORNIA 90232

EDI Project No. 215-0273

October 9, 2015

Prepared for:

BASTION DEVELOPMENT CORPORATION
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October 9, 2015

Hugh Tangye
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RE: **Phase I Environmental Site Assessment**
10375 West Washington Boulevard
Culver City, California 90232
EDI Project No. 215-0273

Dear Mr. Tangye:

Pursuant to our agreement dated September 16, 2015, EDI Consultants, Inc. ("EDI") has conducted a Phase I Environmental Site Assessment (ESA) of the above referenced property conforming to the scope and limitations of ASTM Standard E 1527-13. The findings of this assessment are based upon a visual reconnaissance of the Subject Property, interviews with relevant personnel, limited observations of surrounding properties, and a records review including regulatory databases and historical use information. Any exception to, or deletions from, this practice are described in Sections 2.0-2.4 of this report.

This report was prepared for and may be relied upon by Bastion Development Corporation and its participants, lenders, affiliates, successors, and assigns (collectively, “The Client”) with respect to any loan(s) placed on the property described in the report. Any rating agency, issuer or purchaser of any security collateralized or otherwise backed by such loan(s), any servicer (and their collective successors and assigns), any underwriter co-underwriting any such securities, and any institutional provider(s) of any liquidity or credit support for such financings may also rely upon the report. The Client may, at its option, elect to include the report in its entirety in the offering memorandum or other disclosure materials relating to the Securitization (as defined below). We also consent to the inclusion of this report in its entirety in any form, whether in paper or digital format, including any electronic media such as CD-ROM or the internet, in any Prospectus Supplement or other offering document relating to any "Securitization" (defined as an offering of debt securities that, as applicable, are registered with the Securities Exchange Commission pursuant to the Securities Act of 1933, as amended [the “Act”], or are privately placed pursuant to an exemption from the Act, in which the property reported upon may be part of a pool of properties owned by various non-affiliated owners collateralizing such offering) and the filing, if applicable, and the dissemination thereof, and we consent to the reference to our firm under the caption "Experts" in such Prospectus Supplement or other offering document, at The Client's discretion.

CERTIFICATIONS, LIMITATIONS AND STATEMENT OF INDEPENDENCE

This report has been prepared by the staff of EDI for The Client under the professional supervision of the principal and/or senior staff whose seal(s) and signatures appear hereon. Neither EDI, nor any staff member, has any interest or contemplated interest, financial or otherwise, in the subject or surrounding properties, or in any entity that owns, leases, or occupies the subject or surrounding properties or that may be responsible for environmental issues identified during the course of this investigation, and has no personal bias with respect to the parties involved.

The information contained in this report has received appropriate technical review and approval. The conclusions represent professional judgments and are founded upon the findings of the assessments identified in the report and the interpretation of such data based on our experience and expertise according to the existing standard of care. No other warranty or limitation exists, either expressed or implied.

The report was prepared in accordance with the scope and limitations of ASTM Standard E 1527-13 for the use and benefit of The Client, its successors, and assignees. It is based, in part, upon documents, writings, and information owned, possessed, or secured by The Client. Neither this report, nor any information contained herein shall be used or relied upon for any purpose by any other person or entity without the express written permission of The Client.

Report prepared by:

EDI CONSULTANTS

Darrin A. Domingo, MBA, REP, CHMM
Registered Environmental Professional – No. 280438
Certified Hazardous Materials Manager – No. 11546

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PHASE I ESA SUMMARY

10375 West Washington Boulevard
Culver City, California 90232

Assessment Component	Acceptable	Routine Solution	Phase II	Estimated Cost
Historical Review	X			
On-site Operations	X			
Hazardous Materials	X			
Waste Generation	X			
PCBs	X			
Asbestos	X			
Lead in Drinking Water	X			
Storage Tanks	X			
Surface Areas	X			
Vapor Encroachment Condition	X			
Regulatory Database Review	X			
Adjoining Properties	X			
Other				

This assessment has revealed no evidence of Recognized Environmental Conditions (RECs) in connection with the Subject Property and **no further action** is required at this time.

1.0 EXECUTIVE SUMMARY

EDI Consultants, Inc. ("EDI") performed a Phase I Environmental Site Assessment (ESA) located at 10375 West Washington Boulevard, Culver City, County of Los Angeles, California on September 25, 2015, herein referred to as the "Subject Property", which consists of a two (2) single-story auto shop buildings (one with open service bays), and an office building totaling approximately ±13,669-SF sited on ±0.83-acres of land. Prior to construction of the existing improvements, the Subject Property was initially developed with residential dwellings and a detached garage on the northernmost part from as far back as 1924 to 1949. The Subject Property was later improved as an auto repair facility in several phases beginning in the late 1940s to 2005. Since its construction, the development and use of the Subject Property has remained essentially unchanged.

The Phase I Environmental Site Assessment is designed to provide The Client with an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the property. This assessment was conducted utilizing currently accepted ESA industry standards in accordance with ASTM E 1527-13, *Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process*. ASTM Standard E-1527-13 constitutes "*all appropriate inquiry*" into the previous ownership and uses of the *property* consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B). Exceptions to or deletions from the scope of work are described in Section 2.0.

This assessment has revealed no evidence of Recognized Environmental Conditions (RECs) in connection with the Subject Property and **no further action** is recommended at this time.

2.0 INTRODUCTION

EDI was retained by Bastion Development Corporation ("The Client") to prepare a Phase I Environmental Site Assessment, in compliance with ASTM Standard Practice E1527-13 on the Subject in accordance with our agreement dated September 16, 2015.

2.1 PURPOSE

The purpose of this Phase I Environmental Site Assessment (ESA) is to define good commercial and customary practice in the United States of America for conducting an environmental site assessment of a parcel of commercial real estate with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products*. As such, this practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability (hereinafter, the "landowner liability protections," or "LLPs"): that is, the practice that constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B).

EDI understands that the findings of this study will be used by The Client to evaluate a pending financial transaction in connection with the Subject Property.

2.2 DETAILED SCOPE OF SERVICES

The scope of work for this ESA is in general accordance with the requirements of ASTM Standard E 1527-13. EDI warrants that the findings and conclusions contained herein were accomplished in accordance with the methodologies set forth in the Scope of Work. These methodologies are described as representing good commercial and customary practice for conducting an Environmental Site Assessment of a property for the purpose of identifying recognized environmental conditions. No other warranties are implied or expressed.

2.3 SIGNIFICANT ASSUMPTIONS

There is a possibility that even with the proper application of these methodologies there may exist on the Subject Property conditions that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. EDI believes that the information obtained from the record review and the interviews concerning the site is reliable. However, EDI cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The methodologies of this assessment are not intended to produce all inclusive or comprehensive results, but rather to provide the Client with information relating to the Subject Property.

2.4 LIMITATIONS AND EXCEPTIONS OF ASSESSMENT

The purpose of this report is to assess the Subject Property with respect to the presence of hazardous substances or petroleum products in accordance with the provisions of ASTM Standard E 1527-13.

The conclusions presented in this report are professional opinions, based solely upon visual observations of the Subject Property and vicinity and our interpretation of the available historical information and documents reviewed as described in this report. They are intended exclusively for the purpose outlined herein and for the Subject Property location and project indicated. EDI is a technical not legal firm, as such we offer no opinion as to the legal aspects of environmental compliance (permitting, remediation, etc.) and anyone relying upon this report should have this ESA reviewed by counsel regarding any legal issues. This report is intended for the sole use of The Client. The scope of services performed in execution of this investigation may not be appropriate to satisfy the needs of other users, and any use or reuse of this document or the findings, and conclusions, presented herein is at the sole risk of said user.

It should be recognized that this study was not intended to be a definitive investigation of contamination at the Subject Property. It is possible that currently unrecognized contamination may exist at the Subject Property. Opinions presented herein apply to Subject Property conditions existing at the time of our investigation and those reasonably foreseeable. They cannot necessarily apply to Subject Property changes of which EDI is unaware and has not had the opportunity to evaluate. Additional information that becomes available after our survey and draft submission concerning the Subject Property should be provided to EDI so that our conclusions may be revised and modified if necessary, at additional cost. This Report has been prepared in accordance with our Standard Conditions for Engagement, which is an integral part of this Report.

This Phase I Environmental Site Assessment Report was performed in accordance with applicable, generally accepted environmental consulting practices currently practicing in the same locality under similar conditions, and utilizing methods and procedures consistent with established commercial practices and in conformance with industry standards. The findings and conclusions contain all of the limitations inherent in these methodologies that are referred to in ASTM 1527-13. However, the following adjustments were made in accordance with the ASTM Standard:

- A data failure as defined under Section 8.3.2.3 of ASTM Standard Practice E1527-13 occurred, although we reviewed historic information back to 1925, our review was not conducted back to a time when the site was vacant land.

2.5 SPECIAL TERMS AND CONDITIONS

The conclusions and findings set forth in this report are strictly limited in time and scope to the date of the evaluations. The conclusions presented in the report are based solely on the services described therein, and not on scientific tasks or procedures beyond the scope of agreed-upon services or the time and budgeting restraints imposed by the client. No subsurface exploratory drilling or sampling was done under the scope of this work. Unless specifically stated otherwise in the report, no chemical analyses have been performed during the course of this ESA.

Some of the information provided in this report is based upon personal interviews, and research of available documents, records, and maps held by the appropriate government and private agencies. This is subject to the limitations of historical documentation, availability, and accuracy of pertinent records, and the personal recollections of those persons contacted.

2.6 USER RELIANCE

All reports, both verbal and written, are for the benefit of the Client, its successors and assigns. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of EDI.

3.0 SITE DESCRIPTION OVERVIEW

3.1 PROPERTY LOCATION AND LEGAL DESCRIPTION

The Subject Property is located at 10375 West Washington Boulevard, Culver City, County of Los Angeles, California. Refer to the Site Location Map below:

Site Location Map

According to the Los Angeles County Assessor, the assessor's parcel number of the Subject Property is 4208-006-026. The abbreviated legal description is reproduced below:

"FELLOWS TRACT LOTS 11,12,13,14 AND LOT 15"

3.2 SITE AND VICINITY GENERAL CHARACTERISTICS

The Subject Property is located in an urban setting which is characterized by residential, light industrial, commercial office and commercial retail developments. The following is a tabulation of surrounding property usage:

Direction	Adjacent Properties	Surrounding Properties
North	Multi-family residential building is located adjacent to the north.	Residential development is located beyond.
South	Film studio complex (Sony Pictures Studios) is located adjacent to the south across West Washington Boulevard.	Commercial office/retail development and residential development are located beyond.

Direction	Adjacent Properties	Surrounding Properties
East	Commercial office/retail building (Atom Factory) and single-family residential buildings are located adjacent to the east.	Commercial office/retail development is located beyond.
West	Multi-family residential buildings and commercial retail building (Thrift Store) are located adjacent to the west across Motor Avenue.	Commercial office/retail development is located beyond.

No adverse surficial environmental conditions were observed on the adjacent and surrounding properties. Adjacent properties of concern, if any, are discussed in Section 8.0.

EDI did not observe evidence of any aboveground or underground storage tanks (ASTs or USTs) in the immediate vicinity of the Subject Property. According to the database report, no ASTs or USTs were listed adjacent to the Property.

A limited reconnaissance of those properties abutting and adjacent to the Property did not indicate the improper use, storage or handling of petroleum products and/or hazardous materials.

3.3 CURRENT USE OF THE PROPERTY

The Subject Property is developed with an automotive body shop facility known as Auto Body Masters. Auto body repairs are conducted on-site which typically involve removal and/or replacement of motor oil, antifreeze, and other fluids in automobiles. Motor oil drained from engine oil pans is collected in moveable basins, from which it is periodically drained into 55-gallon drums. Other fluids are collected in a similar manner. A dedicated pump extracts used antifreeze from automobile radiators and places the spent fluid in the appropriate AST. Virgin motor oil and other fluids are poured or pumped from ASTs or from smaller vessels into the vehicles undergoing service. The waste oil is reportedly removed by a certified waste hauler on a regular basis. Of importance, no unusual staining or evidence of leakage was observed at the time of the site visit. EDI briefly reviewed the Material Safety Data Sheets (MSDS) on file at the facility. Based on our review, the documentation appeared to be complete and appropriate for operations at the facility; however, it should be noted that this review did not constitute a full compliance audit, which is beyond the Scope of Work.

Two (2) paint spray booth are utilized onsite. The onsite paint booths are enclosures reportedly designed with cross-ventilation systems to trap emissions and overspray. VOC controls in the spray booth are utilized to capture hazardous air emissions before they can be released into the environment. Based on our review, the paint booths' filters are replaced on a regular basis. The used filters are picked up by a licensed waste hauler as needed. To reduce the amount of wastewater, the facility uses dry cleanup techniques such as sweeping and vacuuming to clean the paint booths. The debris is collected from the paint booths and disposed of in appropriate containers for pickup by a licensed waste hauler. Of importance, the painting operations at the Subject Property are reportedly in compliance with the Southern California Air Quality Management District. The paint booths do not appear to represent an impact to the environmental quality of the site provided that it is used as intended, properly maintained, and the regulations pertaining to its usage are followed.

3.4 GENERAL SUBJECT PROPERTY CONDITIONS

PROPERTY FEATURES AND IMPROVEMENTS	
Property Name	10375 West Washington Boulevard
Acreage	±0.83 acres
Shape of Parcel(s)	Rectangular
Usage	Automotive repair facility
Number of Buildings	Four (4)
Stories	One (1)
Construction Date	Early 1950s, 1960s and 2005
Square Footage	±13,669SF
Basement/Slab-on-Grade	Slab-on-grade
Number of Units	N/A
Ceiling Finishes	Painted gypsumboard, Exposed ceilings
Floor Finishes	Ceramic tiles, Finished concrete
Wall Finishes	Painted gypsum wallboard, Painted CMU Aluminum sidings
Exterior Finishes	Painted CMU, Aluminum sidings
HVAC	Rooftop-mounted HVAC units
Elevators	N/A
Renovation Date	N/A
Renovation Description	N/A
Vehicular Access	West Washington Boulevard (to the south) Motor Avenue (to the west)
Other Improvements	Open service bays
Property Coverage	Asphalt-paved parking areas

The current use of the Subject Property does not involve the storage or generation of significant quantities of hazardous wastes. At the time of EDI's site visit, housekeeping was generally in good condition.

3.5 UTILITIES

SUBJECT PROPERTY UTILITIES	
ELECTRICITY	Southern California Edison (SCE)
WATER	Golden State Water Company
SANITARY SEWER	County Sanitation Districts of Los Angeles County
INDUSTRIAL WASTEWATER	N/A
NATURAL GAS	Southern California Gas Company (SoCalGas)
SOLID WASTE	NASA Services

4.0 USER PROVIDED INFORMATION

Pursuant to ASTM E 1527-13, EDI requested the following site information from Bastion Development Corporation (User of this report).

4.1 TITLE RECORDS

EDI requested title records from the User, however, title records were not available and were not provided to EDI for review.

4.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATION

EDI requested information from the User regarding knowledge of environmental liens, activity and use limitations for the Property. The User was not aware of any environmental liens associated with the Subject Property. In addition, the User had no knowledge of any use or activity limitations.

4.3 SPECIALIZED KNOWLEDGE

EDI inquired with the User regarding any specialized knowledge of environmental conditions associated with the Subject Property. The User was not aware of any environmental conditions associated with the Subject Property.

4.4 COMMONLY KNOWN OR REASONABALLY ASCERTAINABLE INFORMATION

EDI inquired with the User regarding any specialized knowledge of environmental conditions associated with the Subject Property. The User was not aware of any environmental conditions associated with the Subject Property.

4.5 VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

EDI inquired with the User regarding any knowledge of reductions in property value due to environmental issues. The User was not aware of any valuation reductions associated with the Subject Property.

4.6 OWNER, PROPERTY MANAGER AND OCCUPANT INFORMATION

Kevan D. Baltzer and Lisa M. Baltzer reportedly own and manage the Subject Property. It is currently occupied with an automotive body repair facility known as Auto Body Masters, as described in *Section 3.3*.

4.7 REASON FOR PERFORMING PHASE I ESA

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-13) in connection with the

Subject Property. This ESA was also performed to permit the *User* to satisfy one of the requirements to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitations on scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) liability (hereinafter, the "*landowner liability protections*," or "*LLPs*"). ASTM Standard E-1527-13 constitutes "*all appropriate inquiry* into the previous ownership and uses of the *property* consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B).

EDI understands that the findings of this study will be used by the Client to evaluate a pending financial transaction in connection with the Subject Property.

4.8 OTHER

EDI inquired with the User regarding any other knowledge regarding environmental issues. The User was not aware of any other relevant environmental information associated with the Subject Property.

5.0 ENVIRONMENTAL SETTING

Information regarding hydrological conditions in the region was obtained from review of a United States Geological Survey (USGS) 7.5 Minute Topographic Map, review of United States Department of Agriculture (USDA) Soil Conservation reports, computerized environmental report, ground water contour maps, and local regulatory sources.

5.1 TOPGRAPHY AND REGIONAL SURFACE WATER

TOPGRAPHY AND REGIONAL SURFACE WATER	
ELEVATION (feet above mean sea level)	85 feet above mean sea level
INFERRED GROUNDWATER GRADIENT	Southwestern direction
NEAREST WATER BODY	Ballona Creek
SOURCE (USGS Topographic Triangle)	*Beverly Hills, California*, 1966, Photorevised 1968

Sheet runoff flows topographically to the municipal stormwater system within the abutting streets.

5.2 GEOLOGIC CONDITIONS

Los Angeles County lies within the San Joaquin Valley. The San Joaquin Valley forms the southern half of the Central Valley, which is enclosed on all sides by mountains, except where the Sacramento and San Joaquin Rivers enter the San Francisco Bay. The Sierra Nevada forms a barrier on the eastern side of the valley. The western slope of the Sierra Nevada has many deep cut river canyons. The soils in the western part of Los Angeles County were dominantly formed from the deposition of alluvial material along these rivers draining the Sierra Nevada.

The western part of Los Angeles County is almost entirely nearly level and may be divided into three basic geomorphic units. These include the more recent alluvial fans and floodplains associated with the major drainages, the older fan remnants that occur between the major drainages, and the basin rims and flood plains along the eastern edge of Los Angeles Lake. Two small hills occur in the northeastern part of the area and account for less than 1 percent of the area. All these areas slope toward the west.

5.3 HYDROLOGIC CONDITIONS

Under natural, undisturbed conditions, shallow groundwater flow generally follows the topography of the land surface and on this basis, the topography suggests that groundwater flow across the site is in a southwestern direction towards Ballona Creek. However, localized conditions can alter flow directions and thus the expected flow may not coincide with actual groundwater flow in the subject area. Groundwater depths and flow gradients are best evaluated by a subsurface investigation involving the installation of at least three groundwater monitoring wells and precise measurements of hydrostatic pressure. Monitoring wells were not observed on the Subject Property.

5.4 OIL & GAS EXPLORATION

The on-site reconnaissance addressed oil and gas exploration at the Subject Property. No evidence of oil or gas wells or the drilling of oil and gas wells was observed on site. In addition, EDI's review of the State of California Division of Oil and Gas and Geothermal Resources (DOGGR) online mapping system did not indicate any onsite oil, gas, or geothermal fields on or in the vicinity of the Subject Property.

6.0 HISTORICAL RECORDS REVIEW

EDI attempted to determine the history of the Subject Property dating back to 1940 or first developed use. Specifically, EDI attempted to review previous reports, historic aerial photographs, city directories, fire insurance maps, and land title records; and conducted interviews. It should be noted that EDI could only identify records back to 1924. Regardless, based on the information obtained, it appears that the Subject Property was vacant land and/or developed with residential dwellings prior to construction of the existing developments. The discussion of the reviewed historical resources is provided below.

Prior to construction of the existing improvements, the Subject Property was initially developed with residential dwellings and a detached garage on the northernmost part from as far back as 1924 to 1949. The Subject Property was later improved as an auto repair facility in several phases beginning in the late 1940s to 2005. Since its construction, the development and use of the Subject Property has remained essentially unchanged.

6.1 AERIAL PHOTOGRAPHS

Aerial photographs depicting development of the Subject Property and surrounding area were obtained from Historicaerials.com and Terraserver.com. Copies of the photographs are included in Appendix B. The following is a summary of each photograph reviewed:

HISTORICAL AERIAL PHOTOGRAPH SUMMARY TABLE

YEAR	SUBJECT PROPERTY	NORTH	SOUTH	EAST	WEST
1948	Two (2) dwellings and a detached garage are apparent on the northernmost part of the Subject Property.	Vacant land is located adjacent to the north.	Existing Film studio complex is located adjacent to the south across West Washington Boulevard.	Existing residences and commercial office/retail building are located adjacent to the east.	Dwellings and existing commercial retail building are located adjacent to the west across Motor Avenue.
1953	Existing auto shop building is apparent south of the dwellings.	Existing multi-family residential building is located adjacent to the north.	NSC	NSC	NSC
1964	Dwellings and detached garage were razed to give way to the construction of the open service bays, office building and auto showroom.	NSC	NSC	NSC	NSC

HISTORICAL AERIAL PHOTOGRAPH SUMMARY TABLE					
YEAR	**SUBJECT PROPERTY**	**NORTH**	**SOUTH**	**EAST**	**WEST**
1972	NSC	NSC	NSC	NSC	Existing multi-family residential buildings and existing commercial retail building are located adjacent to the west across Motor Avenue.
1980	NSC	NSC	NSC	NSC	NSC
1989	NSC	NSC	NSC	NSC	NSC
1994	NSC	NSC	NSC	NSC	NSC
2005	Another auto shop building is constructed on the middle portion.	NSC	NSC	NSC	NSC
2010	NSC	NSC	NSC	NSC	NSC
2015	NSC	NSC	NSC	NSC	NSC

NSC – No Significant Change from previous year

No indications of past heavy industrial, manufacturing, land filling or environmental degradation were observed at the Subject Property or surrounding area during the aerial photograph review.

6.2 FIRE INSURANCE MAPS

Sanborn Maps constitute a source of prior site uses of real property for many cities and towns. The maps were originally created to assist insurance underwriters in understanding the potential fire risk of structures requiring insurance; however, they are also useful in determining the previous uses of a property. Sanborn maps often contain information relating to uses of individual structures, location of certain petroleum and chemical storage tanks, and the storage of other potentially toxic substances.

Sanborn Fire Insurance maps of the Subject Property and area were obtained from Ecolog Environmental Risk Information Service, Ltd. (Ecolog ERIS, Ltd.) and copies are included in Appendix B. The following is a summary of each map reviewed:

FIRE INSURANCE MAP SUMMARY TABLE					
YEAR	**SUBJECT PROPERTY**	**NORTH**	**SOUTH**	**EAST**	**WEST**
1924	Two (2) dwellings and a detached garage are apparent on the northernmost part of the Subject Property.	Vacant land is located adjacent to the north.	Existing Film studio complex is located adjacent to the south across West Washington Boulevard.	Existing residences and commercial office/retail building are located adjacent to the east.	Dwellings and multi-family residences are located adjacent to the west across Motor Avenue.
1929	NSC	NSC	NSC	NSC	Multi-family residences were razed.

FIRE INSURANCE MAP SUMMARY TABLE					
YEAR	**SUBJECT PROPERTY**	**NORTH**	**SOUTH**	**EAST**	**WEST**
1949	Existing auto shop building is apparent south of the dwellings.	NSC	NSC	NSC	NSC
1950	Dwellings and detached garage were razed to give way to the construction of the open service bays and office building are apparent.	Existing multi-family residential building is located adjacent to the north.	NSC	NSC	NSC

NSC – No Significant Change from previous year

The review of historical fire insurance maps did not indicate any obvious evidence of past activities or structures which may have impacted the environmental integrity of the Subject Property. Of importance, no indications of dry cleaning or service station establishments were noted on or immediately adjoining the Subject Property.

6.3 LOCAL STREET DIRECTORIES

Historical street directories for the Subject Property and adjacent properties were obtained from Historical Information Gatherers, Inc. (HIG). Copies are included in Appendix C. The following is a summary of each directory reviewed:

Subject Property

10375 Washington Boulevard	
2010-2011	AUTOBODY MASTERS
2006-2007	AUTOBODY MASTERS
2001-2002	BALTZER Kevan
2001-2002	AUTOBODY MASTERS
1996-1997	MILLER MIKE TOYOTA BODY SHOP
1996-1997	MIKE MILLER KIA
1996-1997	AUTOBODY MASTERS
1991	MILLER M TOYOTA SH
1973	THOMAS AUTO SERVICE
1967	NEWPORT AUTO REBLDRS

Adjacent Properties

10317.5 Washington Boulevard	
1962	WHITE GODFREY A
10351 Washington Boulevard	
2010-2011	LAUREN STOMEL ADVERTISING
2010-2011	BEYNON CO THE
2006-2007	LAUREN STOMEL ADVERTISING
2006-2007	BEYNON CO THE
2006-2007	ART-WORKS STUDIO
2001-2002	BEYNON CO THE
2001-2002	ART WORKS CHLD S PAINTING STDO
1996-1997	BEYNON CO THE
10353 Washington Boulevard	
2001-2002	I F C FILM DISTRIBUTION
10355 Washington Boulevard	
2010-2011	XXXX
2006-2007	TRICARICO Christopher
2001-2002	XXXX
1996-1997	XXXX
1991	BABYCAKES STORE
1991	JUVENALIA DSGNS&ASC
1981	XXXX
1973	F&C SALES INC
1967	F-C SALES CO
1967	F-C SALES
1962	F-C SALES CO
1962	F-C SALES
10369 Washington Boulevard	
1973	XXXX
1967	BOB JONES IMPORTS
1962	CRENSHAW CADILLAC
10371 Washington Boulevard	
1962	ERHARDS PORSCHE SERV
1962	CADROBBIS WERKSTATT
10401 Washington Boulevard	
2010-2011	HOUSE OF RETURN
2006-2007	FASSICA RESTAURANT
2001-2002	IMAGINE STUDIO
1986	GHION RESTAURANT
1981	TAORIMINA RESTAURNT
10405 Washington Boulevard	
2010-2011	RICHARD THE THREAD
2006-2007	Y PAY RETAIL
2006-2007	RICHARD THE THREAD
2001-2002	SIGNQUEST
10407 Washington Boulevard	
2001-2002	A B S BRAKE SUPPLY INC
1996-1997	CULVER PRODUCE MARKET
1981	XXXX
1976	ATLAS PROJECTR CORP
1973	ATLAS PROJECTR CORP
1967	COMAMCO INC
1962	COMAMCO INC
10409 Washington Boulevard	
2010-2011	HOUSE OF RTRN THRFT SH ST DNR
2006-2007	HOUSE OF RETURN THRIFT SHOP
2006-2007	HOUSE OF RETURN THRIFT SH STR
2006-2007	HOUSE OF RETURN THRIFT SH STR
2006-2007	BEIT T SHUVAH THRFT SH DNR INF
2001-2002	A A M C O TRANSMISSIONS
1996-1997	C&K TRANSMISSIONS
1996-1997	AAMCO TRNSMSN
1991	XXXX
1986	IMPERIAL AUTO BODY
1986	AAMCO ATMTS TRNSMSN
1981	IMPERIAL AUTO BODY
1981	AAMCO ATMTS TRNSMSN
1976	CULVR SURPLUS HRDWR
1973	CULVER SRPLS HRDWRE
1967	CULVER SURPLUS
1962	CULVER SURPLUS

The review of historical city directories indicates past tenants and uses of onsite and adjacent properties which are consistent with historical and current usage as primarily retail, office and light industrial establishments. Of importance, no indications of dry cleaning or service station establishments were noted on or immediately adjoining the Subject Property.

6.4 HISTORICAL TOPOGRAPHIC MAPS

USGS Historical Topographic Maps, 7.5 minute series – *Beverly Hills, California* Quadrangle, for the Subject Property and adjacent properties were obtained from USGS and copies are included in Appendix B. The following is a summary of each historical map:

TOPOGRAPHIC MAP SUMMARY TABLE					
YEAR	**SUBJECT PROPERTY**	**NORTH**	**SOUTH**	**EAST**	**WEST**
1966, Photo-revised 1968	Developed land	Developed land	Developed land	Developed land	Developed land

The topographic map does not identify individual buildings or development on the subject property due to the concentration of structures in the highly urbanized Los Angeles, California area, but rather shows the area in pink denoting urbanized land use, and identifies only landmarks as distinct structures. Of importance, no evidence of oil or gas wells and wetlands were depicted on or immediately adjoining the Subject Property.

6.5 OTHER HISTORICAL INFORMATION

EDI reviewed a closure report on the Subject Property entitled *Closure Report and Site Assessment Workplan Removal of Two Underground Storage Tanks* dated July 28, 1994, prepared by California Environmental. The purpose of this review was to obtain information to supplement this letter report. This report indicated the following salient information:

- Two underground storage tanks were removed from the subject property. Chemical laboratory testing was conducted on soil samples obtained from beneath the two underground tanks. Samples obtained beneath the 5,000 gallon gasoline tank did not detect fuel hydrocarbons in soil. Samples obtained beneath the waste oil tank found elevated levels of oil hydrocarbons in the soil.
- A workplan for removal of the impacted soil adjacent to the waste oil tank is presented. The workplan is based upon site assessment hand auger testholes excavated through the base of the waste oil tank pit. Based on the exploratory work done to date, it appears that waste oil impacted soil does not extend beneath the depth of approximately 14-15 feet below grade. It is recommended that the soil be excavated and replaced with a clean import.
- The following observations were made during the UST abandonment:
    - No evidence was present in the UST excavation or by observation of the UST that a release had occurred from the 5,000 gallon gasoline UST or the associated piping and dispenser.
    - Chemical laboratory results on the soil samples indicate that no significant concentrations of hydrocarbons are present in the soil beneath the 5,000 gallon gasoline UST.
    - Soil staining and petroleum odors were observed in the 500 gallon waste oil tank excavation.

- Elevated levels of petroleum hydrocarbons and low levels of associated aromatic hydrocarbons were found in the sample of soil under a 500 gallon waste oil UST.
- Preliminary exploration shows that the limit of the vertical extent of hydrocarbon contamination beneath the waste oil tank excavation is between 11.5 and 14 feet bgs.

- Conclusions
  - The chemical tests on the soil samples obtained during closure of the 5,000 gallon gasoline fuel UST indicate that no significant release has occurred from this UST. It is recommended that the file on this tank be closed.
  - Concentrations of petroleum hydrocarbons and aromatic hydrocarbons were detected in soil samples obtained beneath the 500 gallon waste oil tank. It is concluded that the soil at the site has been contaminated by a release from the abandoned tank. The vertical extent of the contamination has been determined to be less than 14 feet bgs. The lateral extent of contamination is expected to be within the area accessible to a backhoe excavator.
  - It is recommended that, in lieu of further site assessment, the impacted soil be excavated from the waste oil tank area and that verification samples be obtained from the walls and bottom of the excavation. And that the 5,000 gallon underground tank area be formally closed as no further action required.

EDI reviewed a closure report on the Subject Property entitled *Closure Report Removal of Waste Oil Impacted Soil* dated January 27, 1995, prepared by California Environmental. The purpose of this review was to obtain information to supplement this letter report. This report indicated the following salient information:

- The subject property consists of an automotive body shop located at 3850 Motor Avenue at the corner of Washington Boulevard in the City of Los Angeles, California. The area of the subject property is occupied by residential and commercial properties. The area of the removed 500 gallon waste oil UST is near the northwest corner of the property at the rear of the auto body shop. The former waste oil UST area is at the transition of the canopied work are to the asphalt drive at the rear of the property.
- Previous Work.
  - A report by California Environmental entitled "Closure Report and Site Assessment Workplan Removal of Two Underground Storage Tanks" dated July 28, 1994 was prepared following removal of a 5,000 gallon Gasoline UST and a 500 gallon waste oil UST from the subject property. The chemical tests on soil samples obtained during the closure of the gasoline UST indicated no fuel hydrocarbons beneath the gasoline UST. The chemical tests obtained on soil samples during closure of the waste oil UST indicated that a release had occurred from the waste tanks. A preliminary site assessment was implemented whereby three hand auger borings were excavated in the area of the removed UST to determine the vertical extent of the waste oil impacts. Based on the findings of the preliminary assessment, it was determined that the petroleum impacted zone penetrated to a total depth between 11½ and 14 feet.
  - A letter report "Additional Site Assessment Work, Area of Waste Oil Impacts in Soil" dated November 7, 1994 was prepared. The letter report described the results of additional site assessment activities during the excavation of 4 hand auger test holes around the previous waste oil UST excavation.

- One 500 gallon waste oil tank was removed from the property on April 29, 1994. Initial soil samples obtained from beneath the removed UST contained 4,500 parts per million (ppm) of total recoverable petroleum hydrocarbons (TRPH). Following reporting of the laboratory results to the Los Angeles City Fire Department (LAFD), Fire/Life Safety Violation Notice Number 85135 was issued by the LAFD requesting a site assessment in the area of the removed UST.
- The following observations were made during assessment of the impacts:
  - Elevated levels of petroleum hydrocarbons and low levels of associated aromatic hydrocarbons were found in the area beneath the former UST to a depth ending between 11½ and 14 feet.
  - Testholes excavated 3 to 5 feet from each of the sides of the excavation did not encounter elevated levels of petroleum hydrocarbons to total depths of 6 – 7 ft.
- The following observations were made during the excavation of the impacted soil:
  - The final excavation was 16 ft. x 15 ft. x 15½ ft. deep. The excavation consisted of brown to gray-brown silty sand with gravel and clay.
  - Chemical laboratory results of the soil samples indicates that the sidewall and bottom soil samples contained to TPRH and BTEX less than the reporting limit.
- Conclusions and Recommendations
  - The chemical tests on soil samples obtained following excavation of the impacted soil indicates that the TRPH impacted soil was successfully removed. The impacted soil generated during excavation was hauled to Southwest Disposal as Non-Hazardous, petroleum impacted waste. The excavation was backfilled using the removed clean soil and approximately 50 tons of imported crushed gravel. The surface over the backfilled excavation was paved. It is recommended that the file for the 500 gallon waste oil UST be closed.

EDI reviewed a report on the Subject Property entitled *Report of Chemical Laboratory Testing During Removal of Hydraulic Lifts* dated May 30, 1995, prepared by California Environmental. The purpose of this review was to obtain information to supplement this letter report. This report indicated the following salient information:

- Hydraulic lift removal was accomplished by Environmental Excavations during May and June of 1994. On May 23, 1994, a representative of California Environmental was at the site to sample soil exposed at the bottom of the shafts from which the hydraulic lifts were removed. Three soil samples were obtained. Two of the three hydraulic encased lifts were enclosed with concrete. During the site visit there were no observations of leakage on the exterior of the hydraulic lifts or on the exterior surfaces of the concrete encasement.
- Three soil samples were obtained. Soil samples were obtained by the use of a hand auger which was extended to the bottom of the hydraulic lift shaft. The soil samples encountered silty sand which was medium to coarse grained with occasional gravel and which was brown, moist and contained no odor. Soil samples were transported to Golden State Analytical Services for analysis using EPA Method 418.1. The chemical laboratory test report and chain-of-custody record are attached.
- None detect to low levels of hydrocarbons were found. The highest concentration was from SP3 at a depth of 8½ feet where 170 mg/kg of oil was found. Based on the absence of any field indication of leakage from the hydraulic lifts and due to lack of any odors in soil samples, it is believed that no significant release from the three hydraulic lifts tested has occurred. California Environmental recommends no additional clean-up of the low level oil impacted soil at this time.

The low levels of oil hydrocarbons which will remain are well within acceptable regulatory limits based upon the depth to groundwater (greater than 50 feet) and the recent State of California Regional Water Quality Control Board publication ***Interim Site Assessment and Clean-up Guidebook,*** dated February 19, 1995. The maximum concentration found (170 mg/kg) is well within the maximum allowable concentration of 1,000 mg/kg.

EDI reviewed a letter on the Subject Property entitled *No Further Action Letter* dated September 5, 1995, prepared by the Los Angeles Fire Department (LAFD). The purpose of this review was to obtain information to supplement this letter report. This letter indicated the following salient information:

- The Fire Department has reviewed the Closure Report dated January 27, 1995, as submitted by California Environmental.
- Based on the information provided to date, this Department has determined that no further action in required at this time.

EDI reviewed an environmental assessment on the Subject Property entitled *Phase I Environmental Site Assessment* dated December 17, 1996, prepared by A.G.I. Geotechnical, Inc. The purpose of this review was to obtain information to supplement this letter report. This report indicated the following salient information:

- Site Description.
  - The site is located on the north corner of the intersection of Washington Boulevard and Motor Avenue, three blocks northeast of Overland Avenue in the City of Los Angeles, California. The site is legally described as Fellows Tract, Lots 11, 12, 13, 14 and Lot 15. This assessment was performed for the parking lot, existing buildings and work areas. The site is roughly level, at an elevation of approximately 80 feet above mean sea level. The surrounding lots re at the same approximate elevation. The site is located immediately across from Sony Studios, approximately 1 mile northwest of Ballona Creek.
  - The subject site is currently occupied by a one-story, stucco on wood frame, commercial building (office), a parking lot with awning, a showroom and an auto body shop that includes open and enclosed service bays, paint booth, drying booth, sanding area, and storage areas.
  - The subject site is situated in a mixed residential and commercial neighborhood. The property is bordered by an office building and private residences to the northeast, a duplex to the northwest, Motor Avenue to the southwest, and Washington Boulevard to the southeast.
- General Site History
  - The City of Los Angeles Department of Building and Safety was visited to obtain building permits/records for the subject site. The records for the Washington Boulevard address are limited to two zoning violations, one in 1982 and the other in 1984. Both files were closed. One Certificate of Occupancy dated August 3, 1994 is on file for the site referencing a 1993 building permit to correct a 1948 permit violation. In 1948, a 49' x 117' auto repair building was permitted. The records for the Motor Avenue address are more numerous. Two building code violations were on file, one in 1994 and the other in 1995. Both files were regarding electrical violations, the 1995 file was closed. No indication of the 1994 being closed was revealed during the file search. Eighteen building permits are on file for the site ranging from 1948 to 1963. In 1950, a permit to demolish and build a new duplex dwelling was issued for lot 11-(owner Allen,

Mariebell & Cooper H. B.) In 1957 permits were issued to demolish the dwellings permitted in 1950 and construct an office building (88' x 20'), an addition to the existing 49' x 117' auto repair building, a neon roof sign, and a showroom (27.5' x 27.5'). A Certificate of Occupancy issued to Art Frost of Culver City Used Car Sales was issued in 1957. Later Permits were for awnings, signs and lighting.

- The City of Los Angeles Fire Department, Underground Tank Unit was contacted to obtain any records of underground tank leaks on or adjacent to the site. No other records were on file for addresses above or below the site addresses (10369 & 10375 Washington Boulevard and 3850 Motor Avenue) for a minimum of four blocks. The reports on file were for the removal and remediation of two USTs, the hydraulic lifts and the clarifier.
- According to Fire Department records, two USTs, one 10,000 gal. auto fuel and one 550 gal. waste oil were originally permitted to the Washington Boulevard address in 1958. In 1988 a notice of noncompliance for UST permit was issued to Elta M. Mobeck for the Washington Boulevard address. In March of 1994, a request for the first time registering of 2 USTs was filed for the Motor Avenue address. In April of 1994 the removal and remediation of the two USTs on site was started. The 10,000 gal. tank was removed and the soil beneath it was tested and found to be below the action limits of the City of Los Angeles Fire Department. The excavation for the 10,000 gal. tank was backfilled. The 550 gal. tank was removed and the soil beneath it was tested and found to be above the action limits of the City of Los Angeles Fire Department. The excavation for the 500 gal. tank was deepened to 15 feet below ground surface, tested and determined to be below action limits. The excavation was then backfilled.
- Sections of concrete were replaced after the removal of the two underground storage tanks (UST). The UST removals and related remediation and testing was conducted by California Environmental. A clarifier and the hydraulic lift mechanisms were removed. The areas of the lifts and clarifier were tested for hydrocarbons, determined to be below action limits, then filled with concrete. The removals, remediation and abandonment of the two underground storage tanks, pump island, supply lines, lifts and clarifier were conducted by California Environmental. All reports by California Environmental within the file were accompanied with either an approval letter or an action letter. The final approval letter for the Closure Report, dated January 27, 1995, stated that no further action was necessary and the file was closed. This final approval letter was dated September 5, 1995.

➢ Conclusions

- Based on the scope of work described above and the data in hand, it appears that the subject site itself no longer exhibits areas of environmental concern with regard to ground water contamination, soil contamination, or presence of hazardous materials. Information obtained from the Water Quality Control Board's list of leaking underground tanks and from the Environmental Data Resources information search indicate the present potential for hazardous materials contamination form adjacent properties appears to be low.
- We are still in the process of checking with the County of Los Angeles Department of Health Services, and South Coast Air Quality Management District. We reserve the right to amend this report as appropriate, including any conclusions and/or recommendations, once this information is available. Although the possibility cannot be completely ruled out, based on the data in hand, it appears unlikely that significantly

unfavorable data will be obtained from these agencies that would place a higher risk of possible hazardous material contamination on the subject site.

- Based on the information obtained during this Phase I Environmental Site Assessment, further action toward the determination of the presence of any hazardous materials on the site does not appear to be necessary at this time.

7.0 SUBJECT PROPERTY RECONNAISSANCE

7.1 METHODOLOGY & LIMITATIONS

The Subject Property reconnaissance was conducted on September 25, 2015 by Brian Tang of EDI. The weather at the time of the reconnaissance was sunny with a temperature of approximately 80 degrees Fahrenheit. The key site manager for the reconnaissance was Mr. Kevin Read, Subject Property Manager. A Pre-Survey Questionnaire to be filled out and returned to EDI by someone knowledgeable about the site was provided to Mr. Read. A copy of the blank Pre-Survey Questionnaire is provided in Appendix D.

The Subject Property site reconnaissance was conducted in a systematic manner focusing initially on the exterior, which was surveyed in a grid pattern. A representative portion of the Subject Property's interior spaces were also surveyed in a systematic manner. Where access to portions of the Subject Property or to structures on the Subject Property was unavailable or limited, EDI renders no opinion as to the presence of petroleum products or hazardous substances in that portion of the Subject Property or structure. In addition, EDI renders no opinion as to the presence of, or indirect evidence relating to, petroleum products or hazardous substances where direct observation of the interior walls, floor, or ceiling of a structure was obstructed by objects or coverings on or over these surfaces.

The following spaces were visually and physically observed: Subject Property interiors, exteriors, mechanical, electrical rooms, and roof(s) as well as adjoining and surrounding properties. There were no notable portions of the Subject Property excluded from this survey.

7.2 INTERVIEWS

The following information was provided by individuals contacted by EDI in connection with the Subject Property. Findings from these interviews are discussed in the appropriate sections in this report.

INTERVIEW COMMENTS		
CONTACT	**RELATION TO SUBJECT PROPERTY**	**DETAILS OF CONVERSATION**
Kevin Read	Subject Property Manager	Mr. Read escorted EDI during our Subject Property reconnaissance. According to Mr. Read, no existing RECs, deficiencies, or other environmentally related problems are known to exist at the Subject Property.

7.3 INTERIOR OBSERVATIONS

The following table summarizes issues on which the survey of interior areas of the Subject Property focused:

INTERIOR SURVEY		
ITEM	**NOTED**	**LOCATION AND DESCRIPTION**
Processes that generate petroleum products or hazardous substances		N/A

INTERIOR SURVEY		
ITEM	**NOTED**	**LOCATION AND DESCRIPTION**
Unusual odors		N/A
Pools of liquid		N/A
Drums		N/A
Stains or corrosion		N/A
Drains and Sumps		N/A
Oil-containing equipment	✔	EDI observed two (2) in-ground hydraulic lifts in the auto body shop building (see *Section 7.7*).

7.4 EXTERIOR OBSERVATIONS

The following table summarizes issues on which the survey of exterior areas of the Subject Property focused:

EXTERIOR SURVEY		
ITEM	**NOTED**	**LOCATION AND DESCRIPTION**
Storage tanks		N/A
Unusual odors		N/A
Areas of asphalt patch or surface depressions		N/A
Drums	✔	EDI observed two (2) 500-gallon ASTs, one (1) 55-gallon drum containing waste oil and an empty 55-gallon drum (see *Section 7.5*).
Oil-containing equipment		N/A
Stained soil or pavement		N/A
Stressed vegetation		N/A
Fill material of questionable origin/ Piles		N/A

EXTERIOR SURVEY		
ITEM	**NOTED**	**LOCATION AND DESCRIPTION**
Wastewater	✔	The Subject Property uilizes an oil/water separator to intercept and collect sand, grit, and free oil and grease (hydrocarbons and other petroleum products) and prevent their entry into the sanitary sewer system. The system retains wastewater long enough to allow sand, grit, and free oil and grease to separate from the water due to their differences in specific gravity. The interceptor contains multiple compartments where oil separates and floats to the surface, leaving clearer water beneath as the discharge effluent. Sand, grit, and debris sink to the bottom and accumulate at the sludge baffle. A certified waste hauler reportedly pumps out the oil and sludge through accessible plates. The interceptor sizing and construction reportedly conforms to recognized plumbing codes and meets or exceeds all municipal Industrial Sewer Pretreatment Regulations. The oil/water separator utilized on-site does not appear to represent an impact to the environmental quality of the site provided that it used as intended, properly maintained, and the regulations pertaining to its usage are followed.
Monitoring Wells		N/A
Catch basins or dry wells		N/A
Septic systems		N/A
Wetlands		N/A

7.5 WASTE MANAGEMENT AND REGULATED MATERIALS

Solid waste (cardboard, paper, municipal waste) generated at the Subject Property is collected by NASA Services, a contracted waste hauler. Only municipal-type solid waste was observed at the time of the Subject Property visit. Sources of potential environmental impact were not observed on or about the trash cans at the time of inspection.

The Subject Property was identified in the ERNS, FINDS/FRS and CHMIRS databases (see Section 8.1). EDI identified the following chemical substances, stored on-site.

Product	Container Size	Quantity	Storage Conditions	MSDS	Location
Waste oil	500-gallon	Two (2)	Good	Yes	Shop
Waste oil	55-gallon	One (1)	Good	Yes	Shop
Empty	55-gallon	One (1)	Good	Yes	Shop

All drums and other vessels used at the Subject Property appear to be properly labeled and in good condition. Secondary containment is located around the drums in the form of pallets underneath the drums. No unusual staining or evidence of leakage was observed at the time of the site visit. EDI briefly reviewed the waste manifests and Material Safety Data Sheets (MSDS) on file at the facilities. Based on our review, the documentation appeared to be complete and appropriate for operations at the facility;

however, it should be noted that this review did not constitute a full compliance audit, which is beyond the Scope of Work.

A paint spray booth is utilized onsite by the Higgins Quality finishing tenant. The onsite paint booth is an enclosure reportedly designed with a cross-ventilation system to trap emissions and overspray. VOC controls on the spray booth are utilized to capture hazardous air emissions before they can be released into the environment. Based on our review, the paint booth filters are replaced on a regular basis. The used filters are picked up by a licensed waste hauler as needed. To reduce the amount of wastewater, the facility uses dry cleanup techniques such as sweeping and vacuuming to clean the paint booth. The debris is collected from the paint booth and disposed of in appropriate containers for pickup by a licensed waste hauler.

Of importance, the painting operations at the Subject Property are reportedly in compliance with the Southern California Air Quality Management District. The paint booth does not appear to represent an impact to the environmental quality of the site provided that it is used as intended, properly handled, and the regulations pertaining to its usage are followed.

7.6 STORAGE TANKS

7.6.1 UNDERGROUND STORAGE TANKS (USTs)

Visual evidence (i.e., pipes, vents, pumps, stains, or accessways) indicating past or present USTs at the Subject Property was not apparent. In addition, the regulatory records review as discussed further in Section 8.1 does not indicate evidence of past or present USTs at the Subject Property.

Tanks per the following schedule were reportedly removed from the site:

Location	Removed/ Closed-In-Place	Capacity	Contents	Date Removed	Removed By	Post Decommissioning Testing Conducted	Contamination Identified
Western part of Subject Property	Removed	5,000	Gasoline	April 29, 1994	California Environmental	Yes	Total Recoverable Petroleum Hydrocarbons (TRPH)
Northwest of Subject Property	Removed	500	Waste oil	April 29, 1994	California Environmental	Yes	TRPH

Please refer to Section 6.5 for information regarding the above-mentioned tanks and subsequent closure by the LAFD.

7.6.2 ABOVEGROUND STORAGE TANKS (ASTs)

Visual evidence that would indicate past or present ASTs at the Subject Property, such as a concrete foundation or containment walls, pedestals, or steel support structure, was not apparent during the Subject Property visit. In addition, the regulatory review as discussed further in Section 8.1 did not indicate evidence of past or present ASTs.

7.7 POLYCHLORINATED BIPHENYLS (PCBs)

Polychlorinated Biphenyls (PCBs) are known hazardous materials that are found in coolants or lubricating oils used in some electrical transformers, light ballasts, electrical panels or other similar equipment. PCB content in electrical transformers has been grouped into three (3) regulatory categories by the federal government. Parts per million is signified by ppm.

0 - 50 ppm	non-PCB unit
50 - 500 ppm	PCB contaminated unit
>500 ppm	PCB unit

Utility companies often own transformer equipment and typically assume the responsibility for repair or replacement of damaged or leaking units and for required cleanup or remediation activities. Indications of damage or leakage should be immediately reported to the responsible utility company.

No major electrical equipment (transformers, capacitors) likely containing PCB oils was observed at the Subject Property.

Hydraulic In-ground lifts

The Subject Property utilizes two (2) in-ground hydraulic lifts in connection with the current auto body service operations. The installation date of the lifts is unknown. Since the lifts are suspected to have been installed prior to the 1979 ban on the manufacturing of PCBs, the hydraulic fluid may contain PCBs. Of importance, no visual indication of past leaks of the hydraulic fluids was reported at the time of the previous assessment conducted by California Environmental in 1994 nor was significant contamination identified (see *Section 6.5* for further discussion). Note that given the viscous nature of hydraulic oil, any subsurface leak would primarily be contained within the lift cylinder area. Additionally, hydraulic oil does not typically breakdown or migrate in a similar manner to other petroleum contaminants such as diesel fuel or waste oil. As a result, any leakage from the lifts and subsurface impact, if any, would be considered de minimus. Given that groundwater is located at least ±50' below ground surface, a groundwater impact from the lifts is unlikely.

7.8 ASBESTOS CONTAINING MATERIAL (ACM)

The use of asbestos in many building products was banned by the U.S. Environmental Protection Agency (EPA) by the late 1970s. In 1989, EPA issued a ruling prohibiting the manufacturing, importation, processing, and distribution of most asbestos containing products. This rule, known as the Ban & Phase-Out Rule, would have effectively banned the use of nearly 95% of all asbestos products used in the United States. However, the U.S. 5th Circuit Court of Appeals vacated and remanded most of the Ban and Phase Out Rule in October 1991. Due to this court decision, many asbestos containing product categories not previously banned (prior to 1989) may still be in use today. Among these common material types found in buildings are floor tile and roofing materials.

Asbestos-containing material (ACM) represents a concern when it is subject to damage that results in the release of fibers. Friable ACM, which can be crumbled by hand pressure and is therefore susceptible to damage, is of particular concern. Non-friable ACM is a potential concern if it is damaged by maintenance work, demolition or other activities.

No friable ACM was identified. However, due to the Subject's age, the non-friable joint compound, resilient floor finishes, and wallboard assemblies may contain asbestos. Since these non-friable materials are in good condition and the potential for fiber release is low, no further action is recommended at this time, other than maintaining the materials in good condition. However, in the event that building maintenance, renovation, or demolition requires the removal or disturbance of the suspect ACM, EDI recommends that the non-friable organically bound materials be characterized for asbestos by transmission electron microscopy, a reliable method for detecting asbestos in non-friable organically bound materials. Other suspect materials can be analyzed via polarized light microscopy. All activities involving ACM should be conducted in accordance with governmental regulations.

7.9 LEAD-BASED PAINT (LBP)

LBP is paint with a lead concentration greater than 5,000 parts per million (ppm) as defined by the EPA. LBP may be an environmental concern in residential properties based on the condition and maintenance of the paint and the presence or absence of LBP hazards. A LBP hazard is defined as damaged paint or paint covering a deteriorated subsurface that may create dust or chips that could potentially be ingested or inhaled.

Screening for LBP is outside of the scope of an ASTM Phase I investigation. In addition, the scope of this assignment did not include a LBP screening because the Subject Property use is commercial and LBP is therefore not an area of concern. Of importance, painted surfaces observed were in good condition and void of significant peeling and flaking.

7.10 RADON

Radon gas is a gas created from the radioactive decay of uranium. It exists in soil with a high concentration of uranium rocks or industrial waste. Radon gas may seep into and accumulate in dwellings through cracks in the foundation or walls or any other opening such as a floor drain.

The EPA has categorized radon levels into three (3) regulatory zones measured in pico-Curies per liter. The EPA action level for radon is 4.0 pico-Curies per liter.

Level 1	Greater than 4 pico-Curies per liter
Level 2	Between 2 and 4 pico-Curies per liter
Level 3	Less than 2 pico-Curies per liter

Analysis for radon is not within the scope of an ASTM Phase I investigation. The Client did not request a radon gas screening, therefore EDI did not conduct a screening as part of this Phase I investigation.

The EPA Map of Radon Zones indicates Los Angeles County is in a Zone 2 radon area. Zone 2 is defined as areas that have a moderate potential for radon gas with levels >2.0 picocuries per liter (pCi/L) but < 4.0 pCi/L. The EPA guideline for radon is 4.0 pCi/L. Due to the non-residential use of the Subject Property, and in accordance with the scope of work, radon testing was not performed. Notwithstanding, long term sampling and testing are the only definitive means of radon detection.

7.11 LEAD IN DRINKING WATER

Lead has historically been used in pipes, solder, and brass fixtures used in water distribution systems and plumbing material. In 1986, EPA banned the use of lead at concentrations exceeding 0.2% lead in solder and 8% lead in other plumbing material.

Lead has historically been used in pipes, solder and brass fixtures used in water distribution systems and plumbing material. In 1986, EPA banned the use of lead at concentrations exceeding 0.2% in solder and 8% in other plumbing material. Golden State Water Company provides domestic water to the vicinity. Analysis for lead in drinking water is not within the scope of a Phase I ESA investigation. The Client did not request a lead in drinking water screening; therefore EDI did not conduct a screening. According to their web site (http://www.gswater.com/culver-city/), Golden State Water Company is in compliance with all federal and local regulations concerning water quality. In addition, the Subject Buildings are reportedly copper plumbed throughout. Based upon the foregoing information, EDI's opinion is that lead in drinking water is not a concern at the Subject Property. Notwithstanding, lead in drinking water sampling and testing are the only definitive means of lead detection.

7.12 VAPOR ENCROACHMENT CONDITION

On June 14, 2010, ASTM published E 2600-10, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*. This standard replaces E 2600-08 published in March of 2008.

The newly revised standard focuses solely on screening for the likelihood of migrating vapors volatilized from a contaminated source to encroach upon the subsurface of a property involved in a real estate transaction and create a vapor encroachment condition (VEC). Two tiers for screening are included in the practice. The first tier is based upon the existence of known or suspect contaminated sites in the area. The second tier is more comprehensive and investigates specific characteristics associated with the contaminated plumes from these sites, or if no plume information is available, relies on sampling. If the likelihood exists for vapors to reach the subsurface of the property, further investigation that is beyond the scope of this practice would be necessary to determine if vapor intrusion is occurring into any buildings on the property. Of particular note in the standard is the completely revised Legal Appendix that discusses the relationship between this standard and the E 1527-13 Phase I ESA standard. In simple terms, the E 1527-13 standard (which complies with AAI) includes in its REC definition the Environmental Professional's (EP's) need to consider hazardous substances and petroleum products on the target property or migrating to the target property no matter what form these substances take, i.e., solid, liquid or vapor. The E 2600-10 standard provides a methodology for the EP to accomplish this for vapors. If vapors can reach the target property (thereby creating a VEC), the EP conducting the E 1527-13 Phase I would then have to decide whether or not the VEC constitutes a REC. This would be analogous to the EP finding in the Phase I investigation the potential for a contaminated groundwater plume to reach the target property. The EP would then have to determine if this situation is a REC.

The purpose of this practice is to define good commercial and customary practice in the United States of America for determining if a vapor encroachment condition (VEC) on a property parcel involved in a real estate transaction with respect to chemicals of concern (COC) that may migrate as vapors into existing or planned structures on a property due to contaminated soil and groundwater on the property or within close proximity to the property. For the purpose of this Report, this practice is used as a voluntary supplement to Practice E 1527 and does not alter or in any way define the scope of that practice. In addition, performance of this standard is not a requirement of and does not constitute,

expand, or in any way define "all appropriate inquiry" as defined or approved by U.S. EPA under CERCLA and the regulations thereunder, including 40 CFR Sec. 312.11.

In defining a standard of good commercial and customary practice for determining a VEC on a parcel of property, the goal of the process established by this practice is to identify whether or not a VEC exists or is likely to exist on the property. The term VEC means the presence or likely presence of any COC in the indoor air environment of existing or planned structures on a property caused by the release of vapor from contaminated soil or groundwater either on the property or within close proximity to the property, at a concentration that presents or may present an unacceptable health risk to occupants. The term is not intended to include de minimis conditions that do not normally represent an unacceptable health risk to occupants and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be de minimis does not represent a VEC.

Based on EDI's review of historical and current usage of the Subject Property as well as our review of the State and Federal databases discussed in Section 8 for onsite and adjacent properties of potential concern for vapor encroachment, it is EDI's professional opinion that a VEC does not appear to be suspected of having impacted the environmental integrity of the Subject Property. In addition, potential exposure to a VEC, should it exist, is further reduced by the presence of buildings and pavement at the Subject Property. Based on the foregoing, no further action is warranted at this time with respect to a potential on-site or adjoining VEC. Notwithstanding, vapor sampling and testing are the only definitive means of verifying a vapor encroachment condition.

8.0 REGULATORY RECORDS REVIEW

8.1 FEDERAL AND STATE REGULATORY REVIEW

A copy of regulatory database information contained within a Computerized Environmental Report (CER) provided by Ecolog Environmental Risk Information Service, Ltd. (Ecolog ERIS, Ltd.) appears in Appendix C. The CER is a listing of sites identified on select federal and state standard source environmental databases within the approximate minimum search distance specified by ASTM Standard Practice for Environmental Site Assessments E 1527-13. EDI reviewed each environmental database to determine if certain sites identified in the CER are suspected to represent a material negative environmental impact to the Subject Property.

The properties listed on the database were evaluated utilizing their downgradient to upgradient hydrologic locations in relation to the Subject Property in addition to other factors. As previously stated in Section 5.2, the direction of shallow groundwater flow is assumed to be toward the southwest.

In October 1995, the Lawrence Livermore National Laboratory presented "Recommendation to Improve the Cleanup Process for California's Leaking Underground Fuel Tanks." Data compiled by Lawrence Livermore indicated that fuel groundwater contamination plumes seldom extended greater than 400 feet (0.075 mile) from the source in the worst cases. Therefore, EDI uses this data to further evaluate concern presented by off-site properties identified in the database. It should be noted that this data is specific to fuel releases. It should also be noted that the data was in some cases for very permeable soil types.

The following table lists the number of sites by regulatory database within the prescribed minimum search distance appearing in the CER.

Databases Reviewed	Prescribed Minimum Search Area	Number of Sites Within Area
Federal National Priorities List (NPL)	One Mile Radius	0
Federal Delisted National Priorities List (NPL)	One-Half Mile Radius	0
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	One-Half Mile Radius	0
Comprehensive Environmental Response, Compensation, and Liability Information System, No Further Remedial Action Planned (CERCLIS-NFRAP) Facilities	One-Half Mile Radius	0
Corrective Action Tracking System (CORRACTS)	One Mile Radius	0
Federal Resource Conservation and Recovery Information System (RCRIS) Treatment, Storage, and Disposal (TSD) Facilities List	One-Half Mile Radius	0
Federal RCRIS Generators List	On-Site and Adjoining Properties	2
Federal Institutional Control/Engineering Control Registries	On-Site	0
Federal Emergency Response Notification System (ERNS) List	On-Site	1
State and Tribal Hazardous Waste Sites (SHWS) - EnviroStor	One Mile Radius	5

Databases Reviewed	Prescribed Minimum Search Area	Number of Sites Within Area
Solid Waste Facilities/Landfills (SWF/LF)	One-Half Mile Radius	1
State and Tribal Underground Storage Tank Database (UST)	On-Site and Adjoining Properties	0
State and Tribal Leaking Underground Storage Tank (LUST) List	One-Half Mile Radius	11
State and Tribal Institutional Control/Engineering Control Registries	On-Site	0
State and Tribal Voluntary Cleanup (VCP) Sites	One-Half Mile Radius	1
State and Tribal Brownfield (BF) Sites	One-Half Mile Radius	0
Facility Registry Service/Facility Index (FINDS/FRS)	On-site	1
California Hazardous Material Incident Report System (CHMIRS)	On-site	1

The CER identified twenty-eight (28) "Non-Geocoded" (orphan) sites. Non-Geocoded Sites are those sites which could not be mapped due to inadequate address information. Refer to the CER for a list of these Non-Geocoded Sites. EDI attempted to locate these sites via vehicular reconnaissance and interviews with personnel familiar with the area. Based on this research, EDI did **not** identify any Non-Geocoded Sites within the specified radii.

The Subject Property **was** identified in the ERNS, FINDS/FRS and CHMIRS databases. A description of the databases reviewed by EDI and an analysis of sites identified within the prescribed search area are presented below:

NATIONAL PRIORITY LIST (NPL) FACILITIES

The United States Environmental Protection Agency (EPA) National Priorities List (NPL) database was reviewed to identify facilities within an approximate 1 mile radius of the Subject Property which have been determined to represent a possible threat to public health or the environment. **No** NPL facilities were noted within the search radius.

NATIONAL PRIORITY LIST (NPL) DELISTED FACILITIES

The NPL Delisted Sites are sites previously on the NPL list which have been remediated and have been removed from the EPA's priority list.

The Subject Property is **not** listed as a Delisted NPL facility. **No** Delisted NPL sites are located within one half mile of the Subject Property.

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION & LIABILITY INFORMATION SYSTEM (CERCLIS) AND CERCLIS - NO FURTHER REMEDIAL ACTION PLANNED (CERCLIS-NFRAP) FACILITIES

The EPA Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database of known, alleged, or potentially hazardous waste facilities was reviewed. A facility's presence on the CERCLIS list does not imply federal activity at that location, nor does it indicate that hazardous conditions necessarily exist. **No** CERCLIS facilities were noted within the search radius.

The EPA Comprehensive Environmental Response, Compensation and Liability Information System – No Further Remedial Action Planned (CERCLIS-NFRAP) database was reviewed. The CERCLIS-NFRAP database includes facilities where no further remedial action is planned because no contamination was detected, the contamination detected was remediated immediately or the contamination detected was at a level below the level required for inclusion on the NPL database. **No** CERCLIS-NFRAP facilities were noted within the search radius.

CORRECTIVE ACTION TRACKING SYSTEM (CORRACTS)

The Corrective Action Report (CORRACTS) identifies hazardous waste handlers with RCRA corrective action activity. **No** CORRACTS facilities were noted within the search radius.

RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM (RCRIS)

The EPA Resource Conservation and Recovery Act (RCRA) database was reviewed to identify facilities which, treat, store, and dispose (RCRIS-TSD) of hazardous waste within an approximate 1 mile radius of the Subject Property. A facility's inclusion on this list does not necessarily indicate that hazardous conditions exist at that location. **No** RCRIS-TSD facilities were noted within the search radius.

RCRA hazardous waste generators are identified as Large Quantity Generators (LQGs), Small Quantity Generators (SQGs), or Conditionally Exempt Small Quantity Generators (CESQG). RCRA LQGs are identified as those facilities which generate at least 1,000 kilograms (2,200 pounds) of non-acutely hazardous waste (or 1 kilogram of acutely hazardous waste) monthly. RCRA SQGs are identified as those facilities that generate less than 1,000 kilograms of non-acutely hazardous waste monthly. According to the RCRIS list, **two (2)** RCRA facilities were identified on or adjacent to the Subject Property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
APARTMENT HOUSE	3840 MOTOR AVE CULVER CITY CA 90232	NW	0.05	3

Lower Elevation	Address	Direction	Distance mi	Map Key
AAMCO TRANSM	10409 WASHINGTON BLVD CULVER CITY CA 90230	SW	0.05	2

Inasmuch as no violations or compliance infractions were identified with respect to the above-referenced RCRIS sites, it is not suspected that they have had a negative environmental impact on the Subject Property.

FEDERAL INSTITUTIONAL CONTROL/ENGINEERING CONTROL REGISTRIES

The Federal Institutional Control/Engineering Control Registries is a database used to record institutional controls, land use restrictions and engineering control requirements on contaminated propertied.

No Federal Institutional Control or Engineering Controls were listed for the Subject Property.

EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS)

The EPA Emergency Response Notification System (ERNS) list includes spills from either CERCLA or the Superfund Amendments and Reauthorization Act (SARA) type chemicals or toxic substance spills covered by the Clean Water Act (CWA). It should be noted that the ERNS database is generally not well maintained by the EPA. Incomplete or misleading addresses or missing zip codes often make identification of the spill location difficult. Therefore only spills that can be accurately located within the search radius are researched. Database files for the Emergency Response Notification System (ERNS) were reviewed to identify spills at the Subject Property. The Subject Property was listed in this database.

Lower Elevation	Address	Direction	Distance mi	Map Key
	10375 WASHINGTON BLVD CULVER CITY CA	SE	0.02	1

One (1) ERNS incident reportedly occurred at the Subject Property which involved white paint being washed off of cars and going into a drainage ditch that leads to the Pacific Ocean on March 29, 2008. The quantity of white paint was not reported and/or determined but the incident was reported to the EPA. Of importance, it is unlikely that this incident had occurred in locations and quantities suspected to represent a significant environmental concern on-site. No enforcement actions or reported violations and subsequent cleanup were reportedly required by the lead regulatory agency.

STATE & TRIBAL HAZARDOUS WASTE FACILITIES (SHWS) - ENVIROSTOR

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) Envirostor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. Envirostor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

The Subject Property is **not** listed as an Envirostor site. **Five (5)** Envirostor sites are listed within one mile of the Subject Property. Of the 5 identified, 4 sites were located at least ±0.50 miles away (a sufficient intervening distance) from the Subject Property. Based on the foregoing, groundwater contamination at these sites (should any exist) is not suspected of having migrated beneath the Subject Property and/or impacted the same.

Lower Elevation	Address	Direction	Distance mi	Map Key
MERIT MANUFACTURING COMPANY	4222 VAN BUREN PLACE CULVER CITY CA 90232	E	0.86	34

The above-tabulated site has been awarded a "No Further Action" status by the Department of Toxic Substances Control (DTSC), the lead regulatory agency. A No Further Action designation indicates that the sites have been remediated to the satisfaction of the DTSC and no longer pose a threat to human health or the environment. Based on its status, EDI does not suspect that this site pose a significant

negative environmental impact to the Subject Property.

SOLID WASTE FACILITIES/LANDFILLS (SWF/LF)

The Solid Waste Facilities/Landfills (SWF/LF) list is an inventory of landfills, incinerators, transfer stations, and other sites that manage solid wastes. **One (1)** SWF/LF facility was noted within the search radius.

Lower Elevation	Address	Direction	Distance mi	Map Key
Mgm Dump	4001 Overland Ave. Culver City CA	S	0.33	27

The above-tabulated site was located at least ±0.33 miles away (a sufficient intervening distance) from the Subject Property. Based on the foregoing, groundwater contamination at this site (should any exist) is not suspected of having migrated beneath the Subject Property and/or impacted the same.

STATE AND TRIBAL REGISTERED UNDERGROUND STORAGE TANKS (USTS)

The Hazardous Substance Storage Container Database is a historical listing of underground storage tank (UST) sites. Inclusion of a site on this database does not necessarily constitute an environmental condition but instead merely indicates the presence of registered underground storage tanks (USTs). **No** UST facilities were noted on or adjoining the Subject Property.

STATE AND TRIBAL LEAKING UNDERGROUND STORAGE TANKS (LUSTS)

The Leaking Underground Storage Tank (LUST) list is an inventory of reported spills and leaks, both active and inactive. It includes stationary and non-stationary source spills reported to state and federal agencies, including remediated and unremediated leaking USTs.

Eleven (11) LUST facilities were noted within the search radius. Of the 11 identified, 10 sites have been awarded a "Cased Closed" status by the lead regulatory agency. This classification is granted to those sites that have been remediated to the satisfaction of the lead agency or are not suspected to pose a significant threat to human health or the environment. Given their reported regulatory status, these LUST incidents are not suspected to have had an adverse environmental impact on the Subject Property.

Lower Elevation	Address	Direction	Distance mi	Map Key
Commercial Property	10458 Culver Boulevard Culver City CA 90232	SSE	0.25	25
	Global ID / Status: T10000005177 / Open - Inactive			

The above-tabulated site was located at least ±0.25 miles away (a sufficient intervening distance) from the Subject Property. Based on the foregoing, groundwater contamination at this site (should any exist) is not suspected of having migrated beneath the Subject Property and/or impacted the same.

STATE AND TRIBAL INSTITUTIONAL CONTROL/ENGINEERING CONTROL REGISTRIES

The California Environmental Protection Agency (Cal/EPA) compiles a list of Institutional Control and Engineering Controls.

The Subject Property is **not** listed as having an Institutional Control or Engineering Control.

STATE AND TRIBAL VOLUNTARY CLEANUP (VCP) SITES

The California Department of Toxic Substances and Control (DTSC) compiles a list of Voluntary Cleanup (VCP) Sites.

The Subject Property is **not** listed as a Voluntary Cleanup Site. **One (1)** Voluntary Cleanup Site is listed within a half mile of the Subject Property.

Lower Elevation	Address	Direction	Distance mi	Map Key
WESTWAY DEVELOPMENT PROPERTY	10100 JEFFERSON BLVD CULVER CITY CA 90232	ESE	0.88	35

The above-tabulated site has been granted a "Certified" status by the Department of Toxic Substances Control (DTSC). A Certified status indicates that the properties were previously identified as confirmed release sited and they have been subsequently certified by DTSC as having been remediated satisfactorily under DTSC oversight. Based on its status, this site is not suspected to have impacted the Subject Property.

STATE AND TRIBAL BROWNFIELDS (BF) SITES

The California Department of Toxic Substances and Control (DTSC) compiles a list of Brownfield (BF) Sites.

The Subject Property is **not** listed as a Brownfield Site. **No** Brownfield Sites are listed within a half mile of the Subject Property.

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. The **Subject Property** was listed on this database.

Lower Elevation	Address	Direction	Distance mi	Map Key
AUTO BODY MASTERS	10375 WASHINGTON BLVD CULVER CITY CA 90232	SE	0.02	1

The above-tabulated site was also identified on the Emergency Response Notification System (ERNS) database. Please refer to the ERNS section for further discussion on same.

CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM (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). The **Subject Property** was listed on this database.

Lower Elevation	Address	Direction	Distance mi	Map Key
	10375 Washington Blvd, Unknown Auto Body Shop	SE	0.02	1

The above-tabulated site was also identified on the Emergency Response Notification System (ERNS) database. Please refer to the ERNS section for further discussion on same.

8.2 LOCAL REGULATORY REVIEW

Information obtained from local agencies was requested via one of the following methods: written correspondence, review of published data, telephone conversations or in person.

Local offices consulted during the preparation of this *Report* included the Los Angeles County Assessor, as well as the City of Culver City Building and Safety, Planning and Fire Departments. Documentation applicable to the Subject Property in those departments was requested and reviewed when and where reasonably ascertainable, as detailed in ASTM E-1527-13. No documented adverse environmental conditions or complaints were reported at the Subject Property and readily on file at these offices. The local offices did not contain records of spills or releases having occurred at the Subject Property. Copies of the local regulatory records obtained and records of correspondence, if any, are included in Appendix D.

9.0 FINDINGS AND CONCLUSIONS

EDI has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E1527-13 located at 10375 West Washington Boulevard, Culver City, County of Los Angeles, California. Any exceptions to, or deletions from, the standard practice are described within Section 2.0 of this report.

This assessment has revealed no evidence of recognized environmental conditions in connection with the Subject Property and **no further action** is recommended at this time.

10.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

EDI declares 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" and We have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the subject *property*. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Darrin A. Domingo, MBA, REP, CHMM
Registered Environmental Professional - No. 280438
Certified Hazardous Materials Manager - No. 11546

11.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

11.1 Definition of an Environmental Professional

An Environmental Professional means: *(1)* a person who possesses sufficient specific education, training, and experience necessary to exercise professional judgment to develop opinions and conclusions regarding conditions indicative of releases or threatened releases (see §312.1(c)) on, at, in, or to a property, sufficient to meet the objectives and performance factors in §312.20(e) and (f). *(2)* Such a person must: (i) hold a current Professional Engineer's or Professional Geologist's license or registration from a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) and have the equivalent of three (3) years of full-time relevant experience; or (ii) be licensed or certified by the federal government, a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) to perform environmental inquiries as defined in §312.21 and have the equivalent of three (3) years of full-time relevant experience; or (iii) have a Baccalaureate or higher degree from an accredited institution of higher education in a discipline of engineering or science and the equivalent of five (5) years of full-time relevant experience; or (iv) have the equivalent of ten (10) years of full-time relevant experience. *(3)* An environmental professional should remain current in his or her field through participation in continuing education or other activities. *(4)* The definition of environmental professional provided above does not preempt state professional licensing or registration requirements such as those for a professional geologist, engineer, or site remediation professional. Before commencing work, a person should determine the applicability of state professional licensing or registration laws to the activities to be undertaken as part of the inquiry identified in §312.21(b). *(5)* A person who does not qualify as an environmental professional under the foregoing definition may assist in the conduct of all appropriate inquiries in accordance with this part if such person is under the supervision or responsible charge of a person meeting the definition of an environmental professional provided above when conducting such activities.

11.2 Relevant Experience

Relevant experience, as used in the definition of environmental professional in this section, means: participation in the performance of all appropriate inquiries investigations, environmental site assessments, or other site investigations that may include environmental analyses, investigations, and remediation which involve the understanding of surface and subsurface environmental conditions and the processes used to evaluate these conditions and for which professional judgment was used to develop opinions regarding conditions indicative of releases or threatened releases (see §312.1(c)) to the subject property.

Resumes for the Environmental Professionals involved in this project are included in Appendix E.

APPENDIX A - PHOTOGRAPHS

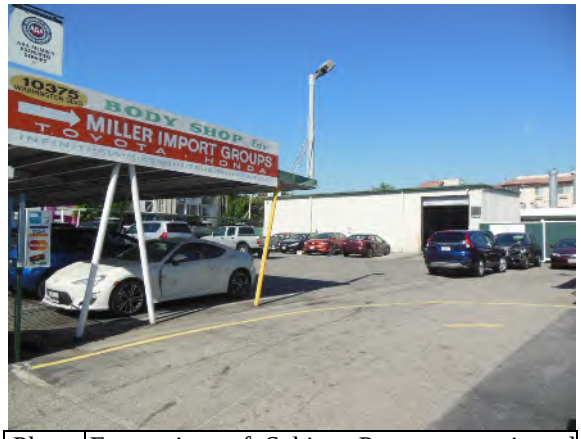


Photo #1:	Front view of Subject Property as viewed from Washington Blvd looking N.

Photo #2:	East elevation.

Photo #3:	Front signage.

Photo #4:	Front entrance.

Photo #5:	Main office.

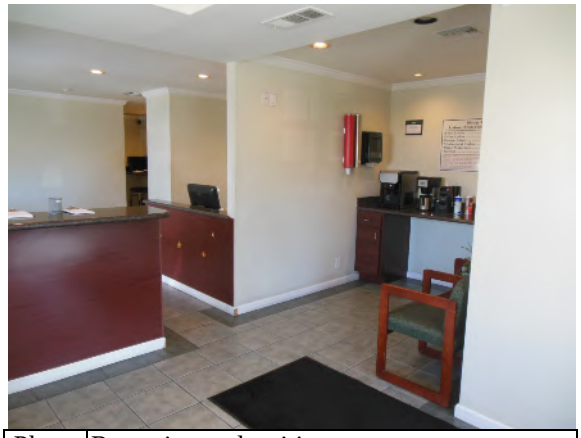


Photo #6:	Reception and waiting area.

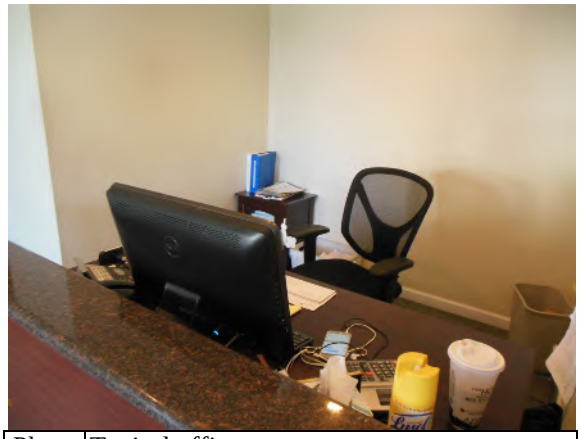


Photo #7:	Typical office space.

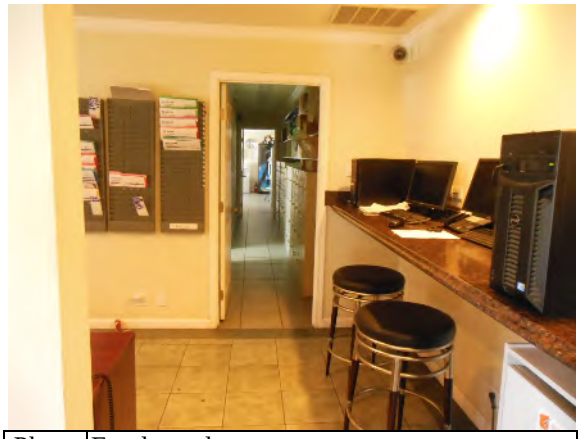


Photo #8:	Employee lounge.

Photo #9:	Carport located along the south side of the property.

Photo #10:	Auto body building.

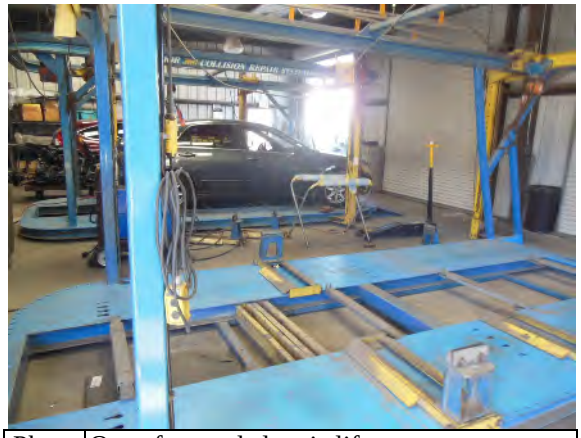


Photo #11:	One of several electric lifts.

Photo #12:	Auto body work area.

Photo #13:	One of two (2) in-ground hydraulic lifts.

Photo #14:	Painting area located on the north side of the Subject Property.

Photo #15:	One of two paint booths.

Photo #16:	Painting equipment.

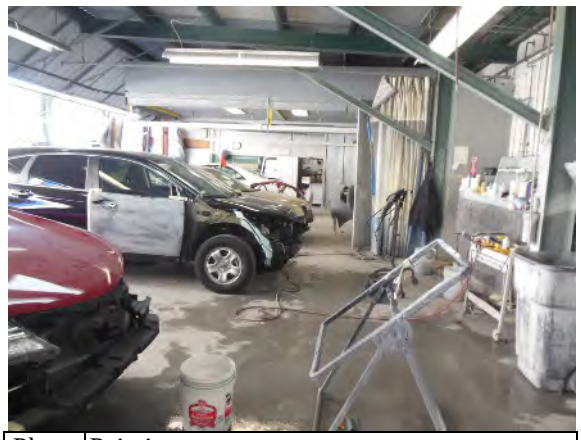


Photo #17:	Painting area.

Photo #18:	Clarifier located in the painting area.

Photo #19:	Surficial pooling.

Photo #20:	One of two 500-gallon bins containing used oil.

Photo #21:	One (1) 55-gallon drum containing used oil

Photo #22:	Storage containers

Photo #23:	One (1) empty 55-gallon drum.

Photo #24:	Waste bin area.

Photo #25:	North adjacent – Multi-family residential development.

Photo #26:	South adjacent – Sony Pictures Studios

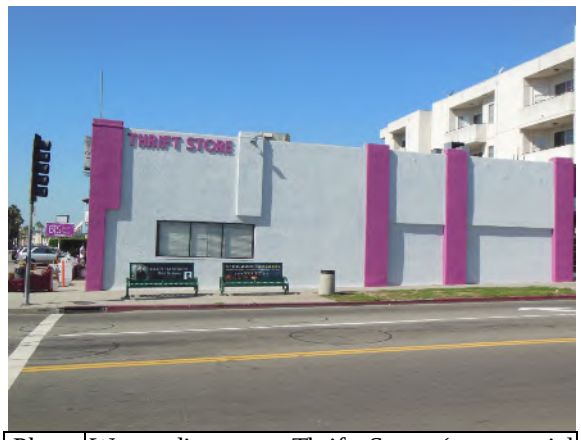


Photo #27:	West adjacent – Thrift Store (commercial retail)

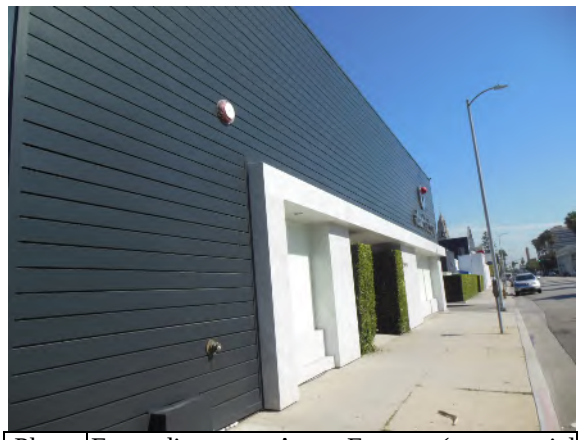


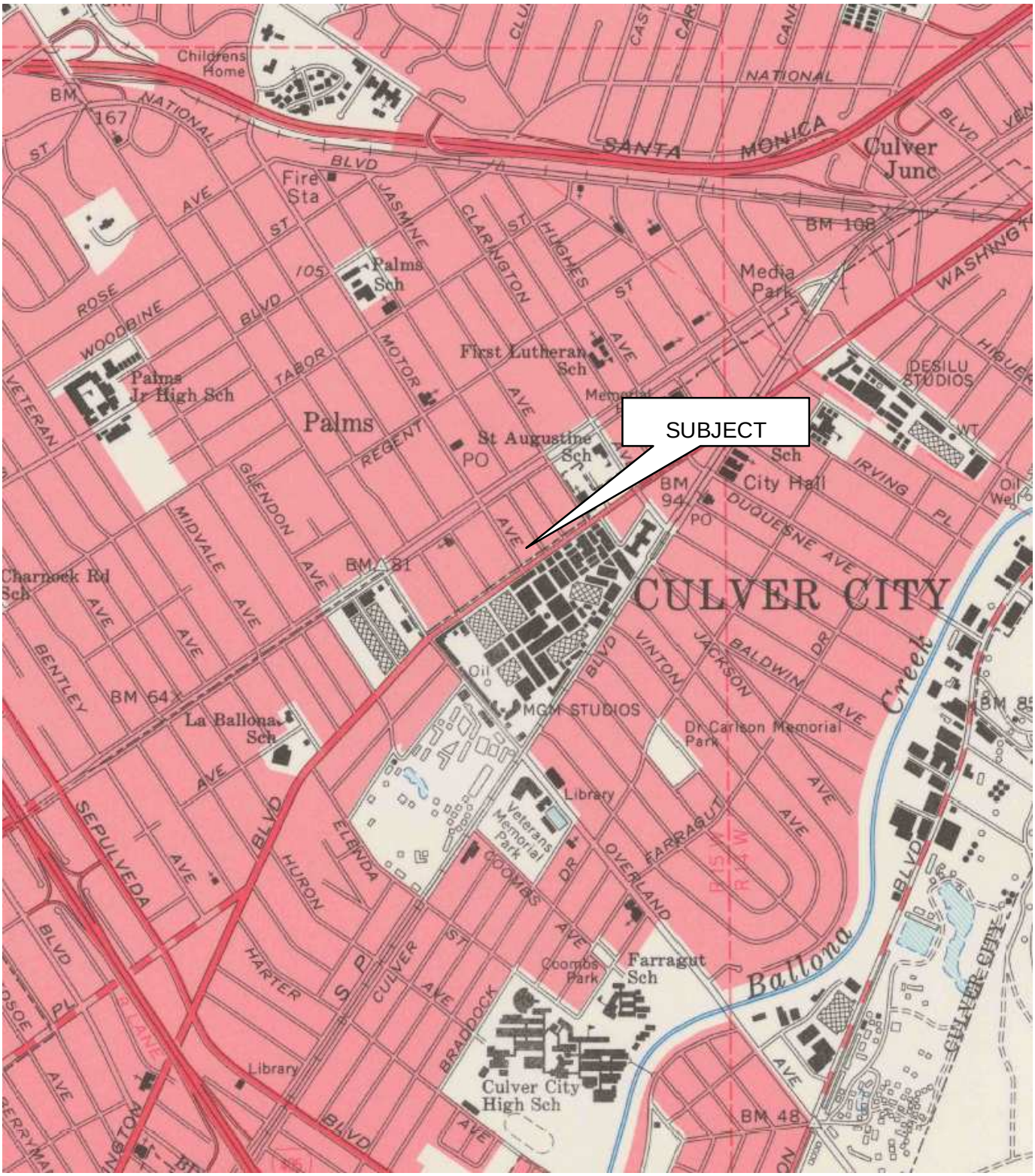
Photo #28:	East adjacent – Atom Factory (commercial office)

APPENDIX B – MAPS & FIGURES

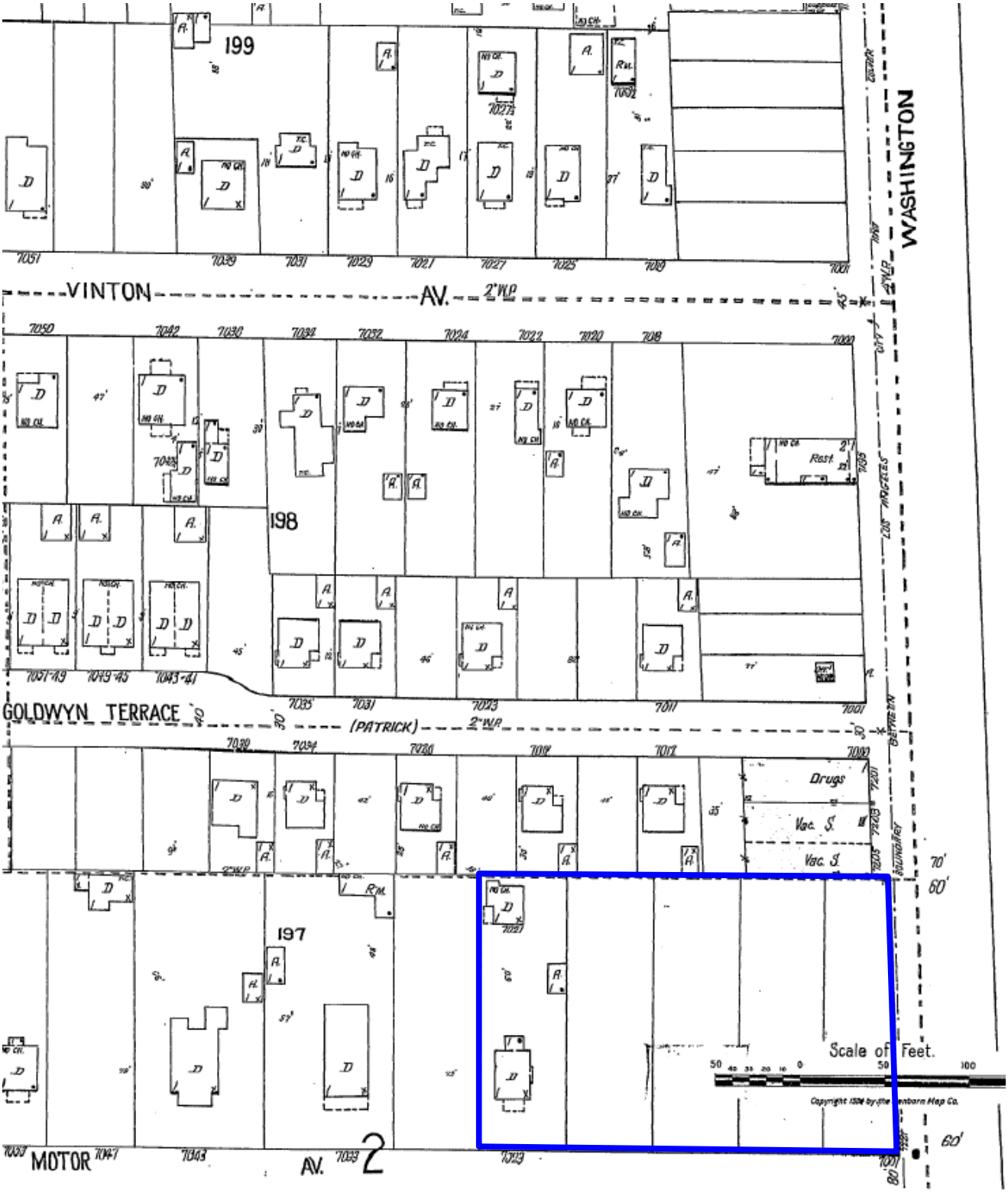
SITE VICINITY PLAN

10375 Washington Boulevard Los Angeles, CA 90232	EDI CONSULTANTS	October 9, 2015
EDI Project No: 215-0273		not to scale

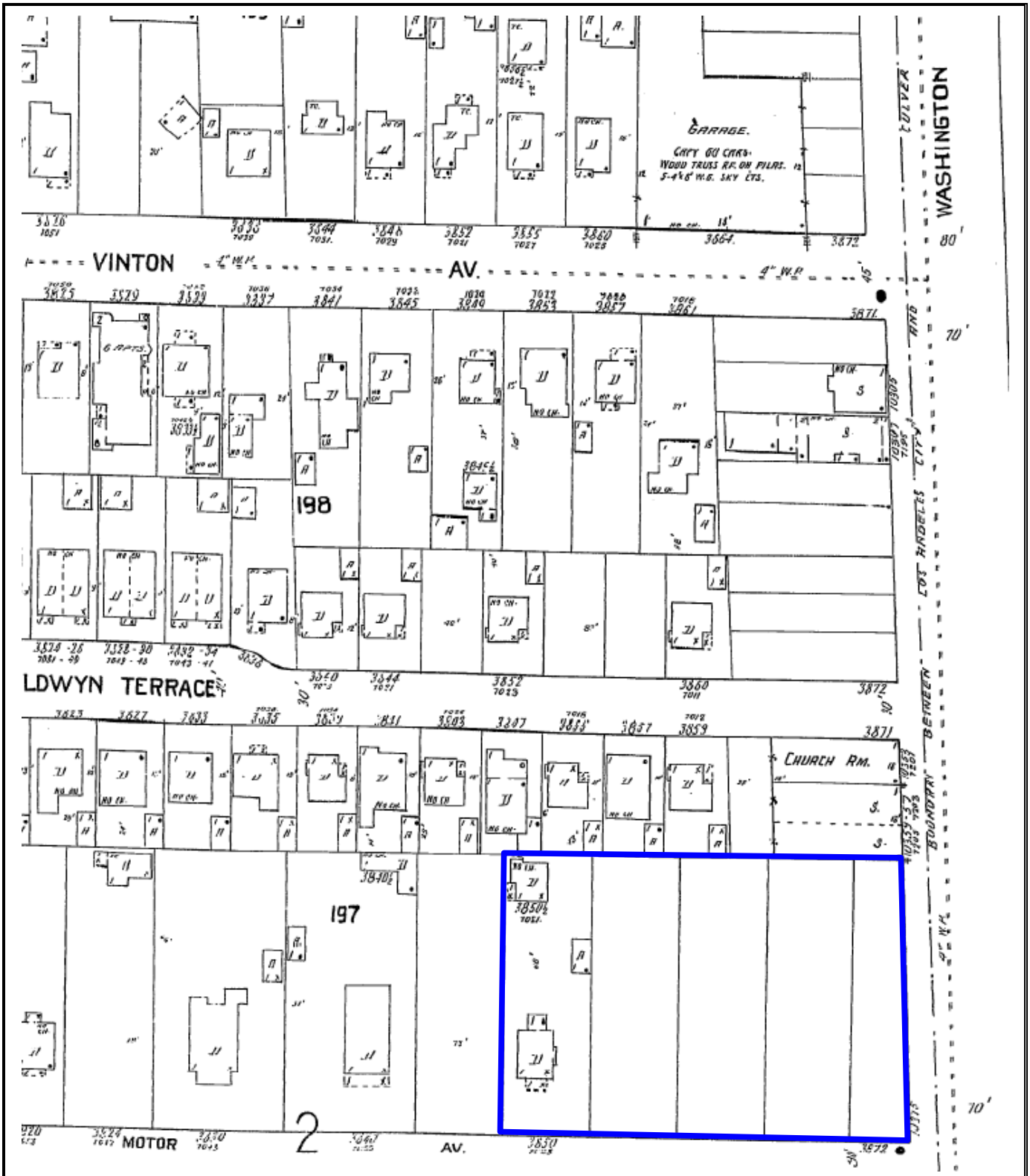
PARCEL MAP	DRAWING NOT TO SCALE Source: Los Angeles County Assessor N↖
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd. Los Angeles, CA **Project Number:** 215-0273



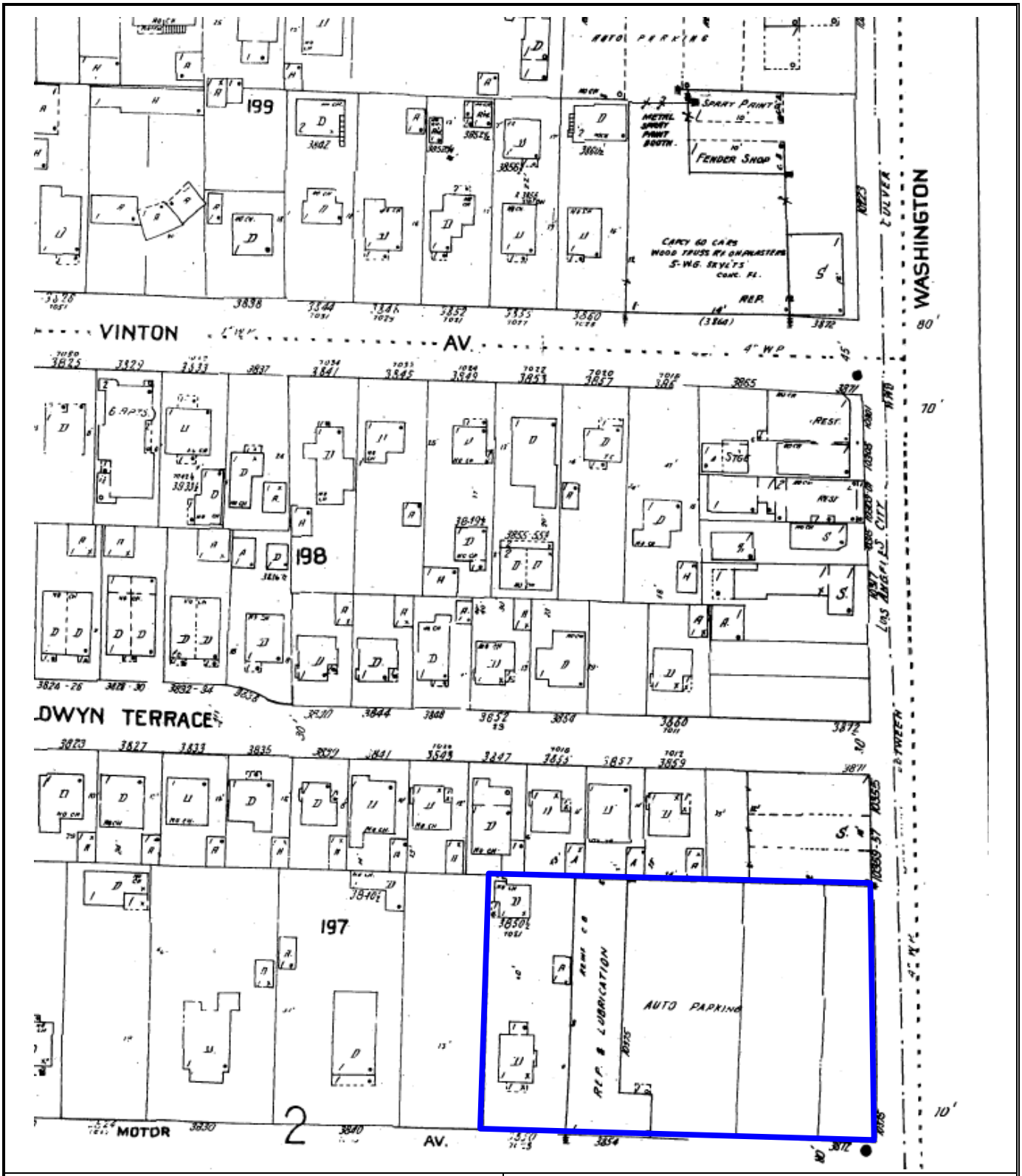
TOPOGRAPHIC MAP	**DRAWING NOT TO SCALE** Source: USGS 7.5 Minute Topographic Map Beverly Hills, CA Quadrangle 1966 Photorevised 1968 **N↑**
EDI CONSULTANTS	**Site Name:** **10375 Washington Blvd. Los Angeles, CA** **Project Number:** **215-0273**



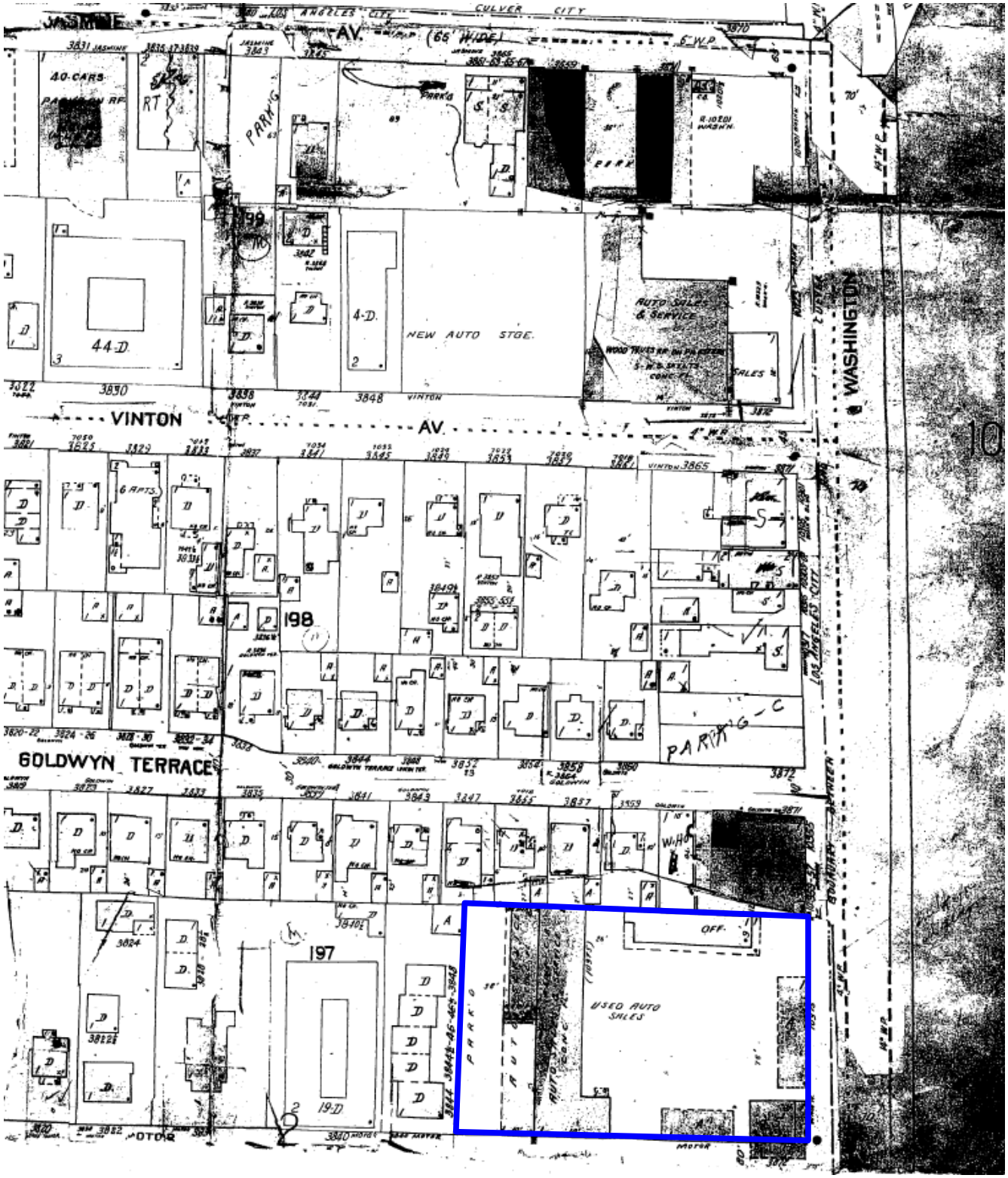
FIRE INSURANCE MAP	**Scale:** Not to scale **Date:** 1924 **Source:** ERIS N↖
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273



FIRE INSURANCE MAP	**Scale:** Not to scale **Date:** 1929 **Source:** ERIS N↖
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273



FIRE INSURANCE MAP	**Scale:** Not to scale **Date:** 1949 **Source:** ERIS	N↖
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273	



FIRE INSURANCE MAP	**Scale:** Not to scale **Date:** 1950 **Source:** ERIS N↖
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1948 **Source:** Historicaerials.com	**N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273	

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1953 **Source:** Historicaerials.com	**N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273	

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1964 **Source:** Historicaerials.com **N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1972 **Source:** Historicaerials.com	**N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273	

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1980 **Source:** Historicaerials.com **N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1989 **Source:** Historicaerials.com **N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 1994 **Source:** Historicaerials.com **N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 2005 **Source:** Historicaerials.com	**N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273	

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 2010 **Source:** Terraserver.com **N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

AERIAL PHOTOGRAPH	**Scale:** Not to scale **Date:** 2015 **Source:** Terraserver.com **N↑**
EDI CONSULTANTS	**Site Name:** 10375 Washington Blvd Los Angeles, CA **Project Number:** 215-0273

APPENDIX C – COMPUTERIZED ENVIRONMENTAL REPORT

ENVIRONMENTAL RISK INFORMATION SERVICE

DATABASE REPORT

Project Property:	*10375 Washington Blvd* *10375 Washington Blvd* *Los Angeles CA 90232*
P.O. Number:	*215-0273*
Report Type:	*Database Report + FIMs*
Order #:	*20150923107*
Requested by:	*EDI Consultants (EDI)*
Date:	*September 24, 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

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Executive Summary

Property Information:

Project Property:	*10375 Washington Blvd* *10375 Washington Blvd Los Angeles CA 90232*
P.O. Number:	*215-0273*

Coordinates:

Latitude:	*34.019039*
Longitude:	*-118.40246*
UTM Northing:	*3,765,153.76*
UTM Easting:	*370,509.89*
UTM Zone:	*UTM Zone 11S*

Elevation: *85 FT*

Order Information:

Order No.:	*20150923107*
Date Requested:	*25/09/2015*
Requested by:	*EDI Consultants (EDI)*
Report Type:	*Database Report + FIMs*

Ancillary Products:

City Directory Search	*1 Street Search*
Fire Insurance Maps	*US Fire Insurance Maps*

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	0	0
RCRA TSD	Y	0.50	0	0	0	0	-	0
RCRA GEN	Y	0.25	0	6	6	-	-	12
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	1	-	-	-	-	1
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	5	5
SWF/LF	Y	0.50	0	0	0	1	-	1
HWP	Y	1.00	0	0	0	0	0	0
LDS	Y	0.50	0	0	0	0	-	0
LUST	Y	0.50	0	3	2	6	-	11
UST	Y	0.25	0	0	2	-	-	2
DLST	Y	0.50	0	0	0	0	-	0
AST	Y	0.25	0	0	0	-	-	0
HIST UST	Y	0.25	0	0	0	-	-	0
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	1	1
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	2	10	-	-	12
LA LONGB UST	Y	0.25	0	0	0	-	-	0
LA SWF	Y	0.50	0	0	0	1	-	1
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
Additional Environmental Records								
Federal								
FINDS/FRS	Y	PO	1	-	-	-	-	1
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	1	1
CHMIRS	Y	PO	1	-	-	-	-	1
SWAT	Y	0.50	0	0	0	0	-	0
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:		3	11	21	8	7	50

**** 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	CHMIRS		10375 Washington Blvd, Unknown Auto Body Shop Culver City CA ***Spill Control NO / Contained:*** *'08-2426 / Unknown*	SE/0.02	-1	23
1	ERNS		10375 WASHINGTON BLVD CULVER CITY CA	SE/0.02	-1	23
1	FINDS/FRS	AUTO BODY MASTERS	10375 WASHINGTON BLVD CULVER CITY CA 90232	SE/0.02	-1	24

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
2	RCRA GEN	AAMCO TRANSM	10409 WASHINGTON BLVD CULVER CITY CA 90230	SW/0.05	-2	25
3	RCRA GEN	APARTMENT HOUSE	3840 MOTOR AVE CULVER CITY CA 90232	NW/0.05	2	26
4	LA HMS		10202 WASHINGTON BLVD CULVER CITY CA 902323195	SSW/0.06	-3	28
4	LUST	SONY PICTURES STUDIOS	10202 WEST WASHINGTON BOULEVARD CULVER CITY CA 90232 ***Global ID / Status***: T0603766772 / Completed - Case Closed	SSW/0.06	-3	29
4	LUST	SONY PICTURES STUDIOS	10202 WASHINGTON BLVD W CULVER CITY CA 90232 ***Global ID / Status***: T0603703288 / Completed - Case Closed	SSW/0.06	-3	30
4	RCRA GEN	SONY PICTURES STUDIOS	10202 W. WASHINGTON BLVD. CULVER CITY CA 90232	SSW/0.06	-3	31
4	RCRA GEN	MGM LABORATORIES INC	10202 W WASHINGTON BLVD CULVER CITY CA 90230	SSW/0.06	-3	38
5	RCRA GEN	PACIFIC BODY AND COLLISION	10429 WASHINGTON BLVD LOS ANGELES CA 90034	SW/0.07	-3	39
6	LUST	CULVER CITY AUTO BODY	10223 WASHINGTON BLVD W CULVER CITY CA 90232 ***Global ID / Status***: T0603704272 / Completed - Case Closed	ENE/0.08	0	40
6	RCRA GEN	VOLKSGOLF AUTO RPR	10223 WASHINGTON BLVD CULVER CITY CA 90230	ENE/0.08	0	41
7	LA HMS		10223 W WASHINGTON BLVD LOS ANGELES CA 90230	ENE/0.12	1	42

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
8	RCRA GEN	MICHAELS DRAPERY INC	10335 VENICE BLVD LOS ANGELES CA 90034	NNW/0.13	2	43
9	RCRA GEN	HOLIDAY MOTOR HOMES	10424 VENICE BLVD CULVER CITY CA 90232	WNW/0.14	0	44
10	UST	WINALL #18	10646 VENICE BLVD CULVER CITY CA 90232 ***Facility ID***: 23904	WNW/0.17	0	45
11	LA HMS		10134 WASHINGTON BLVD CULVER CITY CA 90232	ENE/0.18	3	45
12	RCRA GEN	MOTOR AVE CLEANERS	3773 MOTOR AVE LOS ANGELES CA 90034	NW/0.18	3	45
13	RCRA NON GEN	THE BRANCH BUILDING	10601 W WASHINGTON BLVD CULVER CITY CA 90232	SW/0.19	-6	46
14	LA HMS		10332 CULVER BLVD CULVER CITY CA 902323405	SE/0.21	-8	48
14	LA HMS		10332 CULVER BLVD CULVER CITY CA 902323405	SE/0.21	-8	49
14	LUST	VALERO SERVICE STATION	10332 CULVER BLVD. W. CULVER CITY CA 90230 ***Global ID / Status***: T0603751983 / Completed - Case Closed	SE/0.21	-8	49
14	RCRA GEN	SHELL STATION NO 204-1944-1309	10332 CULVER CULVER CITY CA 90230	SE/0.21	-8	53
14	RCRA GEN	JINS SHELL	10332 CULVER BLVD CULVER CITY CA 90230	SE/0.21	-8	54
15	LA HMS		10101 WASHINGTON BLVD CULVER CITY CA 90232	ENE/0.22	6	55
16	RCRA GEN	WEST LA IMPORTED CARS INC.	10603 VENICE BLVD LOS ANGELES CA 90034	W/0.22	-1	55

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
17	LA HMS		3900 OVERLAND AVE CULVER CITY CA 90232	WSW/0.23	-4	56
18	LA HMS		3863 OVERLAND AVE CULVER CITY CA 902323306	WSW/0.23	-3	57
19	LA HMS		3857 OVERLAND AVE CULVER CITY CA 90232	WSW/0.23	-3	57
20	LA HMS		10705 WASHINGTON BLVD CULVER CITY CA 90230	SW/0.24	-8	57
21	LUST	WINALL #18	10646 VENICE BLVD LOS ANGELES CA 90232 ***Global ID / Status***: T0603701260 / Completed - Case Closed	W/0.24	-1	57
22	UST	JIN'S SHELL	10332 CULVER BLVD CULVER CITY CA 90232 ***Facility ID***: 26256	ESE/0.24	-4	62
23	LA HMS		10646 W VENICE BLVD LOS ANGELES CA 90230	W/0.24	-2	62
24	LA HMS		10700 WASHINGTON BLVD CULVER CITY CA 902323314	SW/0.25	-9	62
25	LUST	Commercial Property	10458 Culver Boulevard Culver City CA 90232 ***Global ID / Status***: T10000005177 / Open - Inactive	SSE/0.25	-11	63
26	LUST	GOODYEAR TIRE & RUBBER	10704 VENICE BLVD CULVER CITY CA 90232 ***Global ID / Status***: T0603704756 / Completed - Case Closed	W/0.27	-3	64
27	SWF/LF	Mgm Dump	4001 Overland Ave. Culver City CA	S/0.33	-15	65
27	LA SWF	MGM Dump	4001 Overland Avenue, Culver City, CA 90230 Culver City CA 90230	S/0.33	-15	66
28	LUST	BROTMAN MEDICAL CENTER	3828 DELMAS TERRACE CULVER CITY CA 90232-6806 ***Global ID / Status***: T0603784846 / Completed - Case Closed	NE/0.34	12	66

Map Key	DB	Company/Site Name	Address	Dir/Dist mi	Elev Diff ft	Page Number
29	LUST	76 STATION #252994	10638 CULVER BLVD CULVER CITY CA 90230 ***Global ID / Status***: T0603703279 / Completed - Case Closed	S/0.35	-15	67
30	LUST	CULVER CITY FIRE STATION #2	4040 DUQUESNE AVE CULVER CITY CA 90232 ***Global ID / Status***: T0603704912 / Completed - Case Closed	E/0.46	5	71
31	LUST	CITY OF CULVER CITY FIRE STA 1	9600 CULVER BLVD CULVER CITY CA 90232 ***Global ID / Status***: T10000000542 / Completed - Case Closed	ENE/0.49	12	72
32	ENVIROSTOR	OHMEGA TECHNOLOGIES, INC.	4031 ELENDA STREET CULVER CITY CA 90232	SW/0.56	-24	74
32	ENVIROSTOR	MICA CORPORATION, THE	4031 ELENDA STREET CULVER CITY CA 90230	SW/0.56	-24	74
33	ENVIROSTOR	LE LYCEE FRANCAIS DE LOS ANGELES	10309 WEST NATIONAL BOULEVARD LOS ANGELES CA 90034	NNW/0.82	45	75
33	ENVIROSTOR	LE LYCEE FRANCAIS	10309 NATIONAL BLVD. LOS ANGELES CA 90034	NNW/0.82	45	75
33	SCH	LE LYCEE FRANCAIS DE LOS ANGELES	10309 WEST NATIONAL BOULEVARD LOS ANGELES CA 90034	NNW/0.82	45	76
34	ENVIROSTOR	MERIT MANUFACTURING COMPANY	4222 VAN BUREN PLACE CULVER CITY CA 90232	E/0.86	-10	77
35	VCP	WESTWAY DEVELOPMENT PROPERTY	10100 JEFFERSON BLVD CULVER CITY CA 90232	ESE/0.88	-6	78

Executive Summary: Summary by Data Source

Standard

County

LA HMS - Los Angeles County HMS List

A search of the LA HMS database, dated Jun 22, 2015 has found that there are 12 LA HMS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
	10223 W WASHINGTON BLVD LOS ANGELES CA 90230	ENE	0.12	7
	10134 WASHINGTON BLVD CULVER CITY CA 90232	ENE	0.18	11
	10101 WASHINGTON BLVD CULVER CITY CA 90232	ENE	0.22	15

Lower Elevation	Address	Direction	Distance mi	Map Key
	10202 WASHINGTON BLVD CULVER CITY CA 902323195	SSW	0.06	4
	10332 CULVER BLVD CULVER CITY CA 902323405	SE	0.21	14
	10332 CULVER BLVD CULVER CITY CA 902323405	SE	0.21	14
	3900 OVERLAND AVE CULVER CITY CA 90232	WSW	0.23	17
	3863 OVERLAND AVE CULVER CITY CA 902323306	WSW	0.23	18
	3857 OVERLAND AVE CULVER CITY CA 90232	WSW	0.23	19

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
	10705 WASHINGTON BLVD CULVER CITY CA 90230	SW	0.24	20
	10646 W VENICE BLVD LOS ANGELES CA 90230	W	0.24	23
	10700 WASHINGTON BLVD CULVER CITY CA 902323314	SW	0.25	24

LA SWF - Los Angeles County Solid Waste Sites

A search of the LA SWF database, dated May 19, 2014 has found that there are 1 LA SWF 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**
MGM Dump	4001 Overland Avenue, Culver City, CA 90230 Culver City CA 90230	S	0.33	27

Federal

ERNS - Emergency Response Notification System

A search of the ERNS database, dated Jul 9, 2014 has found that there are 1 ERNS 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**
	10375 WASHINGTON BLVD CULVER CITY CA	SE	0.02	1

RCRA GEN - RCRA Generator List

A search of the RCRA GEN database, dated Mar 10, 2015 has found that there are 12 RCRA GEN site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
APARTMENT HOUSE	3840 MOTOR AVE CULVER CITY CA 90232	NW	0.05	3
MICHAELS DRAPERY INC	10335 VENICE BLVD LOS ANGELES CA 90034	NNW	0.13	8

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
HOLIDAY MOTOR HOMES	10424 VENICE BLVD CULVER CITY CA 90232	WNW	0.14	9
MOTOR AVE CLEANERS	3773 MOTOR AVE LOS ANGELES CA 90034	NW	0.18	12

Lower Elevation	Address	Direction	Distance mi	Map Key
AAMCO TRANSM	10409 WASHINGTON BLVD CULVER CITY CA 90230	SW	0.05	2
MGM LABORATORIES INC	10202 W WASHINGTON BLVD CULVER CITY CA 90230	SSW	0.06	4
SONY PICTURES STUDIOS	10202 W. WASHINGTON BLVD. CULVER CITY CA 90232	SSW	0.06	4
PACIFIC BODY AND COLLISION	10429 WASHINGTON BLVD LOS ANGELES CA 90034	SW	0.07	5
VOLKSGOLF AUTO RPR	10223 WASHINGTON BLVD CULVER CITY CA 90230	ENE	0.08	6
JINS SHELL	10332 CULVER BLVD CULVER CITY CA 90230	SE	0.21	14
SHELL STATION NO 204-1944-1309	10332 CULVER CULVER CITY CA 90230	SE	0.21	14
WEST LA IMPORTED CARS INC.	10603 VENICE BLVD LOS ANGELES CA 90034	W	0.22	16

RCRA NON GEN - RCRA Non-Generators

A search of the RCRA NON GEN database, dated Mar 10, 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**

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
THE BRANCH BUILDING	10601 W WASHINGTON BLVD CULVER CITY CA 90232	SW	0.19	13

State

ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Aug 14, 2015 has found that there are 5 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
LE LYCEE FRANCAIS	10309 NATIONAL BLVD. LOS ANGELES CA 90034	NNW	0.82	33
LE LYCEE FRANCAIS DE LOS ANGELES	10309 WEST NATIONAL BOULEVARD LOS ANGELES CA 90034	NNW	0.82	33

Lower Elevation	Address	Direction	Distance mi	Map Key
MICA CORPORATION, THE	4031 ELENDA STREET CULVER CITY CA 90230	SW	0.56	32
OHMEGA TECHNOLOGIES, INC.	4031 ELENDA STREET CULVER CITY CA 90232	SW	0.56	32
MERIT MANUFACTURING COMPANY	4222 VAN BUREN PLACE CULVER CITY CA 90232	E	0.86	34

LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Aug 31, 2015 has found that there are 11 LUST site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
BROTMAN MEDICAL CENTER	3828 DELMAS TERRACE CULVER CITY CA 90232-6806	NE	0.34	28
	***Global ID / Status**: T0603784846 / Completed - Case Closed*			
CULVER CITY FIRE STATION #2	4040 DUQUESNE AVE CULVER CITY CA 90232	E	0.46	30
	***Global ID / Status**: T0603704912 / Completed - Case Closed*			
CITY OF CULVER CITY FIRE STA 1	9600 CULVER BLVD CULVER CITY CA 90232	ENE	0.49	31

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
	***Global ID / Status**: T10000000542 / Completed - Case Closed*			

Lower Elevation	Address	Direction	Distance mi	Map Key
SONY PICTURES STUDIOS	10202 WEST WASHINGTON BOULEVARD CULVER CITY CA 90232	SSW	0.06	4
	***Global ID / Status**: T0603766772 / Completed - Case Closed*			
SONY PICTURES STUDIOS	10202 WASHINGTON BLVD W CULVER CITY CA 90232	SSW	0.06	4
	***Global ID / Status**: T0603703288 / Completed - Case Closed*			
CULVER CITY AUTO BODY	10223 WASHINGTON BLVD W CULVER CITY CA 90232	ENE	0.08	6
	***Global ID / Status**: T0603704272 / Completed - Case Closed*			
VALERO SERVICE STATION	10332 CULVER BLVD. W. CULVER CITY CA 90230	SE	0.21	14
	***Global ID / Status**: T0603751983 / Completed - Case Closed*			
WINALL #18	10646 VENICE BLVD LOS ANGELES CA 90232	W	0.24	21
	***Global ID / Status**: T0603701260 / Completed - Case Closed*			
Commercial Property	10458 Culver Boulevard Culver City CA 90232	SSE	0.25	25
	***Global ID / Status**: T10000005177 / Open - Inactive*			
GOODYEAR TIRE & RUBBER	10704 VENICE BLVD CULVER CITY CA 90232	W	0.27	26
	***Global ID / Status**: T0603704756 / Completed - Case Closed*			
76 STATION #252994	10638 CULVER BLVD CULVER CITY CA 90230	S	0.35	29
	***Global ID / Status**: T0603703279 / Completed - Case Closed*			

SWF/LF - Solid Waste Information System (SWIS)

A search of the SWF/LF database, dated Sep 02, 2015 has found that there are 1 SWF/LF 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**
Mgm Dump	4001 Overland Ave. Culver City CA	S	0.33	27

UST - Permitted Underground Storage Tank (UST) in GeoTracker

A search of the UST database, dated Sep 8, 2015 has found that there are 2 UST site(s) within approximately

0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
WINALL #18	10646 VENICE BLVD CULVER CITY CA 90232 ***Facility ID**: 23904*	WNW	0.17	10

Lower Elevation	Address	Direction	Distance mi	Map Key
JIN'S SHELL	10332 CULVER BLVD CULVER CITY CA 90232 ***Facility ID**: 26256*	ESE	0.24	22

VCP - Voluntary Cleanup Program

A search of the VCP database, dated Aug 24, 2015 has found that there are 1 VCP 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
WESTWAY DEVELOPMENT PROPERTY	10100 JEFFERSON BLVD CULVER CITY CA 90232	ESE	0.88	35

Non Standard

Federal

FINDS/FRS - Facility Registry Service/Facility Index

A search of the FINDS/FRS database, dated Aug 16, 2014 has found that there are 1 FINDS/FRS 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
AUTO BODY MASTERS	10375 WASHINGTON BLVD CULVER CITY CA 90232	SE	0.02	1

State

CHMIRS - California Hazardous Material Incident Report System (CHMIRS)

A search of the CHMIRS database, dated Aug 18, 2014 has found that there are 1 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
	10375 Washington Blvd, Unknown Auto Body Shop	SE	0.02	1

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
	Culver City CA			

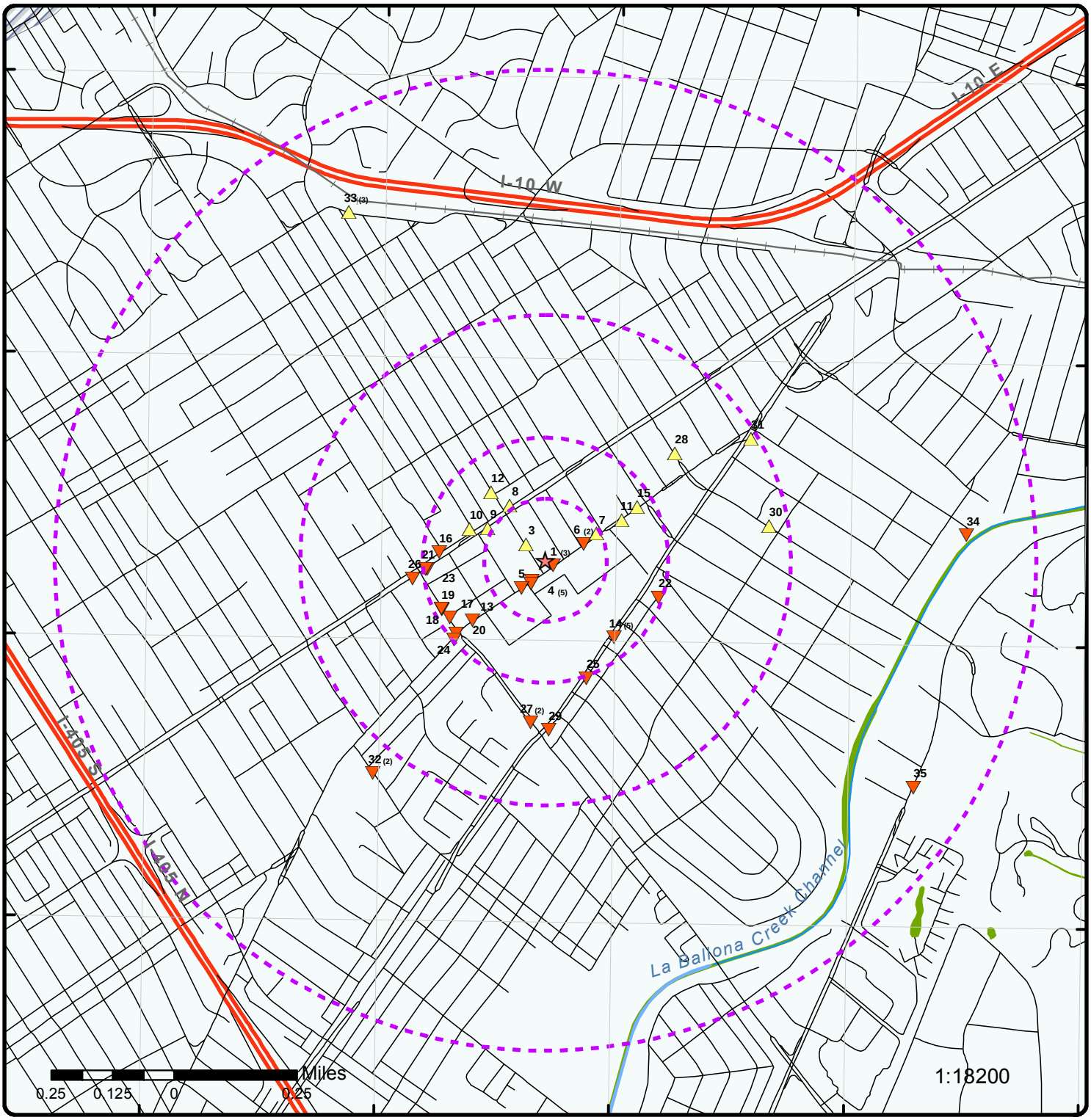
***Spill Control NO / Contained**: '08-2426 / Unknown*

SCH - School Property Evaluation Program Sites

A search of the SCH database, dated Sep 10, 2015 has found that there are 1 SCH site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance mi	Map Key
LE LYCEE FRANCAIS DE LOS ANGELES	10309 WEST NATIONAL BOULEVARD LOS ANGELES CA 90034	NNW	0.82	33

Lower Elevation	Address	Direction	Distance mi	Map Key



Map : 1 Mile Radius

Order No: 20150923107

Address: 10375 Washington Blvd, Los Angeles, CA, 90232

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

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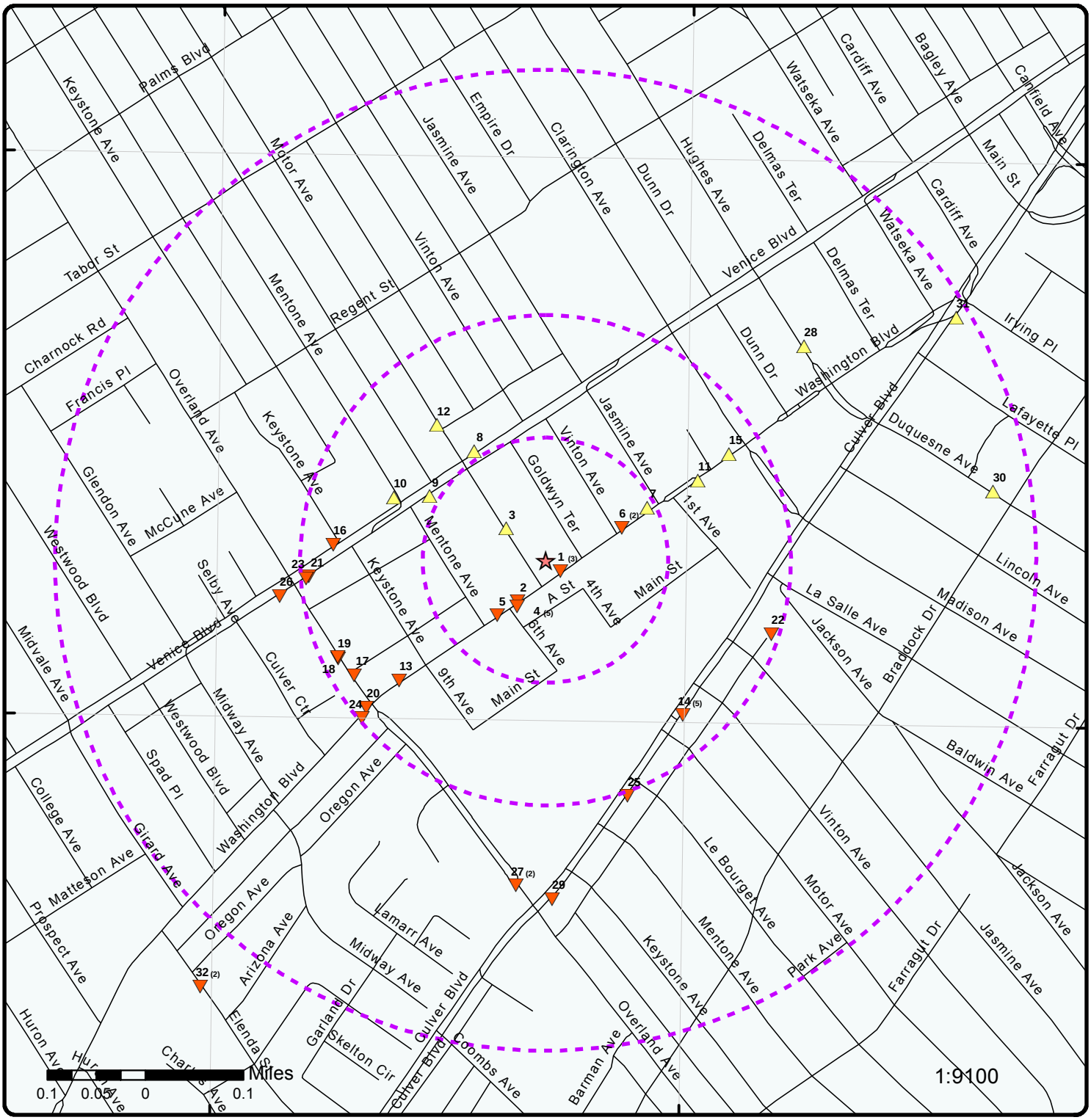

Map : 0.5 Mile Radius

Order No: 20150923107

Address: 10375 Washington Blvd, Los Angeles, CA, 90232

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

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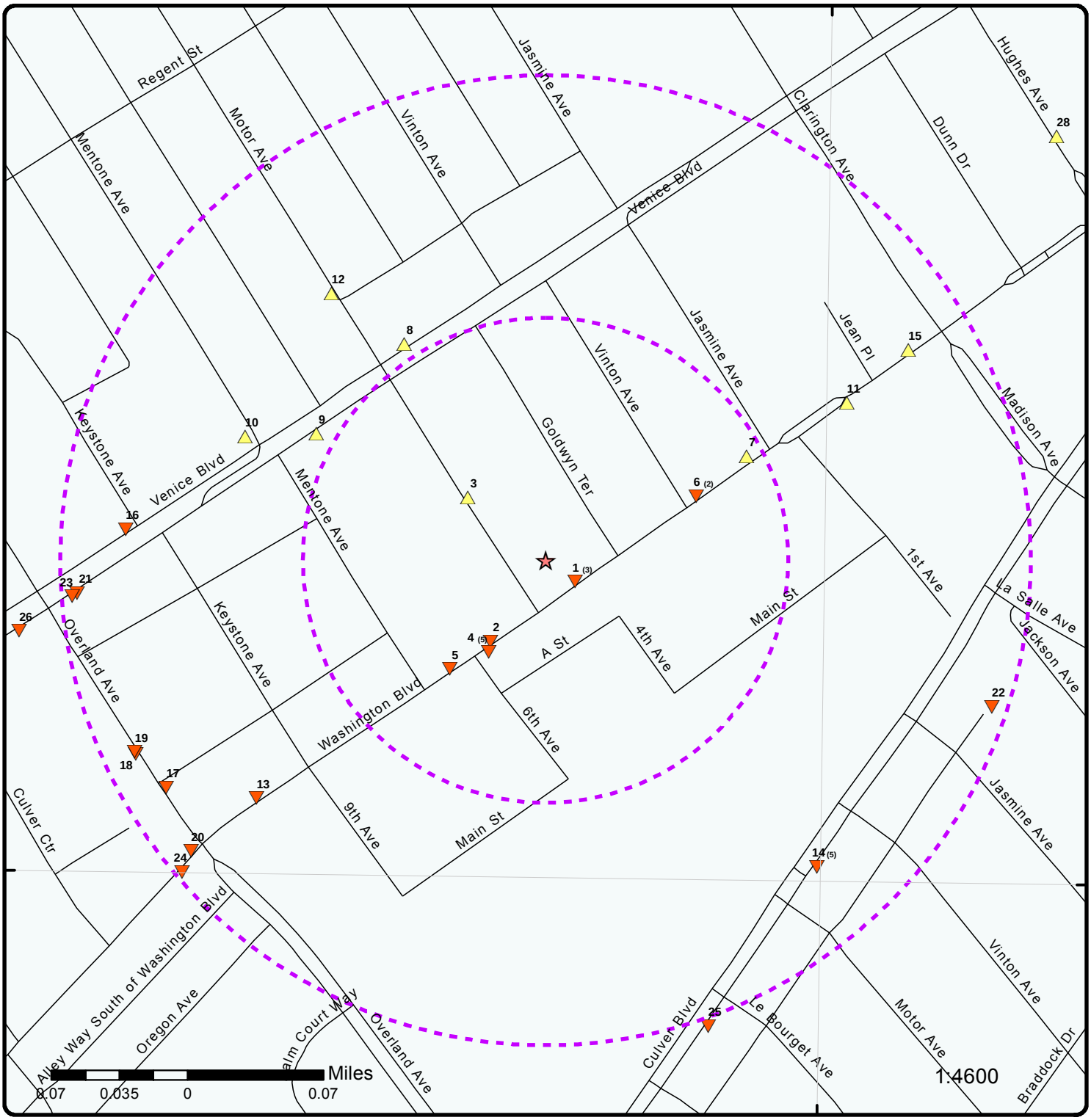

Map : 0.25 Mile Radius

Order No: 20150923107

Address: 10375 Washington Blvd, Los Angeles, CA, 90232

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

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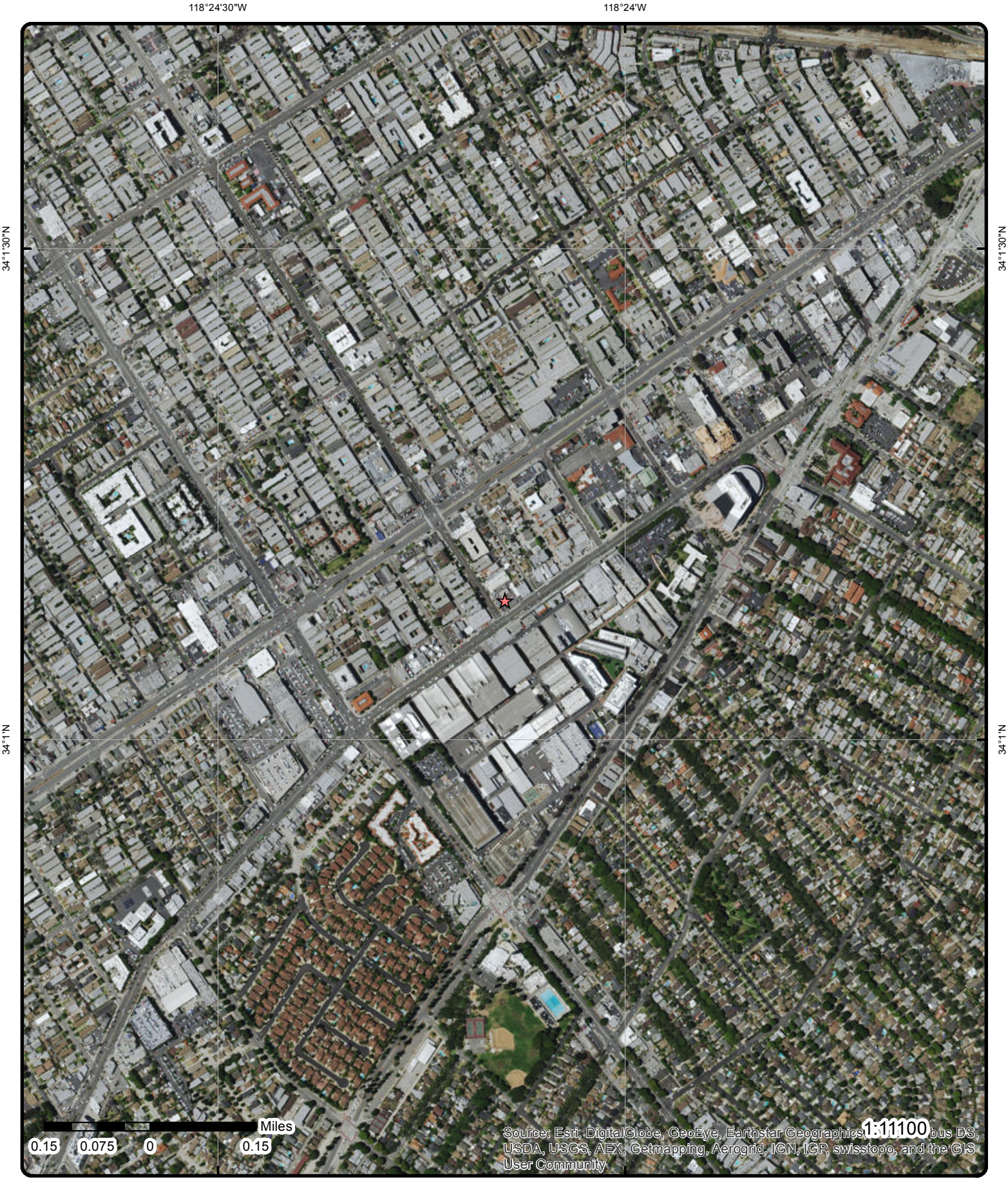

Aerial

Order No: 20150923107

Address: 10375 Washington Blvd, Los Angeles, CA, 90232

Source: ESRI World Imagery, Updated October 2014

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Detail Report

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	1 of 3	SE/0.02	83.70	10375 Washington Blvd, Unknown Auto Body Shop Culver City CA	CHMIRS

Spill Control NO:	'08-2426	**Tons:**	
Substance:	Paint	**Sheen:**	
Contained:	Unknown	**Qts:**	
Site:	Drainage Ditch, Tributary of Pacific Ocean	**Pints:**	
Spill Site:	Other	**Ozs:**	
Type:		**Liters:**	
Location:	10375 Washington Blvd, Unknown Auto Body Shop	**Lbs:**	
Time:	1030	**Cleanup:**	None
Grams:		**Waterway:**	Drainage Ditch, Tributary of Pacific Ocean
Gallons:		**Water Involv:**	Yes
Fatalities:	0	**Incident Date:**	3/29/2008
Unknown:		**Evacs:**	0
Injuries:	0	**Cups:**	
Admin Agen:	Culver City Fire Department	**Cubic Ft:**	
Agency:	NRC	**County:**	Los Angeles County
Amount:		**OES Date:**	3/29/2008 1:13:00 PM
Barrels:		**Quantity:**	Unknown
OES Time:		**Measure:**	Unknown
Description:	Per NRC Report, "caller is reporting white paint being washed off of cars and going into a drainage ditch that leads to the Pacific Ocean."		

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
1	2 of 3	SE/0.02	83.70	10375 WASHINGTON BLVD CULVER CITY CA	ERNS

NRC Report Number:	866390
Type Of Incident:	FIXED
Desc Remedial Action:	NONE.
Description Of Incident:	CALLER IS REPORTING WHITE PAINT BEING WASHED OFF OF CARS AND GOING INTO A DRAINAGE DITCH THAT LEADS TO THE PACIFIC OCEAN.
Release Secured:	U
Release Rate:	
Date Received:	29-MAR-08
Incident Cause:	OPERATOR ERROR
Incident Date:	29-MAR-08
Incident Location:	
State Agency Notified:	NONE
Federal Agency Notified:	NONE
State Agency On Scene:	NONE
State Agency Report Num:	NONE
Responsible Company:	
Estima Duration of Release:	
Responsible Org Type:	UNKNOWN

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Responsible City:	CULVER CITY
Responsible State:	CA
Responsible Zip:	
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Who Evacuated:	
Radius Of Evacuation:	
Any Injuries:	N
Number Injured:	
Any Fatalities:	N
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:	NONE
Medium Desc:	WATER
Additional Medium Info:	DRAINAGE DITCH
Body Of Water:	DRAINAGE DITCH
Tributary Of:	PACIFIC OCEAN
Weather Conditions:	OVERCAST
Air Temperature:	70
Wind Speed:	
Wind Direction:	
Water Supply Contamin:	U
Nearest River Mile Marker:	
Passengers Transferred:	NO
Community Impact:	
Additional Info:	CALLER HAD NO ADDITIONAL INFORMATION.

Material Spill Information

CHRIS Code:	NCC
CAS Number:	000000-00-0
UN Number:	
Amount Of Material:	0
Unit Of Material:	UNKNOWN AMOUNT
Name Of Material:	PAINT
If Reached Water:	YES
Amount In Water:	0
Unit Of Measure Reach Water:	UNKNOWN AMOUNT

1	*3 of 3*	*SE/0.02*	*83.70*	***AUTO BODY MASTERS 10375 WASHINGTON BLVD***	***FINDS/FRS***

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
				CULVER CITY CA 90232	

Registry ID:	110058305203
FIPS Code:	06037
Program Acronyms:	EIS
HUC Code:	18070104
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:	811121
NAICS Code Descriptions:	AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE.
Federal Agency Name:	
US/Mexico Border Ind:	
Congressional Dist No:	33
Census Block Code:	060372699051005
Create Date:	06-APR-14
Update Date:	
Location Description:	
Supplemental Location:	
Tribal Land Code:	
Tribal Land Name:	
Latitude:	34.018865
Longitude:	-118.402195
Coord Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value:	50
Datum:	NAD83
Reference Point:	ENTRANCE POINT OF A FACILITY OR STATION
Interest Types:	CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY
Facility Detail Rprt URL:	http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110058305203

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
2	1 of 1	SW/0.05	82.78	AAMCO TRANSM 10409 WASHINGTON BLVD CULVER CITY CA 90230	RCRA GEN

EPA Handler ID:	CAD981675002
Current Site Name:	AAMCO TRANSM
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: 10409, WASHINGTON BLVD, , CULVER CITY, CA, 90230,
Contact Name:
Contact Address:
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: JOHN SIROLA & FRANK CANONICO
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: AAMCO TRANSM
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

3	1 of 1	NW/0.05	87.13	APARTMENT HOUSE 3840 MOTOR AVE CULVER CITY CA 90232	RCRA GEN

EPA Handler ID: CAC002567682
Current Site Name: APARTMENT HOUSE
Generator Status Universe: Small Quantity Generator
Land Type: Private
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: P.O. BOX 66488, , LOS ANGELES, CA, 90066, US
Contact Name: DENNIS R MOREHEAD
Contact Address:
Contact Email: DMOREHEAD@COVAD.NET
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: 3840 MOTOR PROPERTIES, L.P.
Owner/Operator Address: P. O. BOX 66488 LOS ANGELES CA US 90066
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 20001108
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: HMH ASCIATES, INC.
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 20000421
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: 3840 MOTOR PROPERTIES, L.P.
Owner/Operator Address: P. O. BOX 66488 LOS ANGELES CA US 90066
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 20001108
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: HMH ASCIATES, INC.
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 20000421
Date Ended Current:

NAICS Information

Naics Code: 53111
Naics Description: LESSORS OF RESIDENTIAL BUILDINGS AND DWELLINGS

Handler Information

Date Received: 20040128
Facility Name: APARTMENT HOUSE
Classification: Large Quantity Generator

Date Received: 20040128
Facility Name: APARTMENT HOUSE
Classification: Small Quantity Generator

Hazardous Waste Information

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Waste Code: D008
Waste: LEAD

Violation/Evaluation Information

4	1 of 5	SSW/0.06	82.50	10202 WASHINGTON BLVD CULVER CITY CA 902323195	LA HMS

Site No: 006847
Area: 2M

--- Details ---

File No: I07213
Status: Equipment Removed
Type: Industrial Waster Permit
File Name: LORIMAR TELEPICTURES
+
File No: I07079
Status: Equipment Removed
Type: Industrial Waster Permit
File Name: MGM LABORATORIES INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: I16708
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SONY PICTURES STUDIOS INC
+
File No: 007213
Status: Equipment Removed
Type: Underground Storage Tank Permit
File Name: SONY PICTURES STUDIOS

4	2 of 5	SSW/0.06	82.50	SONY PICTURES STUDIOS 10202 WEST WASHINGTON BOULEVARD CULVER CITY CA 90232	LUST

Global ID: T0603766772
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2008-06-11 00:00:00
RB Case Number:
LOC Case Number: 006847-007213
CUF Case: NO
Potential Cntm of Concrn: Gasoline, Lead
Potential Media Affected: Soil
County: Los Angeles
Latitude: 34.020279
Longitude: -118.398655
Lead Agency: LOS ANGELES COUNTY
Case Worker: PGT
Local Agency: LOS ANGELES COUNTY
File Location:

Status History

Status: Completed - Case Closed
Status Date: 2008-06-11 00:00:00

Status: Open - Case Begin Date
Status Date: 2007-05-24 00:00:00

Status: Open - Site Assessment

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Status Date: 2008-04-08 00:00:00

Activities

Action Type: ENFORCEMENT
Date: 2008-06-11 00:00:00
Action: Closure/No Further Action Letter

Action Type: Other
Date: 2007-05-24 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 2008-03-26 00:00:00
Action: Leak Reported

Action Type: REMEDIATION
Date: 2007-05-24 00:00:00
Action:

Contact Information

Contact Type: Local Agency Caseworker
Contact Name: PHILLIP GHARIBIANS-TABRIZI
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: pgharibians@dpw.lacounty.gov
Phone Number:

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:

4	3 of 5	SSW/0.06	82.50	SONY PICTURES STUDIOS 10202 WASHINGTON BLVD W CULVER CITY CA 90232	LUST

Global ID: T0603703288
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1998-05-07 00:00:00
RB Case Number: I-07213
LOC Case Number:
CUF Case: NO
Potential Cntm of Concrn: Diesel
Potential Media Affected: Soil
County: Los Angeles
Latitude: 34.016491
Longitude: -118.404186
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker:
Local Agency: LOS ANGELES COUNTY
File Location:

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Status History

Status: Completed - Case Closed
Status Date: 1998-05-07 00:00:00

Status: Open - Case Begin Date
Status Date: 1986-08-11 00:00:00

Status: Open - Remediation
Status Date: 1991-04-23 00:00:00

Status: Open - Site Assessment
Status Date: 1986-08-11 00:00:00

Status: Open - Site Assessment
Status Date: 1989-10-01 00:00:00

Activities

Action Type: Other
Date: 1990-03-12 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 1990-03-12 00:00:00
Action: Leak Stopped

Action Type: Other
Date: 1990-03-27 00:00:00
Action: Leak Reported

Contact Information

Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

4	4 of 5	SSW/0.06	82.50	SONY PICTURES STUDIOS 10202 W. WASHINGTON BLVD. CULVER CITY CA 90232	RCRA GEN

EPA Handler ID: CAD054866637
Current Site Name: SONY PICTURES STUDIOS
Generator Status Universe: Large Quantity Generator
Land Type: Private
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: 10202, W. WASHINGTON BLVD., BURNS 274, CULVER CITY, CA, 90232, US
Contact Name: CAROL L REYNOLDS
Contact Address: 10202 W. WASHINGTON BLVD., BURNS 274, CULVER CITY, CA, 90232, US
Contact Email: CAROL_REYNOLDS@SPE.SONY.COM
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: LOT, INC.
Owner/Operator Address: 10202 W. WASHINGTON BLVD. BURNS 274 CULVER CITY CA US 90232
Owner/Operator Phone: 3102444000
Owner/Operator Type: P
Date Became Current: 19820723
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: SONY PICTURES STUDIOS
Owner/Operator Address:
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19820723
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: LOT INC
Owner/Operator Address: 10202 W WASHINGTON BLVD CULVER CITY CA 90232
Owner/Operator Phone: 3102444000
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: LOT, INC.
Owner/Operator Address: 10202 W. WASHINGTON BLVD CULVER CITY CA US 90232
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19910101
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: SONY PICTURES ENTERTAINMENT
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P

Date Became Current: 19910101
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: LOT, INC.
Owner/Operator Address: 10202 W. WASHINGTON BOULEVARD CULVER CITY CA US 90232
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19820723
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: SONY PICTURES STUDIOS
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19820723
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: LOT, INC.
Owner/Operator Address: 10202 W. WASHINGTON BOULEVARD CULVER CITY CA US 90232
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19820723
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: SONY PICTURES STUDIOS
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19820723
Date Ended Current:

NAICS Information

Naics Code: 51212
Naics Description: MOTION PICTURE AND VIDEO DISTRIBUTION

Naics Code: 51211
Naics Description: MOTION PICTURE AND VIDEO PRODUCTION

Handler Information

Date Received: 20100726
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19960901
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19900508
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19971202
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19900509
Facility Name: WESTSIDE STUDIO SERVICES INC
Classification: Large Quantity Generator

Date Received: 19920228
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19940101
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19960306
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 19990304
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 20001012
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 20020228
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 20040226
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 20060313
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date Received: 20080229
Facility Name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Hazardous Waste Information

Waste Code: F005
Waste: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: 551
Waste: from br conversion

Waste Code: U226
Waste: ETHANE, 1,1,1-TRICHLORO- (OR) METHYL CHLOROFORM

Waste Code: 151
Waste: from br conversion

Waste Code: 214
Waste: from br conversion

Waste Code: 223
Waste: from br conversion

Waste Code: 331
Waste: from br conversion

Waste Code: D001
Waste: IGNITABLE WASTE

Waste Code: 261
Waste: from br conversion

Waste Code: U080
Waste: METHANE, DICHLORO- (OR) METHYLENE CHLORIDE

Waste Code: U160
Waste: 2-BUTANONE, PEROXIDE (R,T) (OR) METHYL ETHYL KETONE PEROXIDE (R,T)

Waste Code: D019
Waste: CARBON TETRACHLORIDE

Waste Code: D018
Waste: BENZENE

Waste Code: 122
Waste: from br conversion

Waste Code: LABP
Waste: LAB PACK

Waste Code: 343
Waste: from br conversion

Waste Code: 221
Waste: from br conversion

Waste Code: 352
Waste: from br conversion

Waste Code: D002
Waste: CORROSIVE WASTE

Waste Code: D003
Waste: REACTIVE WASTE

Waste Code: F003
Waste: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: 512

Waste: from br conversion

Waste Code: 791
Waste: from br conversion

Waste Code: 272
Waste: from br conversion

Waste Code: F008
Waste: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Waste Code: D035
Waste: METHYL ETHYL KETONE

Waste Code: 141
Waste: from br conversion

Waste Code: 181
Waste: from br conversion

Waste Code: 212
Waste: from br conversion

Waste Code: 291
Waste: from br conversion

Waste Code: D008
Waste: LEAD

Waste Code: D011
Waste: SILVER

Waste Code: 134
Waste: from br conversion

Violation/Evaluation Information

Evaluation Start Date: 20060126
Evaluation Agency: B
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Violation Determined Date: 20060126
Actual Return to Compliance Date:
Violation Responsible Agency: S
Enforcement Action Date:
Enforcement Agency:
Disposition Status Date:
Disposition Status:
Enforcement Type Description:
Proposed Penalty Amount:
Paid Amount:
Final Amount:

Evaluation Start Date: 20070125
Evaluation Agency: E
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Records/Reporting
Violation Determined Date: 20070125
Actual Return to Compliance Date: 20070604
Violation Responsible Agency: E

Enforcement Action Date: 20070308
Enforcement Agency: E
Disposition Status Date:
Disposition Status:
Enforcement Type Description: WRITTEN INFORMAL
Proposed Penalty Amount:
Paid Amount:
Final Amount:

Evaluation Start Date: 20070125
Evaluation Agency: E
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Records/Reporting
Violation Determined Date: 20070125
Actual Return to Compliance Date: 20070604
Violation Responsible Agency: E
Enforcement Action Date: 20070606
Enforcement Agency: E
Disposition Status Date:
Disposition Status:
Enforcement Type Description:
Proposed Penalty Amount:
Paid Amount:
Final Amount:

Evaluation Start Date: 20070125
Evaluation Agency: E
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Records/Reporting
Violation Determined Date: 20070125
Actual Return to Compliance Date: 20070604
Violation Responsible Agency: E
Enforcement Action Date: 20070308
Enforcement Agency: E
Disposition Status Date:
Disposition Status:
Enforcement Type Description:
Proposed Penalty Amount:
Paid Amount:
Final Amount:

Evaluation Start Date: 20070125
Evaluation Agency: E
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD IS-Contingency Plan and Emergency Procedures
Violation Determined Date: 20070125
Actual Return to Compliance Date: 20070604
Violation Responsible Agency: E
Enforcement Action Date: 20070308
Enforcement Agency: E
Disposition Status Date:
Disposition Status:
Enforcement Type Description: WRITTEN INFORMAL
Proposed Penalty Amount:
Paid Amount:
Final Amount:

Evaluation Start Date: 20070125
Evaluation Agency: E
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE

Violation Short Description:	TSD IS-Contingency Plan and Emergency Procedures
Violation Determined Date:	20070125
Actual Return to Compliance Date:	20070604
Violation Responsible Agency:	E
Enforcement Action Date:	20070606
Enforcement Agency:	E
Disposition Status Date:	
Disposition Status:	
Enforcement Type Description:	
Proposed Penalty Amount:	
Paid Amount:	
Final Amount:	

Evaluation Start Date:	20070125
Evaluation Agency:	E
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description:	TSD IS-Contingency Plan and Emergency Procedures
Violation Determined Date:	20070125
Actual Return to Compliance Date:	20070604
Violation Responsible Agency:	E
Enforcement Action Date:	20070308
Enforcement Agency:	E
Disposition Status Date:	
Disposition Status:	
Enforcement Type Description:	
Proposed Penalty Amount:	
Paid Amount:	
Final Amount:	

Evaluation Start Date:	20091007
Evaluation Agency:	S
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description:	Generators - General
Violation Determined Date:	20091007
Actual Return to Compliance Date:	20091007
Violation Responsible Agency:	S
Enforcement Action Date:	20091007
Enforcement Agency:	S
Disposition Status Date:	
Disposition Status:	
Enforcement Type Description:	WRITTEN INFORMAL
Proposed Penalty Amount:	
Paid Amount:	
Final Amount:	

4	***5 of 5***	***SSW/0.06***	***82.50***	***MGM LABORATORIES INC*** ***10202 W WASHINGTON BLVD*** ***CULVER CITY CA 90230***	***RCRA GEN***

EPA Handler ID:	CAD044053874
Current Site Name:	MGM LABORATORIES INC
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

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

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: 10202 WEST WASHINGTON BLV, , CULVER CITY, CA, 90230,
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: CO
Owner/Operator Name: BUENA VISTA LAB INC LORIMAR LAB
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: 51211
Naics Description: MOTION PICTURE AND VIDEO PRODUCTION

Handler Information

Date Received: 19960901
Facility Name: MGM LABORATORIES INC
Classification: Small Quantity Generator

Date Received: 19810210
Facility Name: MGM LABORATORIES INC
Classification: Large Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

5	*1 of 1*	*SW/0.07*	*82.01*	*PACIFIC BODY AND COLLISION* *10429 WASHINGTON BLVD* *LOS ANGELES CA 90034*	*RCRA GEN*

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

EPA Handler ID: CA0000058305
Current Site Name: PACIFIC BODY AND COLLISION
Generator Status Universe: Small Quantity Generator
Land Type: Private
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: 10429, WASHINGTON BLVD, , LOS ANGELES, CA, 90034,
Contact Name: KASRA VAHMI
Contact Address: 10429 WASHINGTON BLVD, , LOS ANGELES, CA, 90034, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: KASRA VAHMI
Owner/Operator Address: 8695 VENICE BLVD LOS ANGELES CA 90034
Owner/Operator Phone: 3108391140
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

NAICS Information

Handler Information

Date Received: 19931110
Facility Name: PACIFIC BODY AND COLLISION
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

6	1 of 2	ENE/0.08	84.94	CULVER CITY AUTO BODY 10223 WASHINGTON BLVD W CULVER CITY CA 90232	LUST

Global ID: T0603704272
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1990-01-23 00:00:00
RB Case Number: I-15210

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

LOC Case Number:
CUF Case: NO
Potential Cntm of Concrn: Aviation
Potential Media Affected: Soil
County: Los Angeles
Latitude: 34.0197178
Longitude: -118.4007905
Lead Agency: LOS ANGELES COUNTY
Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
File Location:

Status History

Status: Completed - Case Closed
Status Date: 1990-01-23 00:00:00

Status: Open - Case Begin Date
Status Date: 1990-01-23 00:00:00

Activities

Action Type: Other
Date: 1990-01-23 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: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

6	2 of 2	ENE/0.08	84.94	VOLKSGOLF AUTO RPR 10223 WASHINGTON BLVD CULVER CITY CA 90230	RCRA GEN

EPA Handler ID: CAD981166788
Current Site Name: VOLKSGOLF AUTO RPR
Generator Status Universe: Small Quantity Generator
Land Type: Private
Activity Location: CA
TSD Activity: N
Mixed Waste Generator: N
Importer Activity: N
Transporter Activity: Y
Transfer Facility: N
Recycler Activity: N

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

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: 10223 WASHINGTON BLVD, , CULVER CITY, CA, 90230,
Contact Name: ARTURO ABDON VERA
Contact Address: 10223 WASHINGTON BLVD, , CULVER CITY, CA, 90230, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: ARTURO SANTA CRUZ ABDON VERA
Owner/Operator Address: 10223 WASHINGTON BLVD CULVER CITY CA 90230
Owner/Operator Phone: 2138391767
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: 19920115
Facility Name: VOLKSGOLF AUTO RPR
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

7	1 of 1	ENE/0.12	85.65	10223 W WASHINGTON BLVD LOS ANGELES CA 90230	LA HMS

Site No: 014585
Area: 2F

--- Details ---
File No: 015210
Status: Equipment Removed
Type:
File Name: CULVER CITY AUTO BODY

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
8	1 of 1	NNW/0.13	87.28	MICHAELS DRAPERY INC 10335 VENICE BLVD LOS ANGELES CA 90034	RCRA GEN

EPA Handler ID: CAD981965031
Current Site Name: MICHAELS DRAPERY INC
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: 10335, VENICE BLVD, , LOS ANGELES, CA, 90034,
Contact Name:
Contact Address:
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: MICHAELS DRAPERY INC
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: MICHAELS DRAPERY INC
Classification: Small Quantity Generator

Hazardous Waste Information

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Violation/Evaluation Information

9	1 of 1	WNW/0.14	85.07	HOLIDAY MOTOR HOMES 10424 VENICE BLVD CULVER CITY CA 90232	RCRA GEN

EPA Handler ID:	CAD982401135
Current Site Name:	HOLIDAY MOTOR HOMES
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:	10424 VENICE BLVD, , CULVER CITY, CA, 90232,
Contact Name:	ENVIRONMENTAL MANAGER
Contact Address:	10424 VENICE BLVD, , CULVER CITY, CA, 90232, US
Contact Email:	
Location Street 2:	

Owner/Operator Information

Owner/Operator Indicator:	CO
Owner/Operator Name:	BILL SHOFFLEBOTHAM
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:	811111
Naics Description:	GENERAL AUTOMOTIVE REPAIR

Handler Information

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Date Received: 19891130
Facility Name: HOLIDAY MOTOR HOMES
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

10	1 of 1	WNW/0.17	85.23	WINALL #18 10646 VENICE BLVD CULVER CITY CA 90232	UST

Facility ID: 23904
County: Los Angeles
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0199368
Longitude: -118.4051685

11	1 of 1	ENE/0.18	88.51	10134 WASHINGTON BLVD CULVER CITY CA 90232	LA HMS

Site No: 006853
Area: 2M

--- Details ---
File No: I07085
Status: CLOS
Type: Industrial Waster Permit
File Name: STUDIO REPAIR SHOP (DEST)

12	1 of 1	NW/0.18	88.17	MOTOR AVE CLEANERS 3773 MOTOR AVE LOS ANGELES CA 90034	RCRA GEN

EPA Handler ID: CAD983583667
Current Site Name: MOTOR AVE CLEANERS
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: 3773, MOTOR AVE, , LOS ANGELES, CA, 90034,
Contact Name: HA LEE
Contact Address: 3773 MOTOR AVE, , LOS ANGELES, CA, 90034, US

Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: LEE HA SI
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: 19910604
Facility Name: MOTOR AVE CLEANERS
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

13	*1 of 1*	*SW/0.19*	*78.98*	***THE BRANCH BUILDING*** ***10601 W WASHINGTON BLVD*** ***CULVER CITY CA 90232***	***RCRA*** ***NON GEN***

EPA Handler ID: CAR000091918
Current Site Name: THE BRANCH BUILDING
Generator Status Universe: No Report
Land Type: Private
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: 10202 W WASHINGTON BLVD, , CULVER CITY, CA, 90232, US
Contact Name: CAROL REYNOLDS
Contact Address: 10202 W WASHINGTON BLVD, , CULVER CITY, CA, 90232, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: SONY PICTURES ENTERTAINMENT
Owner/Operator Address: 10202 W WASHINGTON BLVD CULVER CITY CA 90232
Owner/Operator Phone: 3102444000
Owner/Operator Type: P
Date Became Current:
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: SONY PICTURES ENTERTAINMENT
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19990920
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: LOT INC
Owner/Operator Address: 10202 W WASHINGTON BLVD CULVER CITY CA US 90232
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19990920
Date Ended Current:

Owner/Operator Indicator: CP
Owner/Operator Name: SONY PICTURES ENTERTAINMENT
Owner/Operator Address: US
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19990920
Date Ended Current:

Owner/Operator Indicator: CO
Owner/Operator Name: LOT INC
Owner/Operator Address: 10202 W WASHINGTON BLVD CULVER CITY CA US 90232
Owner/Operator Phone:
Owner/Operator Type: P
Date Became Current: 19990920
Date Ended Current:

NAICS Information

Naics Code: 51211
Naics Description: MOTION PICTURE AND VIDEO PRODUCTION

Handler Information

Date Received: 20010213
Facility Name: SONY PICTURES ENTERTAINMENT
Date Received: 20050209
Facility Name: THE BRANCH BUILDING
Classification: Small Quantity Generator

Date Received: 20080321
Facility Name: THE BRANCH BUILDING
Hazardous Waste Information

Waste Code: F005
Waste: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: F003
Waste: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: D002
Waste: CORROSIVE WASTE

Waste Code: D001
Waste: IGNITABLE WASTE

Waste Code: F004
Waste: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: CRESOLS, CRESYLIC ACID, AND NITROBENZENE; AND THE STILL BOTTOMS FROM THE RECOVERY OF THESE SOLVENTS; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: F002
Waste: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation/Evaluation Information

14	*1 of 5*	*SE/0.21*	*77.04*	*10332 CULVER BLVD* *CULVER CITY CA 902323405*	*LA HMS*

Site No: 009076
Area: 2M

--- Details ---

File No: 026256
Status: CLOS
Type: Underground Storage Tank Permit
File Name: JIN'S SHELL
+
File No: 046590
Status: Equipment Permitted
Type: Underground Storage Tank Permit
File Name: JIN'S VALERO (SHELL)
+
File No: 007102
Status: Equipment Permitted
Type: Underground Storage Tank Permit
File Name: SHELL OIL #204-1944-1306

14	2 of 5	SE/0.21	77.04	10332 CULVER BLVD CULVER CITY CA 902323405	LA HMS

Site No: 006870
Area: 2M

--- Details ---
File No: I07102
Status: CLOS
Type: Industrial Waster Permit
File Name: SHELL SERV STATION DBA-VALERO
+
File No: 053070
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: SHELL SERVICE STATION

14	3 of 5	SE/0.21	77.04	VALERO SERVICE STATION 10332 CULVER BLVD. W. CULVER CITY CA 90230	LUST

Global ID: T0603751983
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2012-09-28 00:00:00
RB Case Number: R-26256
LOC Case Number: L473029
CUF Case: NO
Potential Cntm of Concrn: Gasoline, Diesel, MTBE / TBA / Other Fuel Oxygenates
Potential Media Affected: Well used for drinking water supply
County: Los Angeles
Latitude: 34.016641
Longitude: -118.399776
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES COUNTY
File Location: Regional Board

Status History

Status: Completed - Case Closed
Status Date: 2012-09-28 00:00:00

Status: Open - Case Begin Date

Status Date: 2005-10-14 00:00:00

Status: Open - Site Assessment
Status Date: 2005-08-19 00:00:00

Status: Open - Verification Monitoring
Status Date: 2008-01-01 00:00:00

Activities

Action Type: ENFORCEMENT
Date: 2006-03-15 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2009-06-15 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2012-09-28 00:00:00
Action: Closure/No Further Action Letter

Action Type: ENFORCEMENT
Date: 2012-09-11 00:00:00
Action: Notification - Preclosure

Action Type: ENFORCEMENT
Date: 2012-09-28 00:00:00
Action: Closure/No Further Action Letter

Action Type: Other
Date: 2005-10-14 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 2006-01-25 00:00:00
Action: Leak Reported

Action Type: RESPONSE
Date: 2008-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2009-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2009-10-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2009-07-13 00:00:00
Action: Other Report / Document

Action Type: RESPONSE
Date: 2009-04-27 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2009-07-15 00:00:00

Action: Conceptual Site Model

Action Type: RESPONSE
Date: 2009-07-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2009-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-05-15 00:00:00
Action: Other Report / Document

Action Type: RESPONSE
Date: 2007-01-31 00:00:00
Action: Well Installation Report

Action Type: RESPONSE
Date: 2006-07-12 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2007-03-06 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2007-08-07 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2007-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2010-04-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2010-01-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2010-07-15 00:00:00

Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2010-09-28 00:00:00
Action: Well Destruction Report

Action Type: RESPONSE
Date: 2010-10-13 00:00:00
Action: Well Installation Report

Action Type: RESPONSE
Date: 2010-10-11 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2010-10-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2011-01-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2011-07-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2011-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2012-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2011-04-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2012-11-19 00:00:00
Action: Well Destruction Report

Contact Information

Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number:

Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB
14	4 of 5	SE/0.21	77.04	SHELL STATION NO 204-1944-1309 10332 CULVER CULVER CITY CA 90230	RCRA GEN

EPA Handler ID: CAD981405434
Current Site Name: SHELL STATION NO 204-1944-1309
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 6249, , CARSON, CA, 90749,
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: CO
Owner/Operator Name: SHELL OIL COMPANY
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: 4471
Naics Description: GASOLINE STATIONS

Handler Information

Date Received: 19960901
Facility Name: SHELL STATION NO 204-1944-1309
Classification: Small Quantity Generator

Date Received: 19860502
Facility Name: SHELL STATION NO 204-1944-1309
Classification: Large Quantity Generator

Date Received: 19990304
Facility Name: SHELL OIL CO
Classification: Large Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

14	5 of 5	SE/0.21	77.04	JINS SHELL 10332 CULVER BLVD CULVER CITY CA 90230	RCRA GEN

EPA Handler ID: CAD982525909
Current Site Name: JINS SHELL
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: 10332, CULVER BLVD, , CULVER CITY, CA, 90230,
Contact Name: ENVIRONMENTAL MANAGER
Contact Address: 10332 CULVER BLVD, , CULVER CITY, CA, 90230, US
Contact Email:
Location Street 2:

Owner/Operator Information
Owner/Operator Indicator: CO
Owner/Operator Name: JIN S KWAK
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

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Owner/Operator Type: P
Date Became Current:
Date Ended Current:

NAICS Information

Handler Information

Date Received: 19890609
Facility Name: JINS SHELL
Classification: Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

15	1 of 1	ENE/0.22	90.62	10101 WASHINGTON BLVD CULVER CITY CA 90232	LA HMS

Site No: 015575
Area: 2M

--- Details ---
File No: I17025
Status: Equipment Removed
Type: Industrial Waster Permit
File Name: ALLAN HOCHMAN
+
File No: I17025
Status: Equipment Removed
Type: Industrial Waster Permit
File Name: ALLAN HOCHMAN
+
File No: I17025
Status: Equipment Removed
Type: Industrial Waster Permit
File Name: ALLAN HOCHMAN
+
File No: I17025
Status: Equipment Removed
Type: Industrial Waster Permit
File Name: ALLAN HOCHMAN
+
File No: 017025
Status: Equipment Removed
Type: Underground Storage Tank Permit
File Name: ALLAN HOCHMAN

16	1 of 1	W/0.22	84.45	WEST LA IMPORTED CARS INC. 10603 VENICE BLVD LOS ANGELES CA 90034	RCRA GEN

EPA Handler ID: CAD982410011
Current Site Name: WEST LA IMPORTED CARS INC.
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:	10603 VENICE BLVD, , LOS ANGELES, CA, 90034,
Contact Name:	ENVIRONMENTAL MANAGER
Contact Address:	10603 VENICE BLVD, , LOS ANGELES, CA, 90034, US
Contact Email:	
Location Street 2:	

Owner/Operator Information

Owner/Operator Indicator:	CO
Owner/Operator Name:	ANDRE GREGOIRE
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:	811111
Naics Description:	GENERAL AUTOMOTIVE REPAIR

Handler Information

Date Received:	19880310
Facility Name:	WEST LA IMPORTED CARS INC.
Classification:	Small Quantity Generator

Hazardous Waste Information

Violation/Evaluation Information

17	***1 of 1***	***WSW/0.23***	***81.38***	***3900 OVERLAND AVE CULVER CITY CA 90232***	***LA HMS***

Site No:	006889

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Area: 2M

--- Details ---
File No: I07121
Status: CLOS
Type: Industrial Waster Permit
File Name: WOOD-CALLAHAN OIL CO

18	1 of 1	WSW/0.23	81.91	3863 OVERLAND AVE CULVER CITY CA 902323306	LA HMS

Site No: 034362
Area: 2M

--- Details ---
File No: 060263
Status: OPEN
Type:
File Name: CAFE 70

19	1 of 1	WSW/0.23	81.97	3857 OVERLAND AVE CULVER CITY CA 90232	LA HMS

Site No: 031523
Area: 2M

--- Details ---
File No: 049018
Status: Equipment Permitted
Type: Industrial Waster Permit
File Name: PAMPAS GRILL

20	1 of 1	SW/0.24	77.02	10705 WASHINGTON BLVD CULVER CITY CA 90230	LA HMS

Site No: 013748
Area: 2M

--- Details ---
File No: 014173
Status: Equipment Removed
Type: Underground Storage Tank Permit
File Name: HOWARD RYAN

21	1 of 1	W/0.24	83.52	WINALL #18 10646 VENICE BLVD LOS ANGELES CA 90232	LUST

Global ID: T0603701260
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2008-04-17 00:00:00
RB Case Number: 902320043
LOC Case Number:
CUF Case: YES
Potential Cntm of Concrn: Gasoline
Potential Media Affected: Well used for drinking water supply
County: Los Angeles
Latitude: 34.018546

Longitude: -118.406475
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board

Status History

Status: Completed - Case Closed
Status Date: 2008-04-17 00:00:00

Status: Open - Case Begin Date
Status Date: 1994-04-01 00:00:00

Status: Open - Remediation
Status Date: 1999-09-28 00:00:00

Status: Open - Remediation
Status Date: 2001-01-09 00:00:00

Status: Open - Remediation
Status Date: 2002-07-15 00:00:00

Status: Open - Remediation
Status Date: 2003-07-17 00:00:00

Status: Open - Remediation
Status Date: 2003-10-15 00:00:00

Status: Open - Remediation
Status Date: 2004-01-16 00:00:00

Status: Open - Remediation
Status Date: 2004-04-20 00:00:00

Status: Open - Remediation
Status Date: 2004-07-14 00:00:00

Status: Open - Remediation
Status Date: 2005-01-20 00:00:00

Status: Open - Remediation
Status Date: 2005-06-13 00:00:00

Status: Open - Remediation
Status Date: 2005-10-14 00:00:00

Status: Open - Remediation
Status Date: 2006-01-18 00:00:00

Status: Open - Remediation
Status Date: 2007-11-20 00:00:00

Status: Open - Site Assessment
Status Date: 1996-08-30 00:00:00

Status: Open - Site Assessment
Status Date: 1997-07-25 00:00:00

Status: Open - Site Assessment
Status Date: 1997-09-19 00:00:00

Status: Open - Site Assessment
Status Date: 2003-12-18 00:00:00

Status: Open - Site Assessment
Status Date: 2008-02-11 00:00:00

Activities

Action Type: ENFORCEMENT
Date: 2003-04-10 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2002-04-09 00:00:00
Action: 13267 Requirement

Action Type: ENFORCEMENT
Date: 2004-02-04 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2003-10-27 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2006-06-14 00:00:00
Action: Site Visit / Inspection / Sampling

Action Type: ENFORCEMENT
Date: 2007-08-27 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2007-02-06 00:00:00
Action: Site Visit / Inspection / Sampling

Action Type: ENFORCEMENT
Date: 2007-04-17 00:00:00
Action: Site Visit / Inspection / Sampling

Action Type: ENFORCEMENT
Date: 2008-02-15 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2008-04-01 00:00:00
Action: Notification - Preclosure

Action Type: ENFORCEMENT
Date: 2008-04-17 00:00:00
Action: Closure/No Further Action Letter

Action Type: Other
Date: 1994-04-01 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 1994-04-01 00:00:00
Action: Leak Reported

Action Type: RESPONSE
Date: 2002-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2002-08-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2003-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-01-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2004-06-01 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2005-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-07-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2003-07-17 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2003-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-10-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2003-12-15 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2004-04-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2005-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2005-07-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2005-10-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2007-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-06-02 00:00:00
Action: Well Installation Report

Action Type: RESPONSE
Date: 2006-01-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2007-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-02-11 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2008-05-01 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2006-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-11-15 00:00:00
Action: Remedial Progress Report

Action Type: RESPONSE
Date: 2007-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: REMEDIATION
Date: 2000-05-01 00:00:00
Action: Soil Vapor Extraction (SVE)

Contact Information

Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

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:

22	1 of 1	ESE/0.24	81.42	JIN'S SHELL 10332 CULVER BLVD CULVER CITY CA 90232	UST

Facility ID: 26256
County: Los Angeles
Permitting Agency: LOS ANGELES COUNTY
Latitude: 34.01799
Longitude: -118.398435

23	1 of 1	W/0.24	83.51	10646 W VENICE BLVD LOS ANGELES CA 90230	LA HMS

Site No: 012023
Area: 2F

--- Details ---
File No: 012108
Status: Equipment Removed
Type: Underground Storage Tank Permit
File Name: WINALL OIL CO #0018

24	1 of 1	SW/0.25	76.15	10700 WASHINGTON BLVD CULVER CITY CA 902323314	LA HMS

Site No: 030901
Area: 2M

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

--- Details ---

File No:	052731
Status:	Equipment Permitted
Type:	Industrial Waster Permit
File Name:	SAMOSA HOUSE
+	
File No:	046616
Status:	OPEN
Type:	
File Name:	WINCHELLS DONUT HOUSE

25	1 of 1	SSE/0.25	73.65	Commercial Property 10458 Culver Boulevard Culver City CA 90232	LUST

Global ID:	T10000005177
Case Type:	LUST Cleanup Site
Status:	Open - Inactive
Status Date:	2013-10-01 00:00:00
RB Case Number:	R-57082
LOC Case Number:	
CUF Case:	NO
Potential Cntm of Concrn:	Gasoline
Potential Media Affected:	Aquifer used for drinking water supply
County:	Los Angeles
Latitude:	34.015459
Longitude:	-118.400743
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	
File Location:	

Status History

Status:	Open - Case Begin Date
Status Date:	2012-07-01 00:00:00
Status:	Open - Inactive
Status Date:	2013-10-01 00:00:00

Activities

Action Type:	ENFORCEMENT
Date:	2014-07-11 00:00:00
Action:	Staff Letter
Action Type:	ENFORCEMENT
Date:	2014-08-05 00:00:00
Action:	Staff Letter
Action Type:	Other
Date:	2012-07-01 00:00:00
Action:	Leak Began
Action Type:	Other
Date:	2012-07-01 00:00:00
Action:	Leak Discovery
Action Type:	Other
Date:	2012-11-13 00:00:00

Action: Leak Reported

Action Type: RESPONSE
Date: 2012-11-13 00:00:00
Action: Preliminary Site Assessment Report

Action Type: RESPONSE
Date: 2014-09-15 00:00:00
Action: Other Report / Document

Action Type: RESPONSE
Date: 2015-06-23 00:00:00
Action: Tank Removal Report / UST Sampling Report

Contact Information

Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dbjostad@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

26	1 of 1	W/0.27	82.33	GOODYEAR TIRE & RUBBER 10704 VENICE BLVD CULVER CITY CA 90232	LUST

Global ID: T0603704756
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1996-04-25 00:00:00
RB Case Number: R-07167
LOC Case Number:
CUF Case: NO
Potential Cntm of Concrn: Aviation
Potential Media Affected: Soil
County: Los Angeles
Latitude: 34.01822
Longitude: -118.406982
Lead Agency: LOS ANGELES COUNTY
Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
File Location:

Status History

Status: Completed - Case Closed
Status Date: 1996-04-25 00:00:00

Status: Open - Case Begin Date

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Status Date: 1996-04-25 00:00:00

Activities

Action Type: Other
Date: 1996-04-25 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: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

27	1 of 2	S/0.33	69.95	Mgm Dump 4001 Overland Ave. Culver City CA	SWF/LF

SWIS NO: 19-AA-5557
Permit Status:
Permit Date:
Landuse Name:
County: Los Angeles
Latitude: 34.01637
Longitude: -118.4025
GIS Source: Map

Operator Phone:
Operator Addr 1:
Operator Addr 2:
Operator City:
Operator State:
Operator Zip:
Operator:

Owner

Owner: Goldrich, Kest & Assoc.
Phone: 9372990
Address1:
Address2: 425 S. Fairfax Ave
City: Los Angeles
State: CA
Zip: 900036
Unit

Category: Disposal
Unit No.: 01
Activity: Solid Waste Disposal Site
Regulatory Status: Unpermitted
Operational Status: Closed
Inspection Frequency: Annual
Accepted Waste:
Program Type:
Closure Date:

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Closure Type:
Thorough Put:
Thorough Put Units:
Capacity:
Acreage: $0.00
Disposal Acreage: $0.00
Remaining Capacity:
WDRNO:

27	2 of 2	S/0.33	69.95	MGM Dump 4001 Overland Avenue, Culver City, CA 90230 Culver City CA 90230	LA SWF

Site ID: 2196
Site Type: Unknown
Status: Closed
Site SWIS Number: 19-AA-5557
Present Use: Commercial; Residential
Waste Accepted: Commercial
Permitted Capacity:
Remaining Capacity Million:
Max Depth of Fill Ft: 23
Local Enforcement Agency:
Disposal Area Acre:
Hours of Operation:
Beginning Operation Date:
Ending Operation Date: 1977
Alt Site Name:
Alt Address:
Site Contact:
Site Contact Phone:
Site Email:
Site Mailing Address:
Site Website:

28	1 of 1	NE/0.34	97.45	BROTMAN MEDICAL CENTER 3828 DELMAS TERRACE CULVER CITY CA 90232-6806	LUST

Global ID: T0603784846
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2005-03-23 00:00:00
RB Case Number:
LOC Case Number:
CUF Case: NO
Potential Cntm of Concrn: Diesel
Potential Media Affected: Soil
County: Los Angeles
Latitude: 34.022982
Longitude: -118.397126
Lead Agency: LOS ANGELES COUNTY
Case Worker: TS
Local Agency: LOS ANGELES COUNTY
File Location:

Status History

Status: Completed - Case Closed
Status Date: 2005-03-23 00:00:00

Status: Open - Case Begin Date
Status Date: 1999-05-11 00:00:00

Activities

Action Type: Other
Date: 1999-05-11 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 2005-01-19 00:00:00
Action: Leak Reported

Action Type: REMEDIATION
Date: 2004-12-13 00:00:00
Action:

Contact Information

Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number:

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:

29	1 of 1	S/0.35	70.22	76 STATION #252994 10638 CULVER BLVD CULVER CITY CA 90230	LUST

Global ID: T0603703279
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2010-01-12 00:00:00
RB Case Number: I-07101
LOC Case Number:
CUF Case: YES
Potential Cntm of Concrn: Gasoline
Potential Media Affected: Aquifer used for drinking water supply
County: Los Angeles
Latitude: 34.0141464
Longitude: -118.402075
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DMB
Local Agency: LOS ANGELES COUNTY
File Location: Regional Board

Status History

Status: Completed - Case Closed
Status Date: 2010-01-12 00:00:00

Status: Open - Case Begin Date
Status Date: 1989-02-22 00:00:00

Status: Open - Site Assessment
Status Date: 1989-02-22 00:00:00

Status: Open - Site Assessment
Status Date: 1989-03-22 00:00:00

Status: Open - Site Assessment
Status Date: 2001-11-27 00:00:00

Status: Open - Site Assessment
Status Date: 2003-02-20 00:00:00

Status: Open - Verification Monitoring
Status Date: 1998-06-29 00:00:00

Status: Open - Verification Monitoring
Status Date: 2004-12-01 00:00:00

Activities

Action Type: ENFORCEMENT
Date: 2002-02-08 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2003-03-07 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2010-01-12 00:00:00
Action: Closure/No Further Action Letter

Action Type: ENFORCEMENT
Date: 2009-12-21 00:00:00
Action: Notification - Preclosure

Action Type: Other
Date: 1990-03-22 00:00:00
Action: Leak Discovery

Action Type: Other
Date: 1990-03-22 00:00:00
Action: Leak Stopped

Action Type: Other
Date: 1991-09-26 00:00:00
Action: Leak Reported

Action Type: RESPONSE
Date: 2009-02-03 00:00:00
Action: Request for Closure

Action Type: RESPONSE
Date: 2009-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2009-07-15 00:00:00
Action: Monitoring Report - Semi-Annually

Action Type: RESPONSE
Date: 2008-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2002-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2002-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2002-05-08 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2009-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-08-31 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2004-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-01-15 00:00:00
Action: Soil and Water Investigation Workplan

Action Type: RESPONSE
Date: 2005-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-06-09 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2004-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2003-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2005-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2004-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2005-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2005-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2006-11-13 00:00:00
Action: Soil and Water Investigation Report

Action Type: RESPONSE
Date: 2008-04-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-07-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2008-01-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2007-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: RESPONSE
Date: 2002-10-15 00:00:00
Action: Monitoring Report - Quarterly

Action Type: REMEDIATION
Date: 1995-02-01 00:00:00
Action: Excavation

Action Type: REMEDIATION
Date: 1989-02-22 00:00:00
Action: Excavation

Contact Information

Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number:

Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

30	1 of 1	E/0.46	89.59	CULVER CITY FIRE STATION #2 4040 DUQUESNE AVE CULVER CITY CA 90232	LUST

Global ID: T0603704912
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1998-02-17 00:00:00
RB Case Number: R-10163
LOC Case Number:
CUF Case: NO
Potential Cntm of Concrn: Aviation
Potential Media Affected: Soil
County: Los Angeles
Latitude: 34.0200226
Longitude: -118.3943126
Lead Agency: LOS ANGELES COUNTY

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
File Location:

Status History

Status: Completed - Case Closed
Status Date: 1998-02-17 00:00:00

Status: Open - Case Begin Date
Status Date: 1998-02-17 00:00:00

Activities

Action Type: Other
Date: 1998-02-17 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: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

31	1 of 1	ENE/0.49	97.24	CITY OF CULVER CITY FIRE STA 1 9600 CULVER BLVD CULVER CITY CA 90232	LUST

Global ID: T10000000542
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2015-01-07 00:00:00
RB Case Number:
LOC Case Number: TT010282-010164
CUF Case: NO
Potential Cntm of Concrn:
Potential Media Affected:
County: Los Angeles
Latitude: 34.0222814323313
Longitude: -118.394683590924
Lead Agency: SWRCB
Case Worker: MC
Local Agency: LOS ANGELES COUNTY
File Location:

Status History

Status: Completed - Case Closed
Status Date: 2015-01-07 00:00:00

Status: Open - Case Begin Date
Status Date: 2007-02-20 00:00:00

Status: Open - Eligible for Closure
Status Date: 2013-11-15 00:00:00

Status: Open - Eligible for Closure
Status Date: 2014-08-05 00:00:00

Status: Open - Site Assessment
Status Date: 2007-02-20 00:00:00

Activities

Action Type: ENFORCEMENT
Date: 2013-07-01 00:00:00
Action: Referral to Other State Agency

Action Type: ENFORCEMENT
Date: 2007-05-10 00:00:00
Action: Staff Letter

Action Type: ENFORCEMENT
Date: 2014-04-29 00:00:00
Action: Notification - Public Notice of Case Closure

Action Type: ENFORCEMENT
Date: 2015-01-07 00:00:00
Action: Closure/No Further Action Letter

Action Type: ENFORCEMENT
Date: 2014-08-05 00:00:00
Action: State Water Board - Closure Order

Action Type: RESPONSE
Date: 2004-07-09 00:00:00
Action: Tank Removal Report / UST Sampling Report

Contact Information

Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

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

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

32	1 of 2	SW/0.56	61.20	OHMEGA TECHNOLOGIES, INC. 4031 ELENDA STREET CULVER CITY CA 90232	ENVIROSTOR

Estor/EPA ID: 71002813
Site Code:
Cleanup Status: REFER: OTHER AGENCY AS OF
Site Type: TIERED PERMIT
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:
Funding:
Acres: NONE SPECIFIED
School District:
Assembly District: 54
Senate District: 30
Zip: 90232

Facility Information

Program Type: TIERED PERMIT
Status: REFER: OTHER AGENCY
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=71002813

32	2 of 2	SW/0.56	61.20	MICA CORPORATION, THE 4031 ELENDA STREET CULVER CITY CA 90230	ENVIROSTOR

Estor/EPA ID: 19300124
Site Code:
Cleanup Status: REFER: OTHER AGENCY AS OF 8/31/1995
Site Type: * HISTORICAL
Potential Media Affected: NONE SPECIFIED
Past Uses Caused Contam: NONE SPECIFIED
APN: 4208024017
National Priorities List: NO
Cleab up Oversight Agenci: NONE SPECIFIED
Special Program: * SITE CHAR & ASSESS GRANT (CERCLA 104)
Funding:
Acres: NONE SPECIFIED
School District:
Assembly District: 54
Senate District: 30
Zip: 90230

Facility Information

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Program Type: HISTORICAL
Status: REFER: OTHER AGENCY
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19300124

Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: * Discovery
Date Completed: 1/26/1983
Comments: FACILITY IDENTIFIED LA CHAM OF COMM BUS DIR 1971 PLASTIC LAMINATION
Activity Type: Completed Activities

33	1 of 3	NNW/0.82	129.99	LE LYCEE FRANCAIS DE LOS ANGELES 10309 WEST NATIONAL BOULEVARD LOS ANGELES CA 90034	ENVIROSTOR

Estor/EPA ID: 60000079
Site Code: 304481
Cleanup Status: INACTIVE - NEEDS EVALUATION AS OF 10/27/2004
Site Type: SCHOOL
Potential Media Affected: NONE SPECIFIED
Past Uses Caused Contam: VEHICLE MAINTENANCE
APN: NONE SPECIFIED
National Priorities List: NO
Cleab up Oversight Agenci: DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:
Funding: SCHOOL DISTRICT
Acres: .8 ACRES
School District: PICA & SULLIVAN ARCHITECTS, LTD SCHOOL DISTRICT
Assembly District: 54
Senate District: 30
Zip: 90034

Facility Information

Program Type: SCHOOL EVALUATION
Status: INACTIVE - NEEDS EVALUATION
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000079

Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: Phase 1
Date Completed: 10/27/2004
Comments: The project was dropped in November 2005.
Activity Type: Completed Activities

33	2 of 3	NNW/0.82	129.99	LE LYCEE FRANCAIS 10309 NATIONAL BLVD. LOS ANGELES CA 90034	ENVIROSTOR

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Estor/EPA ID: 19650032
Site Code:
Cleanup Status: REFER: 1248 LOCAL AGENCY AS OF 1/7/2005
Site Type: EVALUATION
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:
Funding: NOT APPLICABLE
Acres: NONE SPECIFIED
School District:
Assembly District: 54
Senate District: 30
Zip: 90034

Facility Information

Program Type: EVALUATION
Status: REFER: 1248 LOCAL AGENCY
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19650032

33	3 of 3	NNW/0.82	129.99	LE LYCEE FRANCAIS DE LOS ANGELES 10309 WEST NATIONAL BOULEVARD LOS ANGELES CA 90034	SCH

ESTOR/EPA ID: 60000079
Site Code: 304481
Status: INACTIVE - NEEDS EVALUATION
Cleanup Status: INACTIVE - NEEDS EVALUATION AS OF 10/27/2004
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: VEHICLE MAINTENANCE
Potential Contam of Cncrn:
Potential Media Affected: NONE SPECIFIED
Acres: .8 ACRES
School District: PICA & SULLIVAN ARCHITECTS, LTD SCHOOL DISTRICT
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000079
Assembly District: 54
Senate District: 30
Latitude: 34.0294701595298
Longitude: -118.409187744111

Completed Activities

Date Completed: 10/27/2004
Doc Link:
Area Name:
Sub Area:
Document Type: Phase 1

Map Key	Number of Records	Direction/ Distance mi	Elevation ft	Site	DB

Comments: The project was dropped in November 2005.

34	1 of 1	E/0.86	74.97	MERIT MANUFACTURING COMPANY 4222 VAN BUREN PLACE CULVER CITY CA 90232	ENVIROSTOR

Estor/EPA ID: 19281078
Site Code:
Cleanup Status: NO FURTHER ACTION AS OF 2/26/1988
Site Type: * HISTORICAL
Potential Media Affected: NO MEDIA AFFECTED
Past Uses Caused Contam: MANUFACTURING - CHEMICALS
APN: 4204004036
National Priorities List: NO
Cleab up Oversight Agenci: NONE SPECIFIED
Special Program: * CERC2
Funding:
Acres: 0 ACRES
School District:
Assembly District: 54
Senate District: 30
Zip: 90232

Facility Information

Program Type: HISTORICAL
Status: NO FURTHER ACTION
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19281078

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: 2/26/1988
Comments: PRELIM ASSESS DONE NO DOCUMENTATION FOUND INDICATING ONSITE CONTAMINATION
Activity Type: Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: Site Screening
Date Completed: 2/1/1988
Comments: SITE SCREENING DONE PAL RECOMMENDED BASED ON LACK OF INFO.
Activity Type: Completed Activities

Doc Link:
Area Name:

Sub Area:
Document Type: Site Screening
Date Completed: 11/20/1986
Comments: SITE SCREENING DONE PA RATIONALE: ADDITIONAL INFO NEEDED.
Activity Type: Completed Activities

Doc Link:
Area Name:
Sub Area:
Document Type: * Discovery
Date Completed: 1/6/1983
Comments: FACILITY IDENTIFIED L.A. CHAM OF COMM BUS DIR 1971 MFG DETERGENTS, CLEANING COMPOUNDS
Activity Type: Completed Activities

35	1 of 1	ESE/0.88	79.43	WESTWAY DEVELOPMENT PROPERTY 10100 JEFFERSON BLVD CULVER CITY CA 90232	VCP

ESTOR EPA ID: 19130110
Cleanup Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 1/21/2014
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS
Site Code: 300991
Site Type: VOLUNTARY CLEANUP
Program Type: VOLUNTARY CLEANUP
Special Program: VOLUNTARY CLEANUP PROGRAM
APN: 4296-001-011, 4296001274
Potential Media Affected: NO MEDIA AFFECTED
Past Use Caused Contam: MANUFACTURING - PETROLEUM
Potential Contam of Cncrn: METHANE
TETRACHLORoeTHYLENE (PCE)
TPH-DIESEL
TPH-GAS
TRICHLORoeTHYLENE (TCE)
Funding: SITE PROPONENT
National Priorities List: NO
Acres: 12 ACRES
Cleanup Oversight Agen: DTSC - SITE CLEANUP PROGRAM - LEAD
School District:
Assembly District: 54
Senate District: 30
County: LOS ANGELES
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19130110

Land Use Restrictions

Covenant: http://www.envirostor.dtsc.ca.gov/public/view_document.asp?docurl=/regulators/deliverable_documents/3377169050/SMBR%5FDEED%5FWestway%2Epdf
Area Name:
Sub Area:
Date Recorded: 10/8/2004
Site Management Requirements: CHECK FOR CRACKS IN FOUNDATION
LAND USE COVENANT
NOTIFY DAMAGES TO REMEDY AND MONITORING SYSTEMS UPON DISCOVERY
NOTIFY PRIOR TO DEVELOPMENT
NOTIFY AFTER CHANGE OF PROPERTY OWNER
ACTIVITIES PROHIBITED WHICH DISTURB THE REMEDY AND MONITORING SYSTEMS WITHOUT APPROVAL

Covenant: http://www.envirostor.dtsc.ca.gov/public/view_document.asp?docurl=/regulators/deliverable_documents/5624665177/SMBR%5FDEED%5F19130110%2Epdf

Area Name:
Sub Area:
Date Recorded: 2/1/2002
Site Management Requirements: DAY CARE CENTER PROHIBITED
ELDER CARE CENTER PROHIBITED
NO EXCAVATION OF CONTAMINATED SOILS WITHOUT AGENCY REVIEW AND APPROVAL
RAISING OF FOOD PROHIBITED
CHECK FOR CRACKS IN FOUNDATION
HOSPITAL USE PROHIBITED
PERFORM H&S PLAN PRIOR TO SUBSURFACE WORK
LAND USE COVENANT
NOTIFY PRIOR TO DEVELOPMENT
NOTIFY AFTER CHANGE OF PROPERTY OWNER
NOTIFY PRIOR TO SUBSURFACE WORK
NOTIFY PRIOR TO CHANGE IN LAND USE
RESIDENCE USE PROHIBITED
PUBLIC OR PRIVATE SCHOOL FOR PERSONS UNDER 21 PROHIBITED

Completed Activities

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&doc_id=5013933

Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 2/4/2002
Comments:

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&doc_id=5016508

Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Report
Date Completed: 10/26/2004
Comments: After additional sampling and risk screening were performed, DTSC approved the Supplemental Report and determined that, except for the methane abatement system, No Further Action is required for the Site soil.

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&doc_id=60383266

Area Name:
Sub Area:
Document Type: Technical Report
Date Completed: 6/15/2001
Comments: DTSC accepted Report.

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&enforcement_id=5013931

Area Name:
Sub Area:
Document Type: Amendment - Order/Agreement
Date Completed: 5/11/2004
Comments: The VCA for the Westway Development Site has been amended to include additional sampling and risk assessment to determine whether the site can be developed for residential use.

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&enforce

ment_id=5013932

Area Name:
Sub Area:
Document Type: Land Use Restriction
Date Completed: 2/1/2002
Comments:

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&enforcement_id=5013934

Area Name:
Sub Area:
Document Type: Voluntary Cleanup Agreement
Date Completed: 12/21/2000
Comments: DTSC entered into a Voluntary Cleanup Agreement (Docket Number HSA-A 00/01-159) with Westway Development Company to provide oversight for a Preliminary Endangerment Assessment.

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19130110&enforcement_id=5016319

Area Name:
Sub Area:
Document Type: Land Use Restriction
Date Completed: 10/8/2004
Comments:

Document Link:
Area Name:
Sub Area:
Document Type: Land Use Restriction - Site Inspection/Visit
Date Completed: 3/21/2007
Comments:

Document Link:
Area Name:
Sub Area:
Document Type: Land Use Restriction - Site Inspection/Visit
Date Completed: 6/27/2011
Comments:

Document Link:
Area Name:
Sub Area:
Document Type: Land Use Restriction - Site Inspection/Visit
Date Completed: 7/2/2008
Comments:

Unplottable Summary

Total: 28 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip
CHMIRS		Washington Blvd.	Culver City CA	90509
ENVIROSTOR	ALEXANDRIA NEW ELEMENTARY SCHOOL NO. 1	BEVERLY BOULEVARD/NORTH HARVARD BOULEVARD	LOS ANGELES CA	90004
ENVIROSTOR	CRES #17 SITE 2 5640005	33RD AVENUE TO THE NORTH, WADSWORTH AVENUE TO THE EAST, JEFFERSON BOULEVARD TO THE SOUTH.	LOS ANGELES CA	90095
ENVIROSTOR	CULVER CITY DOG PARK	JEFFERSON + DUGUESNE AVE.	CULVER CITY CA	90232
ENVIROSTOR	MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 3	JEFFERSON BOULEVARD/SOUTH CATALINA STREET	LOS ANGELES CA	90007
ENVIROSTOR	CALIFORNIA FASHION INDUSTRIES	MARTIN LUTHER KING BLVD/S. MAIN STREET	LOS ANGELES CA	90037
ENVIROSTOR	SOUTH REGION ES #1 SITE 5 5640014	WEST 90TH STREET/SOUTH MAIN STREET	LOS ANGELES CA	90003
ENVIROSTOR	WESTCHESTER 3 ACRE PROPERTY	ARIZONA CIR, ARIZONA AVE & CENTINELA AVE	LOS ANGELES CA	90045
ERNS		EAST ON WASHINGTON BLVD	LOS ANGELES CA	
HMIRS		ALAMEDA & WASHINGTON BLVD	LOS ANGELES CA	
HMIRS		BNSF RR 3770 E. WASHINGTON BL	LOS ANGELES CA	90023
HMIRS		WASHINGTON BLVD	LOS ANGELES CA	
HMIRS		WASHINGTON BLVD	LOS ANGELES CA	
HMIRS		WASHINGTON BLVD	LOS ANGELES CA	
HMIRS		WASHINGTON AVE	LOS ANGELES CA	
LA SML	WESTCHESTER 3 ACRE PROPERTY	0000 ARIZONA CIR ARIZONA	LOS ANGELES CA	90045
LUR	CENTRAL REGION ES	WEST WASHINGTON	LOS ANGELES CA	

	#13, SITE #7	BLVD./ARLINGTON AVENUE/21ST STREET/3RD AVENUE		
RCRA GEN	CALIFORNIA DEPT OF CORRECTIONS	NE CRNER SANTA FE & WASHINGTON	LOS ANGELES CA	90021
SCH	ALEXANDRIA NEW ELEMENTARY SCHOOL NO. 1	BEVERLY BOULEVARD/NORTH HARVARD BOULEVARD	LOS ANGELES CA	90004
VCP	SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R	SOUTHEAST AND SOUTHWEST CORNERS OF JACKSON AND CENTER STREETS	LOS ANGELES CA	90012
VCP	SO CAL GAS/ALISO SECTOR C, BLOCK O	SOUTHWEST CORNER OF DUCOMMUN AND CENTER STREETS	LOS ANGELES CA	90012
VCP	EXPOSITION LIGHT RAIL	RIGHT OF WAY FROM WEST 18TH ST./FLOWER ST. TO NATIONAL BLVD/WASHINGTON BLVD.	LOS ANGELES CA	90015
VCP	EXPOSITION PHASE 2	FROM INTERSECTION OF VENICE BLVD & SOUTH ROBERTSON BLVD TO INTERSECTION OF COLORADO AVE. AND 4TH ST.	CULVER CITY TO SANTA MONICA CA	VARIOUS
VCP	KITE SITE	BOUNDED BY SEPULVEDA, SLAUSON & HANNUM	CULVER CITY CA	90232
VCP	SO CAL GAS/ALISO SECTOR C, BLOCK G	NORTHWEST CORNER OF COMMERCIAL AND CENTER STREETS	LOS ANGELES CA	90012
VCP	SO CAL GAS/ALISO SECTOR C, BLOCK K	NORTHEAST CORNER OF DUCOMMUN AND CENTER STREETS	LOS ANGELES CA	90012
VCP	SO CAL GAS/ALISO SECTOR C, BLOCK L	CENTER ST @ COMMERCIAL,DUCOMMUN &JACKSON	LOS ANGELES CA	90012
VCP	RAMIREZ STREET INVESTIGATION	APPROXIMATELY 400-FOOT STRETCH OF RAMIREZ STREET LOCATED BETWEEN CENTER AND KELLER STREETS.	LOS ANGELES CA	90012

Unplottable Report

Site: **Database:**
Washington Blvd. Culver City CA 90509 CHMIRS

Spill Control NO:	03-0291	***Tons:***	0
Substance:	Gasoline	***Sheen:***	0
Contained:	Yes	***Qts:***	0
Site:	Service Station	***Pints:***	0
Spill Site:		***Ozs:***	0
Type:		***Liters:***	0
Location:	Washington Blvd.	***Lbs:***	0
Time:		***Cleanup:***	Contractor
Grams:	0	***Waterway:***	
Gallons:	0.000000	***Water Involv:***	No
Fatalities:	0	***Incident Date:***	1/10/200312:00:00 AM
Unknown:	0	***Evacs:***	0
Injuries:	0	***Cups:***	0
Admin Agen:	Culver City Fire Department	***Cubic Ft:***	0
Agency:	Veeder Root	***County:***	Los Angeles County
Amount:		***OES Date:***	1/16/200309:18:14 AM
Barrels:	0	***Quantity:***	
OES Time:		***Measure:***	
Description:	Found in a soil testing at a service station.		

Site: ***ALEXANDRIA NEW ELEMENTARY SCHOOL NO. 1*** **Database:**
BEVERLY BOULEVARD/NORTH HARVARD BOULEVARD LOS ANGELES CA 90004 ENVIROSTOR

Estor/EPA ID:	19880013
Site Code:	304274
Cleanup Status:	NO FURTHER ACTION AS OF 7/1/2003
Site Type:	SCHOOL
Potential Media Affected:	INDOOR AIR, SOIL, SOIL VAPOR
Past Uses Caused Contam:	DRY CLEANING, RESIDENTIAL AREA
APN:	NONE SPECIFIED
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	2.3 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	53
Senate District:	24
Zip:	90004
Facility Information	
--	--
Program Type:	SCHOOL EVALUATION
Status:	NO FURTHER ACTION
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19880013
--	--
Completed Activities	
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&doc_id=60023

	42
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	7/1/2003
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&doc_id=6002340
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	2/28/2002
Comments:	Response from LAUSD addressed letter dated 3/19/02 uploaded under RP Final.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&doc_id=6002341
Area Name:	
Sub Area:	
Document Type:	Phase 1
Date Completed:	5/21/2001
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&enforcement_id=6007831
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Date Completed:	2/10/2000
Comments:	
Activity Type:	Completed Activities
--	--

Site: ***CRES #17 SITE 2 5640005***
33RD AVENUE TO THE NORTH, WADSWORTH AVENUE TO THE EAST, JEFFERSON BOULEVARD TO THE SOUTH. LOS ANGELES CA 90095

Database: ENVIROSTOR

Estor/EPA ID:	60000078
Site Code:	304493
Cleanup Status:	CERTIFIED AS OF 8/25/2008
Site Type:	SCHOOL
Potential Media Affected:	SOIL, SOIL VAPOR
Past Uses Caused Contam:	RESIDENTIAL AREA
APN:	5114-017-001
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	3.02 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	59
Senate District:	30
Zip:	90095

Facility Information

--	--
Program Type:	SCHOOL CLEANUP
Status:	CERTIFIED
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000078
--	--

Completed Activities

--	--
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Certification
Date Completed:	8/15/2008
Comments:	project is now complete.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&doc_id=6017642
Area Name:	
Sub Area:	
Document Type:	Removal Action Completion Report
Date Completed:	1/11/2008
Comments:	The RACR was approved with two minor comments, which were later addressed by LAUSD.
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Field Variance during Removal Action Implementation
Date Completed:	8/3/2007
Comments:	DTSC concurred by email.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&enforcement_id=6011112
Area Name:	
Sub Area:	
Document Type:	School Cleanup Agreement
Date Completed:	7/3/2007
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&doc_id=6015993
Area Name:	
Sub Area:	
Document Type:	4.15 Request
Date Completed:	6/28/2007
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&doc_id=6008823
Area Name:	
Sub Area:	
Document Type:	Removal Action Workplan
Date Completed:	6/20/2007
Comments:	RAW approval for implementation.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&doc_id=6011548
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	3/9/2007
Comments:	
Activity Type:	Completed Activities
--	--

Doc Link:
Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Workplan
Date Completed: 6/13/2006
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Report
Date Completed: 11/3/2005
Comments: FA for PB impacts; 35 cy.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&doc_id=6007626
Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 10/19/2005
Comments: FA for high PB; also need SSI for LBP.
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Workplan
Date Completed: 6/9/2005
Comments: Concurred with SOW
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 6/9/2005
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 2/18/2005
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000078&enforcement_id=6007912
Area Name:
Sub Area:
Document Type: Environmental Oversight Agreement
Date Completed: 2/10/2000
Comments:
Activity Type: Completed Activities
-- --

Site: ***CULVER CITY DOG PARK***
JEFFERSON + DUGUESNE AVE. CULVER CITY CA 90232

Database: ENVIROSTOR

Estor/EPA ID: 19790007

Site Code:	
Cleanup Status:	REFER: 1248 LOCAL AGENCY AS OF 9/22/2003
Site Type:	EVALUATION
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:	
Funding:	NOT APPLICABLE
Acres:	NONE SPECIFIED
School District:	
Assembly District:	47
Senate District:	
Zip:	90232
Facility Information	
--	--
Program Type:	EVALUATION
Status:	REFER: 1248 LOCAL AGENCY
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19790007
--	--

Site: ***MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 3*** ***Database:***
JEFFERSON BOULEVARD/SOUTH CATALINA STREET LOS ANGELES CA 90007 ENVIROSTOR

Estor/EPA ID:	19880011
Site Code:	304326
Cleanup Status:	NO FURTHER ACTION AS OF 8/25/2003
Site Type:	SCHOOL
Potential Media Affected:	INDOOR AIR, SOIL, SOIL VAPOR
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:	2.7 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	53
Senate District:	30
Zip:	90007
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880011&enforcement_id=6007869
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Date Completed:	2/10/2000
Comments:	
Activity Type:	Completed Activities
--	--
Facility Information	
--	--
Program Type:	SCHOOL EVALUATION
Status:	NO FURTHER ACTION
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19880011
--	--
Completed Activities	
--	--

Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880011&doc_id=6002332
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	7/1/2003
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880011&doc_id=6002333
Area Name:	
Sub Area:	
Document Type:	Technical Report
Date Completed:	10/31/2002
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880011&doc_id=6002330
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	1/18/2002
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880011&doc_id=6002331
Area Name:	
Sub Area:	
Document Type:	Phase 1
Date Completed:	8/8/2001
Comments:	

Site: ***CALIFORNIA FASHION INDUSTRIES***
MARTIN LUTHER KING BLVD/S. MAIN STREET LOS ANGELES CA 90037

Database: ENVIROSTOR

Estor/EPA ID:	19890014
Site Code:	304095
Cleanup Status:	CERTIFIED AS OF 9/20/2002
Site Type:	SCHOOL
Potential Media Affected:	SOIL
Past Uses Caused Contam:	LAUNDRY SERVICES, RESIDENTIAL AREA
APN:	NONE SPECIFIED
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	0 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	53
Senate District:	30
Zip:	90037

Facility Information

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Program Type:	SCHOOL CLEANUP
Status:	CERTIFIED
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19890014
--	--

Completed Activities

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Doc Link:
Area Name:
Sub Area:
Document Type: Certification
Date Completed: 12/17/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 12/17/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 9/21/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: * Public Participation
Date Completed: 9/5/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: * CEQA
Date Completed: 7/27/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 4/26/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: * Public Participation
Date Completed: 4/3/2001
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19890014&enforcement_id=6007721
Area Name:
Sub Area:
Document Type: Environmental Oversight Agreement
Date Completed: 2/10/2000
Comments:

Activity Type:	Completed Activities
--	--

Site: ***SOUTH REGION ES #1 SITE 5 5640014***
WEST 90TH STREET/SOUTH MAIN STREET LOS ANGELES CA 90003

Database: ENVIROSTOR

Estor/EPA ID:	60000091
Site Code:	304502
Cleanup Status:	CERTIFIED AS OF 7/11/2008
Site Type:	SCHOOL
Potential Media Affected:	SOIL
Past Uses Caused Contam:	RESIDENTIAL AREA
APN:	6040-027-003, 6040-027-003, 6040-027-004, 6040-027-005, 6040-027-006, 6040-027-007, 6040-027-021, 6040-027-022, 6040-027-023, 6040-027-024, 6040-027-026, 6040-028-001, 6040-028-002, 6040-028-003, 6040-028-004, 6040-028-005, 6040-028-006, 6040-028-007, 6040-028-008, 6040-028-009, 6040-028-010, 6040-028-011, 6040-028-012, 6040-028-025, 6040-028-026, 6040-028-027, 6040-028-028, 6040-028-029
National Priorities List:	NO
Cleab up Oversight Agenci:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Funding:	SCHOOL DISTRICT
Acres:	4.77 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	59
Senate District:	30
Zip:	90003

Facility Information

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Program Type:	SCHOOL CLEANUP
Status:	CERTIFIED
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000091
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Completed Activities

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Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&enforcement_id=6011952
Area Name:	
Sub Area:	
Document Type:	Certification
Date Completed:	7/11/2008
Comments:	Project is now considered complete.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&doc_id=6016080
Area Name:	
Sub Area:	
Document Type:	Remedial Action Completion Report
Date Completed:	8/1/2007
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Fieldwork
Date Completed:	6/11/2007
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&doc_id=6011398

Area Name:
Sub Area:
Document Type: Removal Action Workplan
Date Completed: 6/7/2007
Comments: Final RAW approval for implementation.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&doc_id=6011384

Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Report
Date Completed: 3/12/2007
Comments: SSI approval.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&doc_id=6008836

Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Report
Date Completed: 6/22/2006
Comments: RAW is required for removal of lead from other sources and for lead from LBP in separate SSI.
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Supplemental Site Investigation Workplan
Date Completed: 1/4/2006
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&doc_id=6008110

Area Name:
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 10/3/2005
Comments: Further sampling for lead-based paint and to delineate elevated lead detections. Also, a UST removal is necessary. Management elected to respond to request for housekeeping removal after lead-based paint survey.
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 5/25/2005
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 5/24/2005
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name:
Sub Area:

Document Type:	Preliminary Endangerment Assessment Workplan
Date Completed:	5/24/2005
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000091&enforcement_id=6007921
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Date Completed:	2/10/2000
Comments:	
Activity Type:	Completed Activities
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Site: ***WESTCHESTER 3 ACRE PROPERTY***
ARIZONA CIR, ARIZONA AVE & CENTINELA AVE LOS ANGELES CA 90045

Database: ENVIROSTOR

Estor/EPA ID:	19650010
Site Code:	
Cleanup Status:	REFER: RWQCB AS OF 8/31/1995
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:	
Funding:	
Acres:	NONE SPECIFIED
School District:	
Assembly District:	
Senate District:	
Zip:	90045
Facility Information	
--	--
Program Type:	HISTORICAL
Status:	REFER: RWQCB
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19650010
--	--
Completed Activities	
--	--
Doc Link:	
Area Name:	
Sub Area:	
Document Type:	Site Screening
Date Completed:	8/5/1993
Comments:	The Department received a notice of intent to sue under RCRA. W3A property is an unimproved real property adjacent to Burton Plating Co.. Burton operated a metal plating facility from 1973 to 1992 a the adjacent property. W3A alleges that the soil and groundwater is contaminated with TCE and PCE, which was originated from Burton Plating. The site remediation activities at the Burton Plating site is currently overseeing by the RWQCB. DTSC referred the W3A site to the RWQCB. NFA for DTSC.
Activity Type:	Completed Activities
--	--

Site:
EAST ON WASHINGTON BLVD LOS ANGELES CA

Database: ERNS

NRC Report Number:	629978
Type Of Incident:	RAILROAD NON-RELEASE

Desc Remedial Action:	
Description Of Incident:	PEDESTRIAN FATALITY REPORT, PERSON TRY TO CROSS AT A DIAGNOL ANGLE
Release Secured:	U
Release Rate:	
Date Received:	22-NOV-02
Incident Cause:	UNKNOWN
Incident Date:	22-NOV-02
Incident Location:	SAN PEDRO STATION/ METRO BLUE LINE
State Agency Notified:	
Federal Agency Notified:	
State Agency On Scene:	POLICE, SHERIFF, FIRE
State Agency Report Num:	
Responsible Company:	
Estima Duration of Release:	
Responsible Org Type:	UNKNOWN
Responsible City:	
Responsible State:	XX
Responsible Zip:	
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Who Evacuated:	
Radius Of Evacuation:	
Any Injuries:	N
Number Injured:	
Any Fatalities:	Y
Number Fatalities:	1
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:	
Track Desc:	MAINLINE
Track Closure Time:	.8
Media Interest:	NONE
Medium Desc:	NON-RELEASE (N/A)
Additional Medium Info:	
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:	A BUS BRIDGE WAS ESTABLISHED TO KEEP PASSENGERS MOVING.
Major Artery:	N
Track Closed:	Y

Report NO:	I-2002030079
Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	01/17/2002
Time of Incident:	2100
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	
Description of Events:	AS DSR WAS REMOVING A PALLET FROM THE TRAILER 1 BOX FELL OVER AND BOTTLE HAD OPENED SPILLING AT LEAST 1 GALLON. EMPLOYEE ISSUED LOI.
Carrier Information	
--	--
Name:	CON-WAY FREIGHT INC.
Street Name:	1955 E WASHINGTON BLVD
City:	LOS ANGELES
State:	CA
Postal Code:	90021-3206
Non US State:	
Country:	US
Fed Dot ID:	838885
Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	UNLOADING
--	--
Contact Information	
--	--
Name:	RICHARD QUESADA
Title:	FREIGHT OPERATIONS SUPERV
Business Name:	
Street:	
City:	
State:	
Postal Code:	
Non US State:	
Country:	US
--	--
Detail Information	
--	--
Commodity Name:	PHOSPHORIC ACID SOLUTION
Technical Trade Name:	
Identification Number:	UN1805
Hazardous Class Code:	8
Hazardous Class:	CORROSIVE MATERIAL
Quantity Released:	1
Unit of Measure:	LGA
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	Dropped; Dropped
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:	0
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
--	--

Site: ***Database:***

BNSF RR 3770 E. WASHINGTON BL LOS ANGELES CA 90023 HMIRS

Report NO:	I-2007120086
Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	10/30/2007
Time of Incident:	1300
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	We suggested to Matson that they advise the shipper to cut smaller inspection holes in the plywood which are onlyslightly larger than the hazmat stickers. This would make it very difficult for anyone to rip open a carton in an attemptto pilfer and is all that the BNSF requires for inspection purposes.
Description of Events:	Container MATU 249437-7 was opened for inspection at the BNSF Railroad because it contained hazardousmaterial. They removed seal # SPICT 732226 but noted that seal# MATU 123577 which was the seal of record wason the floor inside the container. BNSF rejected the load because of the seal discrepancy and because theydiscovered 2 boxes of fireworks had been ripped open in what we think was an attempt to pilfer. The SPICT seal isconsistent with Shanghai Pudong International Container Terminals the terminal it came from in China therefore weassume the alleged attempt to pilfer took place before it left China. Matson sent the container to us to for evaluationand correction. We opened the container and discovered a large inspection hole in the center of the plywood andblocking & bracing. Two of the cartons had been ripped open but the weight of the cartons above preventedremoval of the roman candles. Matson contacted the consignee and they Fedexed 2 new cartons to us. Weremoved the blocking & bracing and the 2 cartons transferred the roman candles to the new cartons and replacedthe blocking & bracing. Matson paid the trucker $285.00 to round trip the container between BNSF and our yard andwe charged $285.00 to rework block & brace the load.

Carrier Information	
--	--
Name:	GSL TRANSPORTATION SERVICES INCORPORATED
Street Name:	19600 S ALAMEDA ST
City:	E RNCHO DMNGZ
State:	CA
Postal Code:	90221-6213
Non US State:	
Country:	US
Fed Dot ID:	0
Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	IN TRANSIT
--	--
Contact Information	
--	--
Name:	STANLEY R DAVIS
Title:	GENERAL MANAGER OFF SITE OPERATIONS
Business Name:	GSL TRANS
Street:	17925 SOUTH SANTA FE AVE

City:	COMPTON
State:	CA
Postal Code:	90221
Non US State:	
Country:	US
--	--
Detail Information	
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Commodity Name:	FIREWORKS
Technical Trade Name:	TNT POP-ITS TNT FUNNY STRING
Identification Number:	UN0336
Hazardous Class Code:	1.4G
Hazardous Class:	EXPLOSIVE NO BLAST HAZARD
Quantity Released:	0
Unit of Measure:	SLB
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	Vandalism
Spillage Result Ind:	No
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:	Yes
Fire EMS Report Ind:	No
Fire EMS Report No:	
Police Report Ind:	No
Police Report No:	
In House Cleanup Ind:	Yes
Other Cleanup Ind:	No
Damage More Than 500:	Yes
Property Damage:	0
Remediation Cleanup Cost:	285
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
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Site: ***Database:***

WASHINGTON BLVD LOS ANGELES CA HMIRS

Report NO:	I-2004090741
Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	07/26/2004
Time of Incident:	1900
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	
Description of Events:	THE DRUM WAS STAGED ON THE ULX FREIGHT DOCK WHEN IT WAS MISTAKENLY STRUCK BY ONE OF OUR EMPLOYEES. THE REGIONAL SAFETY SUPERVISOR WAS NOTIFIED AND ADVISED TO CALL CONSOLIDATED WASTE TO CLEAN UP THE SPILLED PRODUCT. PRODUCT WAS CLEANED AND UP AND PROPERLY DISPOSED OF BY THEIR HAZ-MAT TEAM.

Carrier Information

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Name:	CON-WAY FREIGHT INC.
Street Name:	1955 E WASHINGTON BLVD
City:	LOS ANGELES
State:	CA
Postal Code:	90021-3206
Non US State:	
Country:	US
Fed Dot ID:	838885
Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	UNLOADING
--	--
Contact Information	
--	--
Name:	NASH HAMBLY
Title:	FREIGHT OPERATIONS SUPERV
Business Name:	
Street:	
City:	
State:	
Postal Code:	
Non US State:	
Country:	US
--	--
Detail Information	
--	--
Commodity Name:	CORROSIVE LIQUID ACIDIC ORGANIC N.O.S.
Technical Trade Name:	
Identification Number:	UN3265
Hazardous Class Code:	8
Hazardous Class:	CORROSIVE MATERIAL
Quantity Released:	35
Unit of Measure:	LGA
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	Inadequate Blocking and Bracing
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:	Yes
Property Damage:	0
Remediation Cleanup Cost:	3000
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
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Site: ***WASHINGTON BLVD LOS ANGELES CA***

Database: HMIRS

Report NO: I-1990060273

Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	04/25/1990
Time of Incident:	0615
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	
Description of Events:	WHILE UNLOADING THE TRAILER ONE 55 GALLON STEEL DRUM WAS FOUND LEAKING A MI NUTE AMOUNT FROM A LOOSE SEAL. THE SEAL WAS RESECURED. THE DRUM WAS RECOOPE RED AND PLACED INTO A DOT APPROVED RECOVERY DRUM WHICH WAS PROPERLY MARKED LABELED AND FORWARDED TO THE DESTINATION. THE SPILLAGE WAS PROPERLY CLEA NED UP.

Carrier Information

--	--
Name:	YRC INC.
Street Name:	10990 ROE AVE
City:	OVERLAND PARK
State:	KS
Postal Code:	66211-1213
Non US State:	
Country:	US
Fed Dot ID:	555940
Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	UNLOADING
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Contact Information

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Name:	LINDA SCHMIDT
Title:	HAZMAT CLERK
Business Name:	
Street:	
City:	
State:	
Postal Code:	
Non US State:	
Country:	US
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Detail Information

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Commodity Name:	POISONOUS LIQUIDS N.O.S.
Technical Trade Name:	ARYL MERCURYIAL
Identification Number:	UN2810
Hazardous Class Code:	6.1
Hazardous Class:	POISONOUS MATERIALS
Quantity Released:	0.015625
Unit of Measure:	LGA
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	Loose Closure Component or Device
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:	185
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
--	--

Site: ***Database:***

WASHINGTON BLVD LOS ANGELES CA HMIRS

Report NO:	I-1991070601
Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	07/05/1991
Time of Incident:	1100
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	
Description of Events:	CONSIGNEE REFUSED SEVERAL CARTONS DURING DELIVERY BECAUSE THEY WERE WET AND STAINED. THE CARTONS WERE RETURNED TO THE TERMINAL FOR INSPECTION AND ONE CARTON WAS FOUND TILTED. THE VALVES ON FOUR OF THE INNER CONTAINERS WERE APPARENTLY NOT PROPERLY SECURED ALLOWING THE LIQUID TO LEAK INTO THE BOX. THE SHIPPER WAS CONTACTED AND THE CONTAINERS HELD FOR DISPOSITION.
Carrier Information	
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Name:	ROADWAY EXPRESS INC.
Street Name:	557 E TALLMADGE AVE
City:	AKRON
State:	OH
Postal Code:	44310-2402
Non US State:	
Country:	US
Fed Dot ID:	71821
Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	UNLOADING
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Contact Information	
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Name:	SUSAN CAMARA
Title:	HAZMAT SPECIALIST
Business Name:	
Street:	
City:	
State:	
Postal Code:	
Non US State:	
Country:	US
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Detail Information	
--	--
Commodity Name:	TERT-BUTYL HYDROPEROXIDE NOT MORE THAN 80% IN DI-TERT-BUTYL PEROXIDE AND SOLVENT

Technical Trade Name:	TBHP-70
Identification Number:	UN2092
Hazardous Class Code:	5.2
Hazardous Class:	ORGANIC PEROXIDE
Quantity Released:	5
Unit of Measure:	LGA
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	Loose Closure Component or Device; Defective Component or Device; Defective Component or Device
Spillage Result Ind:	Yes
Fire Result Ind:	No
Explosion Result Ind:	No
Water Sewer Result Ind:	No
Gas Dispersion Result Ind:	Yes
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:	0
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
--	--

Site: ***Database:***

WASHINGTON AVE LOS ANGELES CA HMIRS

Report NO:	I-1998110181
Report Type:	A hazardous material incident
NRC Number:	
Date of Incident:	10/02/1998
Time of Incident:	1100
Federal DOT Report NO:	
Federal DOT Agency Name:	
Incident Occurrence:	
Incident County:	LOS ANGELES
Recommend Action Taken:	
Description of Events:	CXON - WAY DRIVER LOADED HIS TRAILER WITH THE DRUM ON THE TAIL AS HE LEFT THE SERVICE CENTER HE CAME TO HIS FIRST STOP AND NOTICED THE DRUM IN QUESTION WAS LEAKING FROM A HOLE THE SIZE OF A NAIL TIP. HE THEN RUSHED BACK TO THE SERVICE CENTER. THE FOS CALLED NALCO FOR AN MSDS AND CLEANUP THE AREA. UPON SERVICE OF THE MSDS THE FOS WITH GLOVES IN PLACED THE SMALL DRUM IN A RECOUP DRUM.

Carrier Information

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Name:	CON-WAY WESTERN EXPRESS INC
Street Name:	6301 BEACH BLVD STE 300
City:	BUENA PARK
State:	CA
Postal Code:	90621-4031
Non US State:	
Country:	US
Fed Dot ID:	0

Hazmat Reg ID:	
Mode of Transportation:	Highway
Transportation Phase:	IN TRANSIT
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Contact Information	
--	--
Name:	MICHAEL J. GATTO
Title:	SERVICE CTR MANAGER
Business Name:	
Street:	
City:	
State:	
Postal Code:	
Non US State:	
Country:	US
--	--
Detail Information	
--	--
Commodity Name:	BISULFITES AQUEOUS SOLUTIONS N.O.S.
Technical Trade Name:	
Identification Number:	UN2693
Hazardous Class Code:	8
Hazardous Class:	CORROSIVE MATERIAL
Quantity Released:	0.1250
Unit of Measure:	LGA
Hazmat Waste Indicator:	No
Hazmat Waste EPA Number:	
HMIS Toxic by Inhalation Ind:	No
TIH Hazard Zone:	
Failure Cause Description:	Improper Preparation for Transportation; Inadequate Blocking and Bracing
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:	50
Total Hazmat Fatalities:	0
Total Hazmat Injuries:	0
Total Evacuated:	0
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Site: ***WESTCHESTER 3 ACRE PROPERTY***
0000 ARIZONA CIR ARIZONA LOS ANGELES CA 90045

Database: LA SML

Facility ID:	
Record ID:	SD0010642
Abated Date:	

Site: ***CENTRAL REGION ES #13, SITE #7***
WEST WASHINGTON BLVD./ARLINGTON AVENUE/21ST STREET/3RD AVENUE LOS ANGELES CA

Database: LUR

Envirostor ID:	37000008
Site Code:	304490
Status:	ACTIVE
National Priorities List:	NO
Cleanup Status:	ACTIVE AS OF 1/20/2005
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
Special Program:	
Site Type 1:	SCHOOL CLEANUP
Site Type 2:	SCHOOL
APN:	5060-030-001-009, 5060-030-23-24, 5060-031-029-031
Funding:	SCHOOL DISTRICT
Acres:	3.6 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Assembly District:	54
Senate District:	26
County:	LOS ANGELES
Potential Cntm of Cncrn:	BERYLLIUM AND COMPOUNDS NAPHTHALENE OTHER: Acetone, Benzoic acid PETROLEUM: TPH-diesel, TPH-gas VOLATILE ORGANICS (8260B VOCS): 1,2,4-Trimethylbenzene, Benzene, Ethylbenzene, Methyl tertbutyl ether (MTBE), Tetrachloroethylene (PCE), Trichloroethylene (TCE), Vinyl chloride
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=37000008&starttab=landuserestrictions

Completed Activities

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Doc Link:	
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Workplan
Date Completed:	3/7/2005
Comments:	Concurred with SOW.
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	3/7/2005
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	2/17/2005
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=6007909
Area Name:	PROJECT WIDE
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=37000008&doc_id=60353500

Area Name: PROJECT WIDE
Date Completed: 7/30/2014
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60353706
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Date Completed: 4/7/2014
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60348398
Area Name: PROJECT WIDE
Sub Area:
Document Type: 4th Quarter 2013 Soil Vapor Monitoring Report
Date Completed: 3/4/2014
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60341845
Area Name: OU-2 Groundwater
Sub Area:
Document Type: Remedial Action Completion Report
Date Completed: 2/12/2014
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60340321
Area Name: PROJECT WIDE
Sub Area:
Document Type: Third Quarter 2013 Groundwater Monitoring and Sampling Report
Date Completed: 12/2/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60337783
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Date Completed: 11/6/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60329618
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 9/18/2013
Comments: DTSC concurred with the Report.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60320956
Area Name: PROJECT WIDE
Sub Area:
Document Type: 1st Quarter 2013 Groundwater Monitoring and Sampling Report

Date Completed: 7/16/2013
Comments: Concurred with comments
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60326774
Area Name: OU-2 Groundwater
Sub Area:
Document Type: Design/Implementation Workplan
Sub Area:
Document Type: Monitoring Plan
Date Completed: 7/9/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60327896
Area Name: PROJECT WIDE
Sub Area:
Document Type: CEQA - Initial Study/ Neg. Declaration
Date Completed: 6/28/2013
Comments: RAP Approved; ND, NOD, IS sent to CEQA for filing.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60327836
Area Name: PROJECT WIDE
Sub Area:
Document Type: Technical Report
Date Completed: 6/28/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60316011
Area Name: PROJECT WIDE
Sub Area:
Document Type: Remedial Action Plan
Date Completed: 6/28/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60291627
Area Name: PROJECT WIDE
Sub Area:
Document Type: Public Participation Plan / Community Relations Plan
Date Completed: 6/24/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60327136
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Work Notice
Date Completed: 6/21/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60320136
Area Name: PROJECT WIDE
Sub Area:

Document Type: Operations and Maintenance Report
Date Completed: 6/12/2013
Comments: Concurred with comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60322139
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fact Sheets
Date Completed: 5/2/2013
Comments: Final
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60322156
Area Name: PROJECT WIDE
Sub Area:
Document Type: Public Notice
Date Completed: 5/2/2013
Comments: Final
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60320716
Area Name: OU-2 Groundwater
Sub Area:
Document Type: CEQA - Initial Study/ Neg. Declaration
Date Completed: 5/1/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60292941
Area Name: PROJECT WIDE
Sub Area:
Document Type: Feasibility Study Report
Date Completed: 4/19/2013
Comments: Feasibility Study is approved.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60319154
Area Name: Area B
Sub Area: Area B-1
Document Type: Pilot Test For Soil Vapor Extraction and Treatment
Date Completed: 3/29/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60319240
Area Name: PROJECT WIDE
Sub Area:
Document Type: Indoor Air Sampling Plan
Date Completed: 3/29/2013
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60314049
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report

Date Completed: 3/19/2013
Comments: Concurred with the Report and continuation of the monitoring.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60314051
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fourth Quarter 2012 Groundwater Monitoring and Sampling Report
Date Completed: 2/1/2013
Comments: DTSC concurred with the Report.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60311070
Area Name: PROJECT WIDE
Sub Area:
Document Type: Third Quarter 2012 Groudwater Monitoring and Sampling Report
Date Completed: 11/29/2012
Comments: Concurred with the Report.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60310664
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Date Completed: 10/24/2012
Comments: Concurred with the Comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60309507
Area Name: PROJECT WIDE
Sub Area:
Document Type: Correspondence
Date Completed: 9/17/2012
Comments: Concurred with the Request.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60307782
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 8/29/2012
Comments: Approved the Report with comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60304282
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 8/28/2012
Comments: Concurred with the project
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60300787
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Date Completed: 7/24/2012

Comments: Approved with a comment.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60296319
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 5/31/2012
Comments: Concurred with the Reports. Comments were included to be addressed in future.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60193904
Area Name: Area B
Sub Area:
Document Type: Land Use Restriction
Date Completed: 3/21/2012
Comments: Area B will be used for school outdoor playground.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60292635
Area Name: Area B
Sub Area: Area B-2
Document Type: Geotechnical Exploration for a portion of the existing Turf Playground Area (B2) at the Site
Date Completed: 3/1/2012
Comments: DTSC does not have any comments for the geotechnical issue of depression at the Site.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60291199
Area Name: PROJECT WIDE
Sub Area:
Document Type: Pilot/Treatability Study Report
Date Completed: 2/27/2012
Comments: Approved with Comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60252204
Area Name: Area B
Sub Area:
Document Type: Operation & Maintenance Order/Agreement
Date Completed: 2/10/2012
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60282 69
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Supplemental Site Investigation Report
Date Completed: 2/6/2012
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60290407
Area Name: PROJECT WIDE
Sub Area:
Document Type: Third Quarter 2011 Groundwater Monitoring and Sampling Report
Date Completed: 1/26/2012
Comments:

Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60289551
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fourth Quarter 2011 Groundwater Monitoring and Sampling Report
Date Completed: 1/26/2012
Comments: Concurred with the Report with comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60287189
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Date Completed: 1/4/2012
Comments: DTSC concurred with comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60281901
Area Name: PROJECT WIDE
Sub Area:
Document Type: Third Quarter 2011 Summary of Site Wide Soil Vapor Sampling
Date Completed: 11/15/2011
Comments: Approved with comments.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60256845
Area Name: Area B
Sub Area:
Document Type: Operations and Maintenance Plan
Date Completed: 9/19/2011
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60271300
Area Name: PROJECT WIDE
Sub Area:
Document Type: Second Quarter 2011 Groundwater and Monitoring and Sampling Report
Date Completed: 9/8/2011
Comments: Report considered Final; comments were included to be incorporated in future field work/reports.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60271299
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Date Completed: 9/7/2011
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60268063
Area Name: OU-2 Groundwater
Sub Area:
Document Type: General Waste Discharge Requirement Modification Request
Date Completed: 8/26/2011
Comments: The WDR Modification was granted prior to the ozone injection pilot test.
Activity Type: Completed Activities

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Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60256846
Area Name:	Area A
Sub Area:	
Document Type:	Operations and Maintenance Plan
Date Completed:	8/8/2011
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60265906
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	8/1/2011
Comments:	Approval of Q1 GW Monitoring and Sampling Report letter completed.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60265335
Area Name:	OU-2 Groundwater
Sub Area:	
Document Type:	Pilot Study/Treatability Workplan
Date Completed:	6/21/2011
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60265905
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Operations and Maintenance Report
Date Completed:	6/8/2011
Comments:	Concurred with the Report.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60265563
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Status Report, Interim Remedial Measure (IRM) for Groundwater
Date Completed:	5/10/2011
Comments:	Concurred with the Report.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60265024
Document Type:	Well Installation Workplan
Date Completed:	4/12/2011
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60256847
Area Name:	Area B
Sub Area:	Area B-2
Document Type:	Remedial Action Completion Report
Date Completed:	3/29/2011
Comments:	DTSC conditionally approved the RACR. The conditions are included in DTSC letter dated March 10, 2011.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60261

808
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 3/15/2011
Comments: Approved the 2010 Summary Report Site-Wide Soil Vapor Sampoling.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60261333

Area Name: PROJECT WIDE
Sub Area:
Document Type: BIOX Application Report
Date Completed: 2/1/2011
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60261332

Area Name: PROJECT WIDE
Sub Area:
Document Type: Fourth Quarter 2010 Groundwater Monitoring and Sampling Report
Date Completed: 1/31/2011
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60258342

Area Name: OU-2 Groundwater
Sub Area:
Document Type: Supplemental Site Investigation Tech Memo
Date Completed: 11/19/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60296 06

Area Name: PROJECT WIDE
Sub Area:
Document Type: *Correspondence - Received
Date Completed: 10/1/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60254625

Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 9/13/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60254626

Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 9/13/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60254622

Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 9/13/2010
Comments: Field Activities for Area B2.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60254624
Area Name: Area B
Area Name: Area A
Sub Area: Groundwater
Date Completed: 9/13/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60194070
Area Name: Area B
Sub Area: Area B-1
Document Type: Correspondence
Date Completed: 9/2/2010
Comments: Area B1, OU 1 - No Further Action Request and Determination
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60255006
Area Name: Area B
Sub Area: Area B-2
Document Type: Photos During Remediation - Area B2-OU1 (04/10/10-08/23/10)
Date Completed: 8/23/2010
Comments: Photos from 04/10/10 through 08/23/2010.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60253062
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 8/23/2010
Comments: Field Activities are for excavation for Area B2.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=60252887
Area Name: Area A
Sub Area:
Document Type: Correspondence
Date Completed: 8/11/2010
Comments: Area "A" Soil Gas Sampling Technical Memorandum and Determination
Activity Type: Completed Activities
-- --
Doc Link:
Area Name: Area B
Sub Area:
Document Type: Fieldwork
Date Completed: 8/6/2010
Comments: Field Activities from July 22 to July 28, 2010.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60198201
Area Name: Area B

Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 7/19/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60196461
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 7/12/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60195563
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 7/2/2010
Comments: Filed Activities Summary include backfilling with Clay.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60195044
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 6/25/2010
Comments: Remediation activities are summarized for Area B2.

Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60194841
Area Name: Area B
Sub Area: Area B-2
Sub Area: Area B-2
Document Type: Fieldwork
Document Type: Fieldwork
Date Completed: 6/22/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60194842
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 6/22/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60294 31
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Pilot Study/Treatability Workplan
Date Completed: 6/10/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60194

113
Area Name: Area B
Sub Area:
Document Type: Fieldwork
Date Completed: 6/7/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60193908
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 6/1/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60193592
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 5/24/2010
Comments: Field Activities Summary uploaded for public information.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60193361
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 5/17/2010
Comments: Field Activities Summary uploaded for Area B2 OU1.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60193037
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 5/10/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60192668
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 5/4/2010
Comments: Remedial Field Activities updated from April 22 to April 28, 2010.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60192100
Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 4/26/2010
Comments: Field Activities are updated with air quality monitoring and health and safety measures.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60191674

Area Name: Area B
Sub Area: Area B-2
Document Type: Fieldwork
Date Completed: 4/19/2010
Comments: The Summary and Air Monitoring Data are uploaded.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6028794

Area Name: Area B
Sub Area: Area B-2
Document Type: Design/Implementation Workplan
Date Completed: 4/8/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6023153

Area Name: Area B
Sub Area:
Document Type: Supplemental Site Investigation Report
Date Completed: 3/22/2010
Comments: Further action required for remediationg soil and continue ongoing groundwater investigation followed by cleanup for OU2 below 45 feet below ground surface.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=6017298

Area Name: Area B
Sub Area: Area B-2
Document Type: CEQA - Initial Study/ Neg. Declaration
Date Completed: 3/18/2010
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6028080

Area Name: Area B
Sub Area:
Document Type: Remedial Action Plan
Date Completed: 3/18/2010
Comments: RAP for Operable Unit 1 approved for public comment on 11/24/2009; public comment period extends from 11/24/2009 through 01/11/2010.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6028268

Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Status Report , Interim Remedial Measures (IRMs) for Groundwater
Date Completed: 11/30/2009
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6028216

Area Name: Area B
Sub Area: Area B-2
Document Type: Tank Removal Report
Date Completed: 10/15/2009
Comments: Approved.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=60280

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Area Name: Area B
Sub Area: Area B-2
Document Type: Risk Assessment Report
Date Completed: 10/1/2009
Comments:
Activity Type: Completed Activities
-- --
Doc Link:
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Fieldwork
Date Completed: 6/2/2009
Comments: Groundwater well installation oversight provided by R. Grutzmacher
Activity Type: Completed Activities
-- --
Doc Link:
Area Name: Area B
Sub Area:
Document Type: Fieldwork
Date Completed: 5/29/2009
Comments:
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6023312
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Supplemental Site Investigation Tech Memo
Date Completed: 5/21/2009
Comments: vapor intrusion evaluation approved 5/21/2009
Activity Type: Completed Activities
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Technical Workplan
Date Completed: 4/24/2009
Comments: Dcoument not approved as the document was revised and bifurcated into different elements.
Activity Type: Completed Activities
-- --
Doc Link:
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Fieldwork
Date Completed: 2/11/2009
Comments: - fieldwork completed
Activity Type: Completed Activities
-- --
Doc Link:
Area Name: OU-2 Groundwater
Sub Area: Area B
Document Type: Fieldwork
Date Completed: 2/9/2009
Comments: - DTSC understood that GW well installation would not commence; RP was out at site.
Activity Type: Completed Activities
-- --
Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6019387
Area Name: Area A
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 8/8/2008
Comments:
Activity Type: Completed Activities

--	--
Doc Link:	
Area Name:	Area A
Sub Area:	
Document Type:	CEQA - Notice of Exemption
Date Completed:	5/2/2008
Comments:	
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6018599
Area Name:	Area A
Sub Area:	
Document Type:	Removal Action Workplan
Date Completed:	5/1/2008
Comments:	final raw approval issued to the rp on 5/1/2008
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6017473
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	4.15 Request
Date Completed:	10/30/2007
Comments:	SFPD FORM 4.15 for Conditional approval of Draft RAP
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&enforcement_id=6011661
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	School Cleanup Agreement
Date Completed:	10/29/2007
Comments:	Rec'd signed signature page to amend Master Agreement to Master SCA
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	12/5/2006
Comments:	Approved with comments.
Activity Type:	Completed Activities
--	--
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6011396
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Date Completed:	11/20/2006
Comments:	Approved with minor comments.
Activity Type:	Completed Activities
--	--
Doc Link:	
Area Name:	PROJECT WIDE
Sub Area:	
Document Type:	Supplemental Site Investigation Workplan
--	--
Doc Link:	
Date Completed:	4/19/2006
Comments:	
Activity Type:	Completed Activities
--	--

Doc Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=37000008&doc_id=6008101
Area Name: PROJECT WIDE
Sub Area:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 12/27/2005
Comments: PCE and arsenic require further delineation in soil vapor and soil, respectively. Pb-based paint required.
Activity Type: Completed Activities
-- --
Doc Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 7/20/2005
Comments:
Activity Type: Completed Activities
-- --
Currently Scheduled Activities
-- --
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Due Date: 11/9/2014
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2015
-- --
Area Name: PROJECT WIDE
Sub Area:
Document Type: Operations and Maintenance Report
Due Date: 11/11/2014
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2015
-- --
Facilities Detail
-- --
Area: AREA B
Sub Area:
Date Reported: 3/21/2012
Covenant Link: http://www.envirostor.dtsc.ca.gov/public/view_document.asp?docurl=http://www.envirostor.dtsc.ca.gov/regulators/deliverable_documents/6326492130/LUCCRES%2013%5F20120322%2Epdf
Past Uses That Caused Contamination: UNDERGROUND STORAGE TANKS
Potential Media Affected: AQUIFER USED FOR DRINKING WATER SUPPLY AFFECTED, SOIL, SOIL VAPOR
-- --
Future Activites
-- --
NOTE: THE DUE DATES OF FUTURE ACTIVITIES ARE SUBJECT TO CHANGE BASED ON THE PROGRESS OF CURRENTLY SCHEDULED ACTIVITIES
-- --
Area Name: PROJECT WIDE
Sub Area:
Document Type: 5 Year Review Reports
Due Date: 2015
Activity Type: Future Activities
-- --
Land Use Restrictions
-- --
Covenant: http://www.envirostor.dtsc.ca.gov/public/view_document.asp?docurl=/regulators/deliverable_documents/6326492130/LUCCRES%2013%5F20120322%2Epdf
Area: AREA B
Sub Area:
Date Recorded: 3/21/2012

Site Management Requirements:	LAND USE COVENANT MAINTAIN MONITORING OF GROUNDWATER NO GROUNDWATER EXTRACTION AT ANY DEPTH WITHOUT APPROVAL HOSPITAL USE PROHIBITED DAY CARE CENTER PROHIBITED ACTIVITIES PROHIBITED WHICH DISTURB THE REMEDY AND MONITORING SYSTEMS WITHOUT APPROVAL NOTIFY DAMAGES TO REMEDY AND MONITORING SYSTEMS UPON DISCOVERY NOTIFY AFTER CHANGE OF PROPERTY OWNER ELDER CARE CENTER PROHIBITED NO EXCAVATION OR ACTIVITIES WHICH DISTURB THE SOIL BELOW A SPECIFIED DEPTH (SEE COVENANT FOR DEPTH) WITHOUT AGENCY REVIEW AND APPROVAL OF A SOIL MANAGEMENT PLAN
--	--

Site: ***CALIFORNIA DEPT OF CORRECTIONS***
NE CRNER SANTA FE & WASHINGTON LOS ANGELES CA 90021

Database: RCRA GEN

EPA Handler ID:	CAD982494882
Current Site Name:	CALIFORNIA DEPT OF CORRECTIONS
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:	501 J ST, , SACRAMENTO, CA, 95814,
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:	S
Date Became Current:	
Date Ended Current:	
--	--
Owner/Operator Indicator:	CO
Owner/Operator Name:	CA DEPT OF CORRECTIONS
Owner/Operator Address:	NOT REQUIRED NOT REQUIRED ME 99999
Owner/Operator Phone:	4155551212
Owner/Operator Type:	S
Date Became Current:	

Date Ended Current:	
--	--
NAICS Information	
--	--
Handler Information	
--	--
Date Received:	19960901
Facility Name:	CALIFORNIA DEPT OF CORRECTIONS
Classification:	Small Quantity Generator
--	--
Date Received:	19900831
Facility Name:	CALIFORNIA DEPT OF CORRECTIONS
Classification:	Large Quantity Generator
--	--
Hazardous Waste Information	
--	--
Violation/Evaluation Information	
--	--

Site: ***ALEXANDRIA NEW ELEMENTARY SCHOOL NO. 1***
BEVERLY BOULEVARD/NORTH HARVARD BOULEVARD LOS ANGELES CA 90004

Database: SCH

ESTOR/EPA ID:	19880013
Site Code:	304274
Status:	NO FURTHER ACTION
Cleanup Status:	NO FURTHER ACTION AS OF 7/1/2003
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:	DRY CLEANING, RESIDENTIAL AREA
Potential Contam of Cncrn:	OTHER: Acetone, Carbon disulfide VOLATILE ORGANICS (8260B VOCS): 1,4-Dichlorobenzene, Benzene, Ethylbenzene, Styrene, Toluene, Xylenes
Potential Media Affected:	INDOOR AIR, SOIL, SOIL VAPOR
Acres:	2.3 ACRES
School District:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19880013
Assembly District:	53
Senate District:	24
Latitude:	34.076182
Longitude:	-118.304477

Completed Activities	
--	--
Date Completed:	7/1/2003
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&doc_id=6002342
Area Name:	
Sub Area:	
Document Type:	Supplemental Site Investigation Report
Comments:	
--	--
Date Completed:	2/28/2002
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&doc_id=6002340
Area Name:	
Sub Area:	

Document Type:	Preliminary Endangerment Assessment Report
Comments:	Response from LAUSD addressed letter dated 3/19/02 uploaded under RP Final.
--	--
Date Completed:	5/21/2001
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&doc_id=6002341
Area Name:	
Sub Area:	
Document Type:	Phase 1
Comments:	
--	--
Date Completed:	2/10/2000
Doc Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19880013&enforcement_id=6007831
Area Name:	
Sub Area:	
Document Type:	Environmental Oversight Agreement
Comments:	
--	--

Site: ***SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R SOUTHEAST AND SOUTHWEST CORNERS OF JACKSON AND CENTER STREETS LOS ANGELES CA 90012***

Database: VCP

ESTOR EPA ID:	60000172
Cleanup Status:	ACTIVE AS OF 7/15/2010
Status:	ACTIVE
Site Code:	300999
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL
Past Use Caused Contam:	MANUFACTURED GAS PLANT
Potential Contam of Cncrn:	1,3-BUTADIENE METALS: Lead, Zinc POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS) VOLATILE ORGANICS (8260B VOCS): Benzene, Hexachlorobutadiene, Styrene, Toluene, Xylenes
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	2 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	53
Senate District:	24
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000172

Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000172&doc_id=6010361
Area Name:	
Sub Area:	
Document Type:	Remedial Investigation Workplan
Date Completed:	1/27/2011
Comments:	
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000172&doc_id=60261935
Area Name:	
Sub Area:	
Document Type:	Remedial Investigation Report

Date Completed: 3/6/2012
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000172&doc_id=60289430
Area Name:
Sub Area:
Document Type: Remedial Investigation Workplan
Date Completed: 4/26/2012
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000172&doc_id=60300806
Area Name:
Sub Area:
Document Type: Remedial Investigation Report
Date Completed: 2/25/2014
Comments: DTSC comments are addressed and report approved with deed restriction.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000172&enforcement_id=6008897
Area Name:
Sub Area:
Document Type: Voluntary Cleanup Agreement
Date Completed: 1/3/2001
Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Remedial Investigation Workplan
Date Completed: 9/24/2001
Comments: Work Plan is satisfactory.
-- --
Currently Scheduled Activities
-- --
Area Name:
Sub Area:
Document Type: Certification
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
-- --
Area Name:
Sub Area:
Document Type: Land Use Restriction
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
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Site: ***SO CAL GAS/ALISO SECTOR C, BLOCK O***
SOUTHWEST CORNER OF DUCOMMUN AND CENTER STREETS LOS ANGELES CA 90012

Database: VCP

ESTOR EPA ID: 60000169
Cleanup Status: ACTIVE AS OF 1/19/2001
Status: ACTIVE
Site Code: 300885
Site Type: VOLUNTARY CLEANUP
Program Type: VOLUNTARY CLEANUP
Special Program: VOLUNTARY CLEANUP PROGRAM
APN: 5173-016-008, 5173016008
Potential Media Affected: OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL

Past Use Caused Contam:	MANUFACTURED GAS PLANT
Potential Contam of Cncrn:	1,3-BUTADIENE METALS: Lead, Zinc PETROLEUM: TPH-diesel, TPH-gas POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS) VOLATILE ORGANICS (8260B VOCS): Benzene, Hexachlorobutadiene, Styrene, Toluene, Xylenes
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	1.5 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	53
Senate District:	24
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000169

Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000169&doc_id=6010359
Area Name:	
Sub Area:	
Document Type:	Remedial Investigation Report
Date Completed:	3/19/2008
Comments:	
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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000169&enforcement_id=6008896
Area Name:	
Sub Area:	
Document Type:	Voluntary Cleanup Agreement
Date Completed:	1/19/2001
Comments:	
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Remedial Investigation Workplan
Date Completed:	3/4/2002
Comments:	Remedial Investigation Master Work Plan approved.
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Currently Scheduled Activities

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Area Name:	
Sub Area:	
Document Type:	Certification
Due Date:	
Revised Date:	
Activity Type:	Currently Scheduled Activities Through 6/30/2016
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Area Name:	
Sub Area:	
Document Type:	Land Use Restriction
Due Date:	
Revised Date:	11/22/2016
Activity Type:	Currently Scheduled Activities Through 6/30/2016
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Site: ***EXPOSITION LIGHT RAIL RIGHT OF WAY FROM WEST 18TH ST./FLOWER ST. TO NATIONAL BLVD/WASHINGTON BLVD. LOS ANGELES CA 90015***

Database: VCP

ESTOR EPA ID: 60000560

Cleanup Status:	CERTIFIED AS OF 6/30/2011
Status:	CERTIFIED
Site Code:	301307
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	SOIL
Past Use Caused Contam:	RAILROAD RIGHT OF WAY
Potential Contam of Cncrn:	ARSENIC LEAD
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	62 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	54
Senate District:	30
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000560

Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6014664
Area Name:	
Sub Area:	
Document Type:	Phase 1
Date Completed:	3/15/2007
Comments:	DTSC completed review of previous investigation data. MTA/Expo will prepare workplan to address removal of soil.
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6015572
Area Name:	
Sub Area:	
Document Type:	Removal Action Workplan
Date Completed:	12/4/2007
Comments:	The Design Report describes the removal areas and the criteria for soil removal and the air monitoring program to be utilized during excavation actvities .
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6018769
Area Name:	
Sub Area:	
Document Type:	Removal Action Workplan
Date Completed:	5/20/2008
Comments:	
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6019069
Area Name:	
Sub Area:	
Document Type:	Health & Safety Plan
Date Completed:	5/5/2008
Comments:	The Air Monitoring Plan describes the methods which will be used to monitor and sample for air quailty during construction work of the Expo Light Rail Project.
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6019203
Area Name:	
Sub Area:	
Document Type:	Removal Action Workplan

Date Completed: 3/27/2008
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6021779
Area Name:
Sub Area:
Document Type: Removal Action Workplan
Date Completed: 12/12/2008
Comments: The Workplan proposed removal of contaminated soil on the Caltrans right of way.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&doc_id=6027760
Area Name:
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 6/30/2011
Comments: The Completion Report describes the removal areas containing arsenic and lead, and includes confirmation sampling of these areas. DTSC has approved the Report.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&enforcement_id=6010547
Area Name:
Sub Area:
Document Type: Consultative Service Agreement
Date Completed: 12/28/2006
Comments: Consultative Agreement completed for document/data review, review of removal action objectives, risk assessment.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000560&enforcement_id=60254404
Area Name:
Sub Area:
Document Type: Certification
Date Completed: 6/30/2011
Comments: The Completion Report describing the removal of contaminated areas along the Expo right-of-way, is approved by DTSC.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Fieldwork
Date Completed: 5/20/2010
Comments: TRC conducted conducted confirmation sampling for removal activities.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Fieldwork
Date Completed: 6/6/2008
Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Fieldwork
Date Completed: 7/25/2008
Comments: Confirmation sampling of removal areas.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Monitoring Report
Date Completed: 11/16/2009

Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Monitoring Report
Date Completed: 11/3/2008
Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Monitoring Report
Date Completed: 2/15/2008
Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Monitoring Report
Date Completed: 8/4/2009
Comments: Air monitoring report summarized data from 2/2009 to 4/2009. DTSC contacted EXPO re: AQMD standards.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Monitoring Report
Date Completed: 9/2/2008
Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Removal Action Design
Date Completed: 11/26/2007
Comments: The Removal activities were conducted prior to the approval of the WP.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Site Characterization Workplan
Date Completed: 4/7/2008
Comments: Workplan to delineate contaminated removal areas.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 10/8/2008
Comments: Met with community members, Expo Representative & AQMD regarding dust and soil transportation concerns.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 12/17/2008
Comments: site visit to observe air monitoring, dust conditions.
-- --
Document Link:
Area Name:
Sub Area:

Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	7/1/2008
Comments:	Observed excavation near Crenshaw Blvd.
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	7/14/2008
Comments:	Observed excavation of non-hazardous soil.
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	7/22/2008
Comments:	Observed demolition of overpass road at National & Jefferson Blvd.
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	8/26/2008
Comments:	Obseved excavation and concrete crushing activities and conducted dust monitoring.
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Site Inspections/Visit (Non LUR)
Date Completed:	9/10/2008
Comments:	Observed trenching activities, performed air monitoring, no exceedences.
--	--

Site: ***EXPOSITION PHASE 2 FROM INTERSECTION OF VENICE BLVD & SOUTH ROBERTSON BLVD TO INTERSECTION OF COLORADO AVE. AND 4TH ST. CULVER CITY TO SANTA MONICA CA VARIOUS***

Database: VCP

ESTOR EPA ID:	60001607
Cleanup Status:	ACTIVE AS OF 10/31/2011
Status:	ACTIVE
Site Code:	301553
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	SOIL
Past Use Caused Contam:	RAILROAD RIGHT OF WAY
Potential Contam of Cncrn:	ARSENIC LEAD
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	48 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	50, 54
Senate District:	30
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001607

Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60288

098
Area Name: PROJECT WIDE
Sub Area:
Document Type: Site Characterization Report
Date Completed: 1/27/2012
Comments: Sampling was conducted in Phase II to locate areas with contamination, to be incorporated into Soil Management Plan.
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60290690

Area Name: PROJECT WIDE
Sub Area:
Document Type: Removal Action Workplan
Date Completed: 4/19/2012
Comments: The Plan describes removal of soil contaminated with lead, arsenic and other chemicals.
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60294717

Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Plan
Date Completed: 4/19/2012
Comments: The Plan describes dust monitoring measures that will be undertaken during the soil removal activities.
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60296727

Area Name: PROJECT WIDE
Sub Area:
Document Type: Technical Workplan
Date Completed: 4/25/2012
Comments: The Workplan describes the excavation activities and procedures that will be undertaken to remove the soil contamination.
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60303145

Area Name: PROJECT WIDE
Sub Area:
Document Type: Design/Implementation Workplan
Date Completed: 4/25/2012
Comments: The construction workplan describes the excavation activities and its schedule.
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60310907

Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 10/30/2012
Comments:
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60310912

Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 12/3/2012
Comments: DTSC has accepted the monitoring report.
--
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60310913

Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 1/4/2013

Comments: DTSC accepted monitoring report.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60310914
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 12/14/2012
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60310915
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 1/14/2013
Comments: DTSC accepted monitoring report.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60329260
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 7/15/2013
Comments: Monitoring Report accepted.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60329262
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 7/11/2013
Comments: Monitoring report accepted.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60329264
Area Name: Buffer Park Area
Sub Area:
Document Type: Site Characterization Report
Date Completed: 7/2/2013
Comments: Buffer area was evaluated by DTSC. Conditions at Buffer Area would not pose a risk to the environment or community.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&doc_id=60332735
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 6/17/2013
Comments: DTSC has accepted the report.
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&enforcement_id=60286207
Area Name: PROJECT WIDE
Sub Area:
Document Type: Voluntary Cleanup Agreement
Date Completed: 1/3/2012
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&enforcement_id=60348886
Area Name: PROJECT WIDE
Sub Area:
Document Type: Annual Oversight Cost Estimate

Date Completed: 1/24/2014
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001607&enforcement_id=60384848
Area Name: PROJECT WIDE
Sub Area:
Document Type: Annual Oversight Cost Estimate
Date Completed: 10/31/2014
Comments: Completed.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Certification
Date Completed: 6/30/2015
Comments: Soil containing lead and arsenic removed.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 1/29/2013
Comments: Oversight for excavation and monitoring
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 10/30/2012
Comments: Site visit - 0lympic & Stewart St: excavation activities, dust monitoring.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 12/20/2012
Comments: DTSC conducted site visit.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 4/2/2013
Comments: Site Visit
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 6/19/2012
Comments: Removal of soil began east of Centinela Avenue and Exposition Blvd.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 6/19/2012
Comments: Site visit for soil removal.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:

Document Type: Fieldwork
Date Completed: 6/28/2012
Comments: Site Visit during soi removal.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 7/10/2012
Comments: Site visit during soil removal activities.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Fieldwork
Date Completed: 8/26/2014
Comments: Bikepath soil removal.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 10/12/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 10/15/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 10/29/2012
Comments: DTSC accepted report.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 10/5/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 11/13/2012
Comments: DTSC has accepted the monitoring report.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 11/15/2012
Comments: DTSC accepted monitoring report.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:

Document Type: Monitoring Report
Date Completed: 11/26/2012
Comments: DTSC accepted Monitoring Report.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 7/3/2012
Comments: DTSC has reviewed the Monitoring Report dated 6/25/2012. The report summarizes the dust monitoring and air sampling data for the week starting 6/18/2012. DTSC has accepted the report.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 7/30/2012
Comments: DTSC has reviewed and accepted the Report.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 8/24/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 9/14/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 9/21/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Monitoring Report
Date Completed: 9/28/2012
Comments:
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Removal Action Completion Report
Date Completed: 6/29/2015
Comments: The Completion Reports summarizes the removal activities and confirmation sampling conducted in the Project area.
-- --
Document Link:
Area Name: PROJECT WIDE
Sub Area:
Document Type: Technical Workplan
Date Completed: 12/10/2013
Comments: DTSC reviewed and accepted the Workplan.
-- --

ESTOR EPA ID:	19390042
Cleanup Status:	INACTIVE - ACTION REQUIRED AS OF 4/21/1994
Status:	INACTIVE - ACTION REQUIRED
Site Code:	300324
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL, SOIL VAPOR
Past Use Caused Contam:	MANUFACTURING - OTHER
Potential Contam of Cncrn:	METALS: Arsenic, Chromium VI, Mercury and compounds, Nickel UNCATEGORIZED: * CONTAMINATED SOIL, * HALOGENATED ORGANIC COMPOUNDS, * HALOGENATED SOLVENTS, * HYDROCARBON SOLVENTS, * ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS, * ORGANIC LIQUIDS WITH METALS, * ORGANIC SOLIDS WITH HALOGENS, * OTHER ORGANIC SOLIDS, * OXYGENATED SOLVENTS, * Sludge - Halogenated Compounds, * Sludge - Paint, * UNSPECIFIED ORGANIC LIQUID MIXTURE, * UNSPECIFIED SOLVENT MIXTURES
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	NONE SPECIFIED
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	54
Senate District:	30
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19390042

Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19390042&doc_id=5010336
Area Name:	
Sub Area:	
Document Type:	Risk Assessment Report
Date Completed:	4/21/1994
Comments:	Risk Assessment with supplemental characterization data was submitted & approved by Department. Risk assessment indicate site is protective of industrial\commercial scenarios. RP has expressed interest in submitting a RAP with a supplemental risk assessment with data supporting unlimited use of site including residential occupancy, pursuant to Polanco legislation. RP intends to pursue liability immunity pursuant to the Polanco legislation.
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19390042&enforcement_id=5010337
Area Name:	
Sub Area:	
Document Type:	Voluntary Cleanup Agreement
Date Completed:	10/6/1993
Comments:	THE DEPARTMENT ENTERS INTO A VOLUNTARY REMEDIATION AGREEMENT WITH THE CULVER CITY COUNTY REDEVELOPMENT AGENCY.
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Preliminary Endangerment Assessment Report
Date Completed:	12/18/1992
Comments:	THE DEPARTMENT HAS COMPLETED THE REVIEW OF THE PEA REPORT. THE DEPARTMENT CONCURS WITH THE RECOMMENDATION THAT FURTHER ACTION IS NEEDED AT THE SITE. THE RECOMMENDED FURTHER ACTION IS A HUMAN HEALTH RISK ASSESSMENT BE PERFORMED TO DETERMINE THE HEALTH RISKS FROM CONTAMINANTS IN SITE SOIL AND POSSIBLE VOLATILIZATION FROM GROUNDWATER. IF

	THE RISK ASSESSMENT INDICATE A SIGNIFICANT RISK TO HUMAN HEALTH FROM ANY OF THE SITE CONTAMINANTS, SOIL AND GROUNDWATER REMEDIATION WILL BE PERFORMED. THE DEPARTMENT CONSIDERS THE PEA AS COMPLETE. THE DEPARTMENT MAILED A DRAFT ENFORCEABLE AGREEMENT TO THE RESPONSIBLE PARTY FOR THE FURTHER REMEDIAL ACTION. A DEED RESTRICTION WAS NEVER FINALIZED. NFA FOR COMMERCIAL/INDUSTRIAL USE ONLY.
--	--
Document Link:	
Area Name:	
Sub Area:	
Document Type:	Site Screening
Date Completed:	7/14/1992
Comments:	THE DEPT RECEIVED A PEA FOR THE SITE. NO DOCUMENTED RELEASE OF HAZ SUBSTANCES AT THE SITE WERE IDENTIFIED. PAST PRACTICES IN HANDLING HAZARDOUS SUBSTANCES AND/OR WASTE AT THE SITE HAVE RESULTED IN RELEASES OF CONTAMINANTS AT THE SITE. A TOTAL OF 28 CONTAMINANTS WERE IDENTIFIED IN SOIL AND GROUNDWATER AT THE SITE. THE PEA WAS SUBMITTED TO DETERMINE WHETHER REMOVAL OF HAZ SUBSTANCES OR REMEDIAL ACTION WOULD BE REQUIRED AT THE SITE IN ORDER TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT. THE SITE CONSISTS OF APPROXIMATELY 4.5 ACRES. THE SITE IS CONTAMINATED WITH PETROLEUM HYDROCARBONS, VOLATILE ORGANICS AND HEAVY METALS. THE GROUNDWATER IS AT A DEPTH OF 35 FEET. DIFFERENT AREAS OF THE SITE PREVIOUSLY USED FOR RETAIL LIQUOR SHOP, WELDING CO., MANUFACTURING (TOOL & DIE), CRANE SERVICE, WENDING SERVICE WAREHOUSE, MANUFACTURE OF WOOD PRODUCTS, MACHINE SHOP, DIE CASTING INDUSTRY, GRINDING COMPANY, FOOD PROCESS- ING, GREETING CARD COMPANY, WIRE PRODUCTS MFG, LUMBER STORAGE, CABINET MFG, AUTOMOBILE BODY WRECKING, PAINT BOOTH, PACKAGING CO, CLAY PRODUCTS MFG, MACHINE SHOPS AND METAL LABORATORY, PLASTIC MFG AND STORAGE, TOOL STORAGE, MANUFACT_ URE OF INSECTICIDES, WOOD FABRICATION, BOAT CONSTRUCTION, PLUMBING SUPPLY STORAGE, DENTAL OFFICE, TRAVEL AGENCY, BANKS AND A GASOLINE SERVICE STATION. A PEA IS REQUIRED BECAUSE OF THE EVIDENCE OF CONTAMINATION AT THE SITE.
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Site: ***SO CAL GAS/ALISO SECTOR C, BLOCK G***
NORTHWEST CORNER OF COMMERCIAL AND CENTER STREETS LOS ANGELES CA 90012

Database: VCP

ESTOR EPA ID:	60000173
Cleanup Status:	ACTIVE AS OF 1/19/2001
Status:	ACTIVE
Site Code:	300885
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL
Past Use Caused Contam:	MANUFACTURED GAS PLANT
Potential Contam of Cncrn:	1,3-BUTADIENE METALS: Lead, Zinc PETROLEUM: TPH-diesel, TPH-gas POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS) VOLATILE ORGANICS (8260B VOCS): Benzene, Hexachlorobutadiene, Styrene, Toluene, Xylenes
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	1.5 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	53
Senate District:	24
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000173

Future Activities
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NOTE: THE DUE DATES OF FUTURE ACTIVITIES ARE SUBJECT TO CHANGE BASED ON THE PROGRESS OF CURRENTLY SCHEDULED ACTIVITIES
-- --
Area Name:
Sub Area:
Document Type: 5 Year Review Reports
Due Date: 2022
Activity Type: Future Activities
-- --
Completed Activities
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000173&doc_id=60364811
Area Name:
Sub Area:
Document Type: Remedial Investigation Report
Date Completed: 1/20/2005
Comments: Completed.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Public Participation Plan / Community Relations Plan
Date Completed: 1/20/2005
Comments: Block G - DTSC approved the RI dated 11 Nov 04. Public Participation activities were completed for Sector C, Block G of the former Aliso Street MGP site. Activities included a community profile, notices, fact sheets during the course of the investigation.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Remedial Investigation Workplan
Date Completed: 3/4/2002
Comments: Remedial Investigation Master Work Plan approved.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Voluntary Cleanup Agreement
Date Completed: 1/19/2001
Comments:
-- --
Currently Scheduled Activities
-- --
Area Name:
Sub Area:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
-- --
Area Name:
Sub Area:
Document Type: Land Use Restriction
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
-- --
Document Type: Certification
Due Date:

ESTOR EPA ID:	60000171
Cleanup Status:	ACTIVE AS OF 1/19/2001
Status:	ACTIVE
Site Code:	300885
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL
Past Use Caused Contam:	MANUFACTURED GAS PLANT
Potential Contam of Cncrn:	1,3-BUTADIENE METALS: Lead, Zinc PETROLEUM: TPH-diesel, TPH-gas POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS) VOLATILE ORGANICS (8260B VOCS): Benzene, Hexachlorobutadiene, Styrene, Toluene, Xylenes
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	1.8 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	53
Senate District:	24
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000171

Future Activities

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NOTE:	THE DUE DATES OF FUTURE ACTIVITIES ARE SUBJECT TO CHANGE BASED ON THE PROGRESS OF CURRENTLY SCHEDULED ACTIVITIES
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Area Name:	
Sub Area:	
Document Type:	5 Year Review Reports
Due Date:	2022
Activity Type:	Future Activities
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Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000171&doc_id=6010450
Area Name:	
Sub Area:	
Document Type:	Removal Action Workplan
Date Completed:	9/9/2005
Comments:	RAW approved by DTSC
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000171&doc_id=6021065
Area Name:	
Sub Area:	
Document Type:	Removal Action Completion Report
Date Completed:	11/24/2009
Comments:	RAW Completion Report - approved!
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000171&enforcement_id=6008892
Area Name:	
Sub Area:	
Document Type:	Voluntary Cleanup Agreement
Date Completed:	1/19/2001
Comments:	
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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60000171&enforcement_id=6008914
Area Name:
Sub Area:
Document Type: CEQA - Notice of Exemption
Date Completed: 9/9/2005
Comments:
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Fieldwork
Date Completed: 10/6/2008
Comments: All fieldwork on subject property is completed.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Public Participation Plan / Community Relations Plan
Date Completed: 9/9/2005
Comments: Plan executed.
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Remedial Investigation Report
Date Completed: 5/25/2005
Comments: DTSC approved the RI Report
-- --
Document Link:
Area Name:
Sub Area:
Document Type: Remedial Investigation Workplan
Date Completed: 3/4/2002
Comments: Remedial Investigation Master Work Plan approved.
-- --
Currently Scheduled Activities
-- --
Area Name:
Sub Area:
Document Type: Certification
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
-- --
Area Name:
Sub Area:
Document Type: Land Use Restriction
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
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Site: ***SO CAL GAS/ALISO SECTOR C, BLOCK L***
CENTER ST @ COMMERCIAL,DUCOMMUN &JACKSON LOS ANGELES CA 90012

Database: VCP

Cleanup Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 12/7/2004
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS
Site Code: 300999
Site Type: VOLUNTARY CLEANUP
Program Type: VOLUNTARY CLEANUP
Special Program: VOLUNTARY CLEANUP PROGRAM
APN: 5173-017-008

Potential Media Affected:	OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL
Past Use Caused Contam:	FUEL TERMINALS, MANUFACTURED GAS PLANT
Potential Contam of Cncrn:	1,3-BUTADIENE METALS: Lead, Zinc PETROLEUM: TPH-diesel, TPH-gas POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS) VOLATILE ORGANICS (8260B VOCS): Benzene, Hexachlorobutadiene, Styrene, Toluene, Xylenes
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	1.5 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	53
Senate District:	24
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19490242
ESTOR EPA ID:	19490242

Land Use Restrictions

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Covenant:	http://www.envirostor.dtsc.ca.gov/public/view_document.asp?docurl=/regulators/deliverable_documents/2188001334/Aliso%2DSectorCBlockLLandUseCovenant2004%2D12%2DXX%2Epdf
Area Name:	
Sub Area:	
Date Recorded:	12/3/2004
Site Management Requirements:	DAY CARE CENTER PROHIBITED NO GROUNDWATER EXTRACTION AT ANY DEPTH WITHOUT APPROVAL HOSPITAL USE PROHIBITED LAND USE COVENANT RESIDENCE USE PROHIBITED PUBLIC OR PRIVATE SCHOOL FOR PERSONS UNDER 21 PROHIBITED
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Future Activities

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NOTE:	THE DUE DATES OF FUTURE ACTIVITIES ARE SUBJECT TO CHANGE BASED ON THE PROGRESS OF CURRENTLY SCHEDULED ACTIVITIES
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Area Name:	
Sub Area:	
Document Type:	5 Year Review Reports
Due Date:	2019
Activity Type:	Future Activities
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Completed Activities

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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&doc_id=5011276
Area Name:	
Sub Area:	
Document Type:	Removal Action Completion Report
Date Completed:	7/26/2004
Comments:	Block L - Polycyclic aromatic hydrocarbon (PAH) and volatile organic hydrocarbon (VOC) contaminated soil was excavated and thermally treated offsite. Site has been backfilled with clean soil. Subsurface contamination did not extend laterally to offsite areas. Contamination was found, as expected, at the ground water table, and will be addressed in a later, regional effort. As the soil was remediated to industrial cleanup goals, a deed restriction will limit use of the site, preventing residential or other sensitive uses on this parcel.
--	--
Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&doc_id=5011277
Area Name:	
Sub Area:	
Document Type:	Removal Action Workplan
Date Completed:	9/10/2003

Comments: Block L - The Special initial Study described the proposed polycyclic aromatic hydrocarbon (PAH) and volatile organic hydrocarbon (VOC) contaminated soil remediation activity and its insignificant impact upon the environment.

-- --

Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&doc_id=5011280

Area Name:

Sub Area:

Document Type: Preliminary Endangerment Assessment Report

Date Completed: 2/27/2003

Comments: Block L - PEA-E investigated the former manufactured gas plant and petroleum transfer site. VOCs, SVOCs, PAHs and hydrocarbons were found to impact the site. A Renivak Action Work Plan will address clean up of this contamination. PEA-E completion was delayed due to further Site Characterization activities and delays in receiving the Human Human Health Risk Assessment reports associated with the PEA-E.

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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&doc_id=60308468

Area Name:

Sub Area:

Document Type: 5 Year Review Reports

Date Completed: 1/14/2014

Comments: Complete

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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&enforcement_id=5011274

Area Name:

Sub Area:

Document Type: CEQA - Initial Study/ Neg. Declaration

Date Completed: 9/10/2003

Comments:

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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&enforcement_id=5011275

Area Name:

Sub Area:

Document Type: Certification

Date Completed: 12/7/2004

Comments:

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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&enforcement_id=5011278

Area Name:

Sub Area:

Document Type: Voluntary Cleanup Agreement

Date Completed: 10/10/2002

Comments: Tosco Corporation and DTSC signed and executed a VCA to charaterize and cleanup Block L of Sector C within the Aliso Street Former MGP Completion of characterization and cleanup cleanup is expected during the summer of 2003.

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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&enforcement_id=5016505

Area Name:

Sub Area:

Document Type: Land Use Restriction

Date Completed: 12/3/2004

Comments:

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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=19490242&enforcement_id=6008894

Area Name:

Sub Area:

Document Type: Voluntary Cleanup Agreement

Date Completed: 1/1/2001

Comments:	
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Document Link:	
Area Name:	
Sub Area:	
Document Type:	Fieldwork
Date Completed:	7/25/2004
Comments:	Fieldwork completed
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Site: ***RAMIREZ STREET INVESTIGATION***
APPROXIMATELY 400-FOOT STRETCH OF RAMIREZ STREET LOCATED BETWEEN CENTER AND KELLER STREETS. LOS ANGELES CA 90012

Database: VCP

ESTOR EPA ID:	60001993
Cleanup Status:	ACTIVE AS OF 11/6/2012
Status:	ACTIVE
Site Code:	300885-11
Site Type:	VOLUNTARY CLEANUP
Program Type:	VOLUNTARY CLEANUP
Special Program:	VOLUNTARY CLEANUP PROGRAM
APN:	NONE SPECIFIED
Potential Media Affected:	OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER), SOIL
Past Use Caused Contam:	MANUFACTURED GAS PLANT
Potential Contam of Cncrn:	PETROLEUM: TPH-MOTOR OIL, TPH-diesel, TPH-gas VOLATILE ORGANICS (8260B VOCS): Benzene, Trichloroethylene (TCE), Vinyl chloride
Funding:	SITE PROPONENT
National Priorities List:	NO
Acres:	0.01 ACRES
Cleanup Oversight Agen:	DTSC - SITE CLEANUP PROGRAM - LEAD
School District:	
Assembly District:	51
Senate District:	24
County:	LOS ANGELES
Summary Link:	http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001993

Future Activities	
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NOTE:	THE DUE DATES OF FUTURE ACTIVITIES ARE SUBJECT TO CHANGE BASED ON THE PROGRESS OF CURRENTLY SCHEDULED ACTIVITIES
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Area Name:	
Sub Area:	
Document Type:	Certification
Due Date:	2017
Activity Type:	Future Activities
--	--
Area Name:	
Sub Area:	
Document Type:	Remedial Action Completion Report
Due Date:	2017
Activity Type:	Future Activities
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Completed Activities	
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Document Link:	http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001993&doc_id=60356193
Area Name:	
Sub Area:	
Document Type:	Remedial Investigation Report
Date Completed:	4/21/2014
Comments:	
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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001993&doc_id=60358252
Area Name:
Sub Area:
Document Type: Feasibility Study Report
Date Completed: 11/18/2014
Comments:
-- --
Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001993&doc_id=60367529
Area Name:
Sub Area:
Document Type: Community Profile
Date Completed: 2/18/2015
Comments:
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Document Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2.asp?global_id=60001993&enforcement_id=60384743
Area Name:
Sub Area:
Document Type: Annual Oversight Cost Estimate
Date Completed: 9/29/2014
Comments: 2014-2015 Estimated Oversight Costs.
-- --
Currently Scheduled Activities
-- --
Area Name:
Sub Area:
Document Type: CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
-- --
Area Name:
Sub Area:
Document Type: Remedial Action Plan
Due Date:
Revised Date:
Activity Type: Currently Scheduled Activities Through 6/30/2016
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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: Jun 3, 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: Jun 3, 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: Jun 3, 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: Mar 10, 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: Mar 10, 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: Mar 10, 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: Mar 10, 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: Jul 9, 2014

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 16, 2014

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

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

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

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: HIST UST

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: Aug 1, 2014

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 14, 2014

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: Aug 12, 2014

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: Aug 12, 2014

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: Jun 19, 2014

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: Aug 13, 2014

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

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: Aug 16, 2014

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: Feb 4, 2014

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: Aug 18, 2014

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

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 D – SUPPORTING DOCUMENTS

Real Estate Records

DETAIL RECORD

NEW SEARCH | RETURN TO YOUR SUMMARY

OWNERSHIP INFORMATION

Assessee:	BALTZER TRUST BALTZER, KEVAN D BALTZER, LISA M
Assessee Address:	2620 SUMMIT DR COEUR D ALENE, ID 83815 - 7076
Property Address:	10375 WASHINGTON BLVD CULVER CITY, CA 90232 - 3150
Assessor's Parcel Number:	4208-006-026
State:	CA
County:	LOS ANGELES

SALES INFORMATION

ASSESSOR INFORMATION

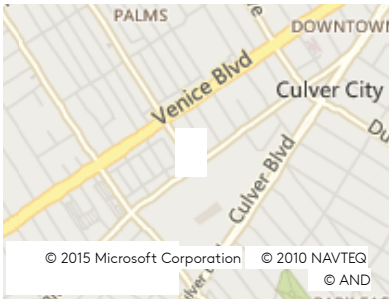
Total Land & Improvement Value:	$1,717,910.00
Land Value:	$1,717,910.00
Total Assessed Land & Improvement Value:	$1,717,910.00
Total Assessed Land Value:	$1,717,910.00
Zoning:	LAC2
Tax Code Area:	67
Property Type:	COMMERCIAL LOT
Owner's Method of Property Ownership:	TRUSTEE
Tax Amount:	$21,614.27
Tax Year:	2014
Lot Acreage:	0.8338
Lot Square Footage:	36321

LEGAL DESCRIPTION

Lot Number:	15
Subdivision:	FELLOWS
Source Of Property Location:	SITUS DATA WAS OBTAINED DIRECTLY FROM A LOCAL COUNTY OR SOURCE
Census Id / Block Group / Block / Suffix:	2699051005
Legal Description:	FELLOWS TRACT LOTS 11,12,13,14 AND LOT 15

10375 Washington Blvd, Culver City, CA

Summary



Property Details

Primary Property Type: Land

Property Sub-type: Commercial/Other (land)

Owner & Mortgage Info

Current Owner: Kevan, Lisa Baltzer

Tenant Info

Current Tenants: Auto Body Masters, Inc.

Tax Info

$1,752,233 Assessed Value, $21,614.27 Taxes

Property Details

Primary Property Type	Land
Property Sub-type	Commercial/Other (land)
Lot Size	0.83 Acres

APN/Parcel ID	4208-006-026

APN/Parcel ID	4208-006-026
Census Tract	2699013005
Lot Size	0.83 Acres
Lot Number	15
Zoning	LAC2

Owner & Mortgage History

3/23/2004	
APN/Parcel ID	4208-006-026
Owner	Kevan, Lisa Baltzer
Address	2620 E Summit Dr, Coeur D Alene, ID 83815
Rights	Trustee

Tenant History

Current	
Business Name	Auto Body Masters, Inc.
Business Type	Body shop, automotive
1st Contact	Kevin Baltzer, President
Phone	(310) 559-8365
Mail Address	10375 Washington Blvd, Culver City, CA 90232-3150
Own/Rent	Rent

Est. Occupied	30,000 SF
Est. Sales Vol. Local	$1,900,000
Date Last Updated	3/6/2013
Employees Here	21
URL	www.autobodymastersinc.com

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Tax Information

APN/Parcel ID	4208-006-026
Tax Year	2014
Tax Amount	$21,614.27
Assessed Year	2015
Total Taxable Value	$1,752,233
Total Taxable Land Value	$1,752,233
Assessed Total Value	$1,752,233
Assessed Land Value	$1,752,233

BOARD OF
FIRE COMMISSIONERS
485-6032

DAVID W. FLEMING
PRESIDENT

KENNETH LOMBARD
VICE-PRESIDENT

LARRY GONZALEZ

ELIZABETH H. LOWE

LESLIE SONG WINNER

LYNNE NELSON
EXECUTIVE ASSISTANT

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF FIRE
200 NORTH MAIN STREET
LOS ANGELES, CA 90012

WILLIAM R. BAMATTRE
CHIEF ENGINEER
AND
GENERAL MANAGER

September 5, 1995

Mrs. Verda Alphson
205 Financial Center Building
528 Arizona Avenue
Santa Monica, CA 90401

Dear Mrs. Alphson:

Auto Body Masters Incorporated
3850 Motor Avenue
Los Angeles, California

The Fire Department has reviewed the Closure Report dated January 27, 1995, as submitted by California Environmental.

Based on the information provided to date, this Department has determined that no further action in required at this time.

Please note that this letter does not exempt you of any liability under the California Health and Safety Code or Water Code for past, present or future operations at the site. Nor does it exempt you of the responsibility to correct additional or previously unidentified conditions at the site which cause, or thereafter to cause, pollution or nuisance, or otherwise pose a threat to water quality or public health.

If you require additional information from the Los Angeles City Fire Department, please contact Inspector Joseph F. Jackson, of the Underground Tank Plan Check Unit, at (213) 485-7543.

Very truly yours,

WILLIAM R. BAMATTRE
Chief Engineer and General Manager

Jeffrey J. Mills

Jeffrey J. Mills, Captain I
Commander, Underground Tank Plan Check Unit

JJM:JFJ:kz:ugt970

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

31320 Via Colinas #104
Westlake Village, CA 91362
Tele: (818)991-1542 (213)485-0606
Fax: (818)991-0739

LETTER OF TRANSMITTAL

DATE 2/3/95	JOB NO. ET294-796
ATTENTION: Mr. Joseph Jackson	
RE: Report	

TO Los Angeles City Fire Department
Bureau of Fire Prevention
Underground Tank Enforcement Unit
200 North Main Street, Room 930
Los Angeles, California 90012

TRANSMITTED:

X Herewith	____ Preliminary Draft	____ Proposal
____ Via Carrier	X Final Report	____ Your Use
____ Client Pickup	____ Extra Report	____ As Requested

COPIES	DATE	NO.	DESCRIPTION
2	1/27/95		Closure Report. Removal of Waste Oil Impacted Soil, 3850 Motor Avenue, Los Angeles, California.

REMARKS:

CE

California Environmental

(58)

California

geologists & engineers

Environmental

CLOSURE REPORT
REMOVAL OF WASTE OIL IMPACTED SOIL
3850 Motor Avenue
Los Angeles, California

TO

LOS ANGELES CITY FIRE DEPARTMENT
Bureau of Fire Prevention
Underground Tank Enforcement Unit
200 North Main Street, Room 930
Los Angeles, California 90012

Attention: Mr. Joseph Jackson, Fire Inspector

Los Angeles Fire Department
Tank Closure Permit No. 3529
Fire/Life Safety Violation No. 85135

FOR

MILLER AUTOMOTIVE GROUP
5425 Van Nuys Boulevard
Van Nuys, California 91401

Attention: Mr. Doug Stewart

CE Job No. ET294-796 January 27, 1995

ET796.R03

31320 Via Colinas, Suite 104 • Westlake Village, CA 91362 • (818) 991-1542 • (213) 485-0606 • FAX (818) 991-0739

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Plot Plan
Excavation Plan
Cross Section A-A'

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I. Soil Disposal and Manifests
II. Chemical Laboratory Test Reports and Chain-of-Custody Records

INTRODUCTION

The following report summarizes the findings of the observations, soil sampling and chemical analysis on soil samples conducted during removal of waste oil impacted soil at the subject property. This work included characterizing the waste oil impacted soil, excavating impacted soil, obtaining closure samples, backfilling the excavation, paving, and preparation of the closure report. The purpose of this report is to provide disposal manifests, observations and soil test results for the removal of the impacted soil. This report is intended to satisfy the requirements of the Los Angeles City Fire Department for permanent closure of the underground waste oil tank area. Removal and backfill services were provided by Environmental Excavations, Inc.

SITE DESCRIPTION

The subject property consists of an automotive body shop located at 3850 Motor Avenue at the corner of Washington Boulevard in the City of Los Angeles, California (see **VICINITY MAP** and **PLOT PLAN**). The area of the subject property is occupied by residential and commercial properties. The area of the removed 500 gallon waste oil UST is near the northwest corner of the property at the rear of the auto body shop. The former waste oil UST area is at the transition of the canopied work area to the asphalt drive at the rear of the property.

PREVIOUS WORK

A report by California Environmental entitled "Closure Report and Site Assessment Workplan Removal of Two Underground Storage Tanks" dated July 28, 1994 was prepared following removal of a 5,000 gallon gasoline UST and a 500 gallon waste oil UST from the subject property. The chemical tests on soil samples obtained during the closure of the gasoline UST indicated no fuel hydrocarbons beneath the gasoline UST. The chemical tests obtained on soil samples during closure of the waste oil UST indicated that a release had occurred from the waste tank. A preliminary site assessment was implemented whereby three hand auger borings were excavated in the area of the removed UST to determine the vertical extent of the waste oil impacts. Based on the findings of the preliminary assessment, it was determined that the petroleum impacted zone penetrated to a total depth between 11½ and 14 feet.

A letter report "Additional Site Assessment Work, Area of Waste Oil Impacts in Soil" dated November 7, 1994 was prepared. The letter report described the results of additional site assessment activities including the excavation of 4 hand auger test holes around the previous waste oil UST excavation.

TANK REMOVAL

One 500 gallon waste oil tank was removed from the property on April 29, 1994. Initial soil samples obtained from beneath the removed UST contained 4,500 parts per million (ppm) of total recoverable petroleum hydrocarbons (TRPH). Following reporting of the laboratory results to the Los Angeles City Fire Department (LAFD), Fire/Life Safety Violation Notice Number 85135 was issued by the LAFD requesting a site assessment in the area of the removed UST.

ASSESSMENT AND EXCAVATION

On May 6, 1994 and on October 26, 1994, the site was visited to assess the lateral and vertical extent of the TRPH impacts. The hand auger testhole through the center of the backfilled tank excavation encountered TRPH impacts from the previous base of the excavation to a depth of 14 feet. Test holes drilled 5 feet on each of the four sides of the excavation, did not encounter impacted soil to depths of 6 to 7 feet. Refusal by large gravels was encountered at each of the four test hole locations. The locations of the test holes is shown of the attached **EXCAVATION PLAN**. The referenced July 8, 1994 report and November 7, 1994 letter report summarized the test hole soil sample results. Those results are included on **TABLE I**. Based on the results (non detect), verbal approval was granted by Inspector Joseph Jackson of the Los Angeles City Fire Department - Underground Tank Enforcement Unit to excavate the impacted soil and fill the excavation with clean backfill.

On November 29, 1994, the waste oil tank excavation was re-excavated. The impacted soil was stockpiled separate from the clean backfill material. The final excavation was 16 feet long x 15 feet wide x 15½ feet deep (see **EXCAVATION PLAN** and **CROSS SECTION A-A'**). The waste oil impacted soil primarily occupied a zone approximately 1½ ft. deep starting at a depth of approximately 11 ft. below the ground surface. Following excavation of impacted soil, closure soil samples were obtained from the base of the excavation and from each of the sidewalls. Soil samples were also obtained from each of 2 stockpiles of soil (see **PLOT PLAN**). The soil samples were transported to Golden State/CAS Laboratories Inc. for analysis. Approximately 25 tons of impacted soil was generated during excavation. The impacted soil was characterized and hauled to Southwest Disposal Facility in Arizona (see Non-Hazardous Waste Data Forms in **APPENDIX I**). Following removal of the impacted soil, the stockpile of clean soil plus 50 tons of imported crushed gravel were used to backfill the excavation. The backfilled excavation was subsequently paved with concrete.

SOIL SAMPLING PROCEDURES

Soil samples from the test holes, excavation and stockpiles were obtained with the use of a hand sampler consisting of a sample can attached to a slide hammer. The sample can contained two 2½ inch diameter x 3 inch long brass sleeves for collection of the sample. The brass tubes containing soil samples were sealed at both ends using teflon film, plastic caps and masking tape. The soil samples were labeled and placed in an ice chest with ice for transport to a state certified laboratory for chemical analysis. *Chain-of-Custody* procedures were used when transporting the samples.

CHEMICAL ANALYSES

Each of the soil samples from the test holes were analyzed for TRPH using EPA Method 418.1 and for BTEX using EPA Method 8020. The closure soil samples from the excavation and the samples from stockpiles 1 and 2 were analyzed using EPA Methods 418.1 and 8020. The soil samples obtained from stockpiles 3 and 4 were analyzed for landfill characterization using EPA Methods 8260 (volatile organic compounds), 8270 (Semi volatile organic compounds) and for TCLP metals. The complete laboratory reports are included as **APPENDIX II.** The results of the site assessment and closure soil sampling are summarized in **TABLES I-II.**

TABLE II

Test Results of Soil Samples - Closure Samples

(expressed as mg/Kg and μg/Kg)

Sample I.D.	Sample Location	EPA Method 418.1 TRPH (oil) mg/kg (ppm)	EPA Method 8020 μg/kg (ppb)			
			Benzene	Toluene	Ethylbenzene	Total Xylenes
TS1 @ 15.5 ft.	Bottom	ND	ND	ND	ND	ND
TS2 @ 14 ft.	West sidewall	ND	ND	ND	ND	ND
TS3 @ 14 ft.	South sidewall	ND	ND	ND	ND	ND
TS4 @ 13.5 ft.	East sidewall	ND	ND	ND	ND	ND
TS5 @ 12.5 ft.	North sidewall	ND	ND	ND	ND	ND
MRL	-	10	5	5	5	5

TRPH Total Recoverable Petroleum Hydrocarbons
MRL Method Reporting Limit
ND None Detected at or above the MRL

GENERAL FINDINGS

The following observations were made during the assessment of the impacts:

- Elevated levels of petroleum hydrocarbons and low levels of associated aromatic hydrocarbons were found in the area beneath the former UST to a depth ending between 11½ and 14 feet.
- Testholes excavated 3 to 5 feet from each of the sides of the excavation did not encounter elevated levels of petroleum hydrocarbons to total depths of 6 - 7 ft.

The following observations were made during the excavation of the impacted soil:

- The final excavation was 16 ft. x 15 ft. x 15½ ft. deep. The excavation consisted of brown to gray-brown silty sand with gravel and clay.
- Chemical laboratory results of the soil samples indicates that the sidewall and bottom soil samples contained no TRPH and BTEX less than the reporting limit.

CONCLUSIONS AND RECOMMENDATIONS

The chemical tests on soil samples obtained following excavation of the impacted soil indicates that the TRPH impacted soil was successfully removed. The impacted soil generated during excavation was hauled to Southwest Disposal as Non-Hazardous, petroleum impacted waste. The excavation was backfilled using the removed clean soil and approximately 50 tons of imported crushed gravel. The surface over the backfilled excavation was paved. It is recommended that the file for the 500 gallon waste oil UST be closed.

This report is subject to the following NOTICE:

NOTICE

All properties are subject to some element of environmental risk and the risks cannot be eliminated. Industrial and commercial properties developed prior to modern environmental laws are especially risk prone to environmental hazards which include, but are not limited to, wastes which may be toxic, ignitable, corrosive, or reactive. The potential for these environmental hazards to impact the use of the property can be reduced by the identification and mitigation of the hazards prior to development or redevelopment of the property. In some cases it is not always possible to ascertain that hazardous wastes are present on the property prior to development. The subsurface conditions described herein have been ascertained from excavations on the site as indicated, and should in no way be constructed to reflect variations which may occur between or beyond these excavations.

This report is made and issued for your sole use and benefit, is not transferable, and represents conditions encountered as of the exploration date. The validity of the laboratory testing and analytical results is the responsibility of the state certified laboratory performing this work. No warranty, expressed or implied, of any kind is made or intended in connection with this report, or by the fact you are being furnished this report, or by any other oral or written statement.

Should you have any questions or desire any additional information, please contact the undersigned.

Respectfully submitted,

Charles I. Buckley
Certified Engineering Geologist No. 1250
Registered Environmental Assessor No. 837

James L. Wilkerson
Project Geologist

REGISTERED GEOLOGIST
CHARLES L BUCKLEY
No. 1250
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

REGISTERED ENVIRONMENTAL ASSESSOR
CHARLES L. BUCKLEY
No. 837
Expires: 6/95
STATE OF CALIFORNIA

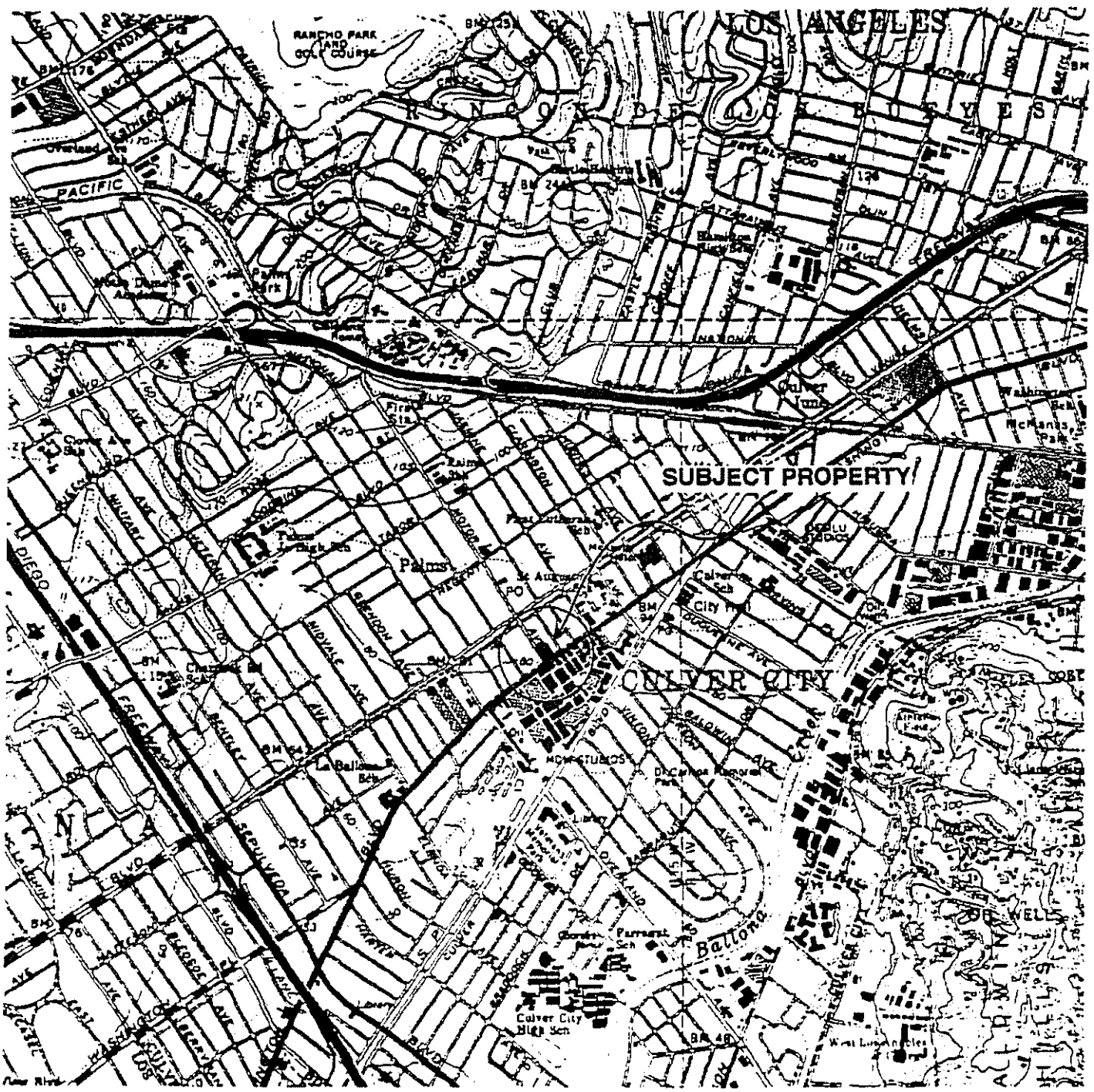
CIB/mrt

cc: Addressee (2)
Miller Automotive Group, Doug Stewart (2)
Mr. Howard L. Alphson (1)

ET796.R03

ILLUSTRATIONS

Vicinity Map
Plot Plan
Excavation Plan
Cross Section A-A'



N
W E
S

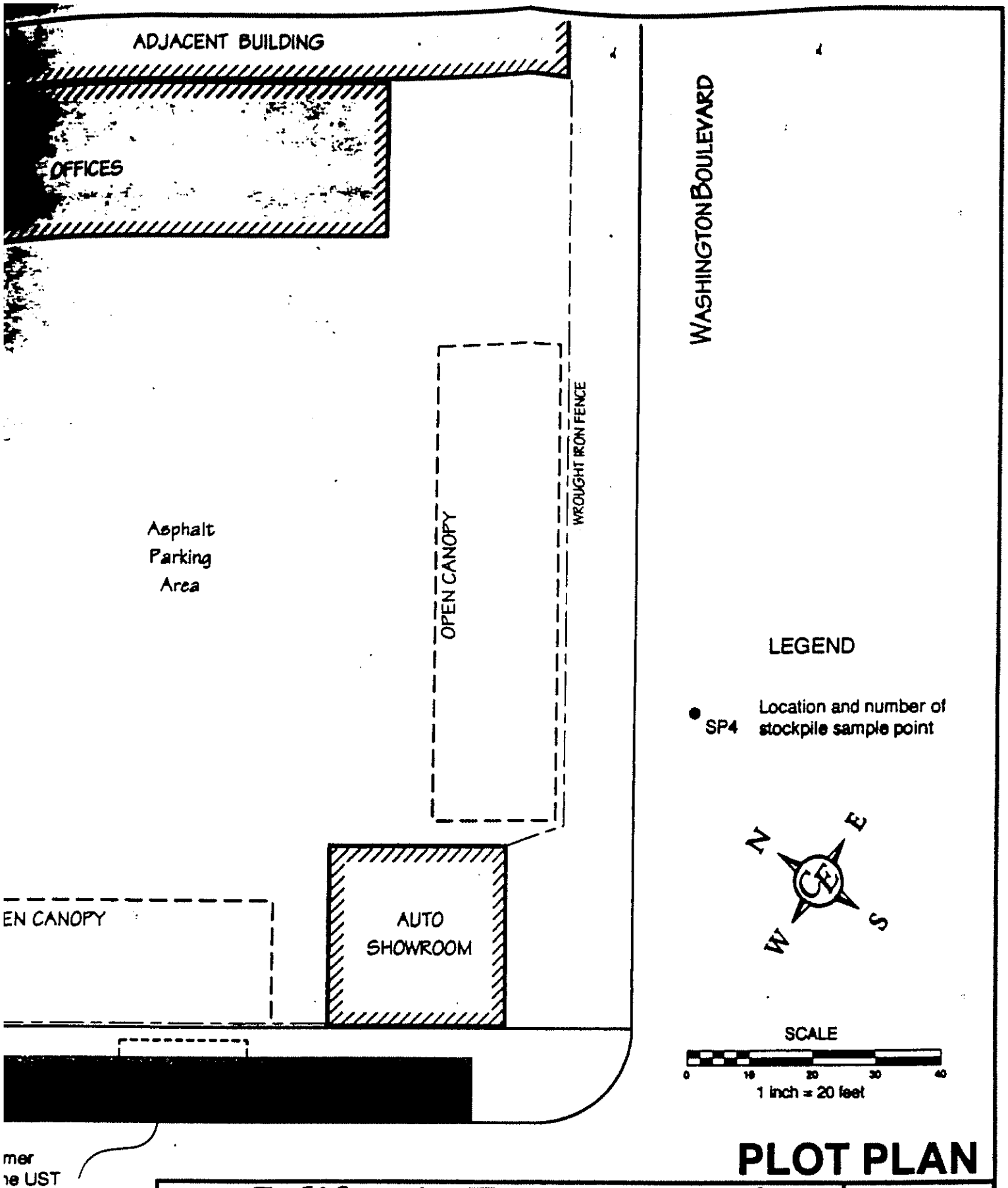
REFERENCE: USGS Beverly Hills 7.5' quadrangle

SCALE: 1 inch = 2000 feet

VICINITY MAP
Miller Automotive
3850 Motor Avenue, Los Angeles, CA

Drawn By: MRT	Job # ET294-796
Checked By: CIB	Date: January 1995

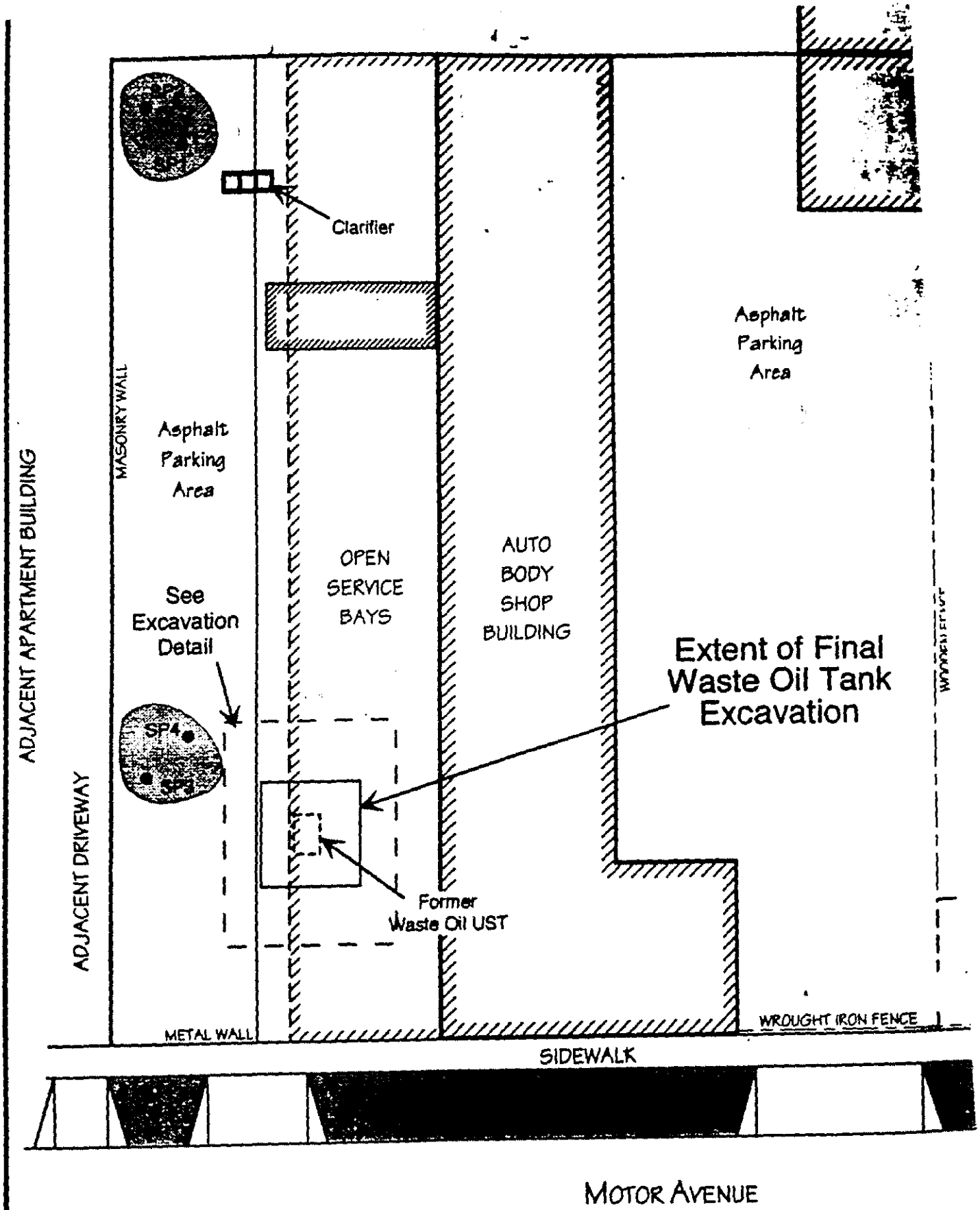
California Environmental



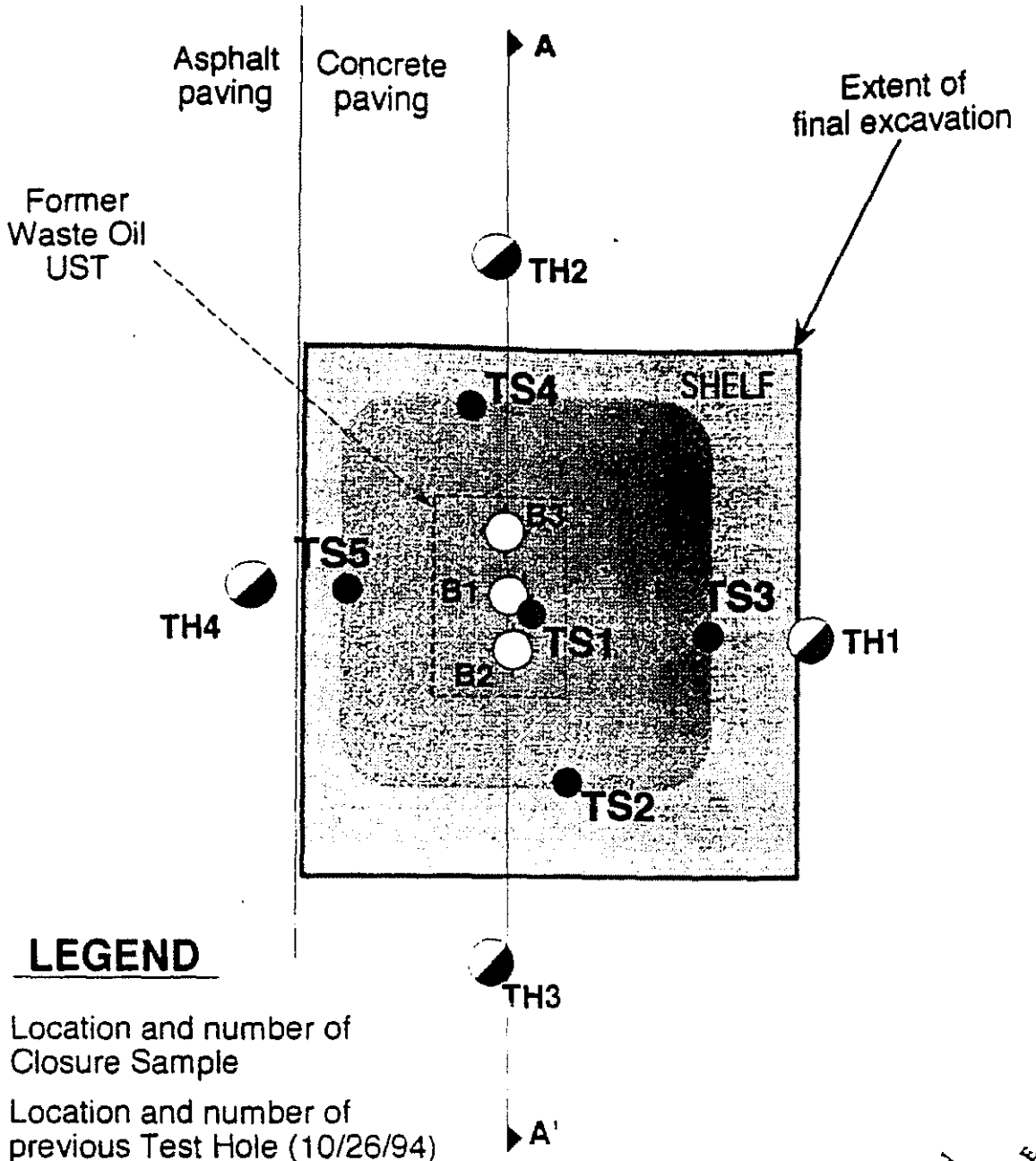
PLOT PLAN

California Environmental

Client: Miller Automotive	Job #: ET294-796
Location: 3850 Motor Ave., Los Angeles	By: MRT/JLW
Date: January 1995	Checked By: CIB

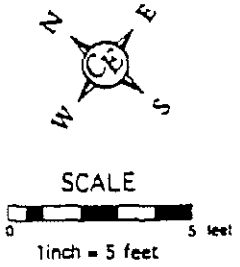


REFERENCE:FIELD SKETCH BY GEOLOGIST



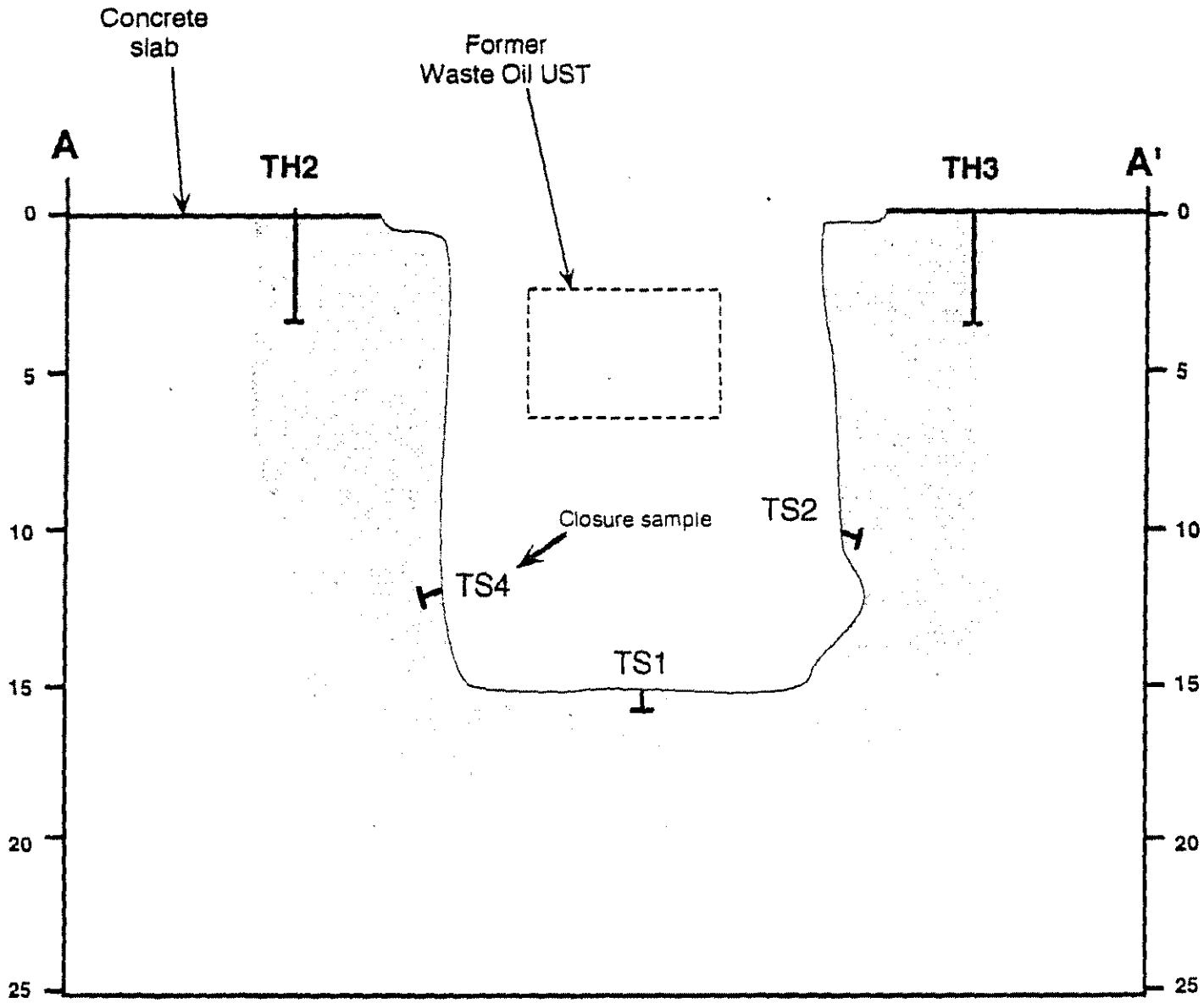
LEGEND

- Location and number of Closure Sample
- TH4 — Location and number of previous Test Hole (10/26/94)
- B3 — Location and number of previous Test Hole (5/6/94)
- A A' — Line of cross-section



REFERENCE: FIELD SKETCH BY GEOLOGIST

CE	**EXCAVATION PLAN** **Miller Automotive** **3850 Motor Ave., Los Angeles**		*California Environmental*
	Drawn By: JLW	Job # ET294-796	
	Checked By: CIB	Date: January 1995	



CROSS SECTION A - A'

S 50 °W

REFERENCE: FIELD SKETCH BY GEOLOGIST

1 inch = 5 feet

CROSS SECTION A - A' Miller Automotive 3850 Motor Ave., Los Angeles		California Environmental
Drawn By: JLW	Job # ET294-796	
Checked By: CIB	Date: January 1995	

APPENDIX I

Soil Disposal and Manifests

NO. 61501

NON-HAZARDOUS WASTE DATA FORM

TO BE COMPLETED BY GENERATOR

NAME: MILLER AUTOMOTIVE

EPA I.D. NO.:

ADDRESS: 3650 Motor Avenue

PROFILE NO.: SW 121394-8124

CITY, STATE, ZIP: Los Angeles, California 90034

PHONE NO.: (818) 374-4418

CONTAINERS: No. ____ VOLUME ____ WEIGHT ____

TYPE: ☐ TANK TRUCK ☒ DUMP TRUCK ☐ DRUMS ☐ CARTONS ☐ OTHER ____

WASTE DESCRIPTION: TPH Impacted Soil

GENERATING PROCESS: Tank Removal

	COMPONENTS OF WASTE	PPM	%		COMPONENTS OF WASTE	PPM	%
1.	TPH	455	0-.1%	5.			
2.	Soil	—	99.9%	6.			
3.				7.			
4.				8.			

PROPERTIES: pH 7.0 ☒ SOLID ☐ LIQUID ☐ SLUDGE ☐ SLURRY ☐ OTHER ____

HANDLING INSTRUCTIONS: Gloves, eye protection

THE GENERATOR CERTIFIES THAT THE WASTE AS DESCRIBED IS 100% NON-HAZARDOUS.

WILLIAM D. EDWARDS FOR MILLER AUTOMOTIVE

See attached. W. D. Edwards 12-16-94

TYPED OR PRINTED FULL NAME & SIGNATURE — DATE

TRANSPORTER

NAME: DAVID DESSAINT TURTLE TRKG

EPA I.D. NO.:

ADDRESS: P.O. Box 185

SERVICE ORDER NO.: ____

CITY, STATE, ZIP: LITTLE ROCK, CA 93543

PICK UP DATE: 12/16/94

PHONE NO.: 805 9440451

TRUCK UNIT I.D. NO.: 01

DAVID DESSAINT [signature] 12/16/9

TYPED OR PRINTED FULL NAME & SIGNATURE — DATE

TSD FACILITY

NAME: Southwest Disposal

EPA I.D. NO.: IHC 957100891

DISPOSAL METHOD: ☒ LANDFILL ☐ OTHER ____

ADDRESS: 16500 County Ct & Highway 95

CITY, STATE, ZIP: Somerton, Az 85350

PHONE NO.: (602) 627-9293

Betty J. Perius [signature] 12-17-9

TYPED OR PRINTED FULL NAME & SIGNATURE — DATE

GEN	OLD/NEW	L A	TONS
TRANS		S B	
C/O		RT/CD	HWDF NONE

DISCREPANCY

(110)

NO. [illegible]

NON-HAZARDOUS WASTE DATA FORM

TO BE COMPLETED BY GENERATOR

NAME: MILLER AUTOMOTIVE

EPA I.D. NO.:

ADDRESS: 3650 Motor Avenue

PROFILE NO.: SW 121394-8124

CITY, STATE, ZIP: Los Angeles, California 90034

PHONE NO.: (818) 374-4418

CONTAINERS: NO. ____ VOLUME ____ WEIGHT ____

TYPE: ☐ TANK TRUCK ☒ DUMP TRUCK ☐ DRUMS ☐ CARTONS ☐ OTHER ____

WASTE DESCRIPTION: TPH Impacted Soil

GENERATING PROCESS: Tank Removal

	COMPONENTS OF WASTE	PPM	%		COMPONENTS OF WASTE	PPM	%
1.	TPH	455	0-.1%	5.			
2.	Soil	—	99.9%	6.			
3.				7.			
4.				8.			

PROPERTIES: pH 7.0 ☒ SOLID ☐ LIQUID ☐ SLUDGE ☐ SLURRY ☐ OTHER ____

HANDLING INSTRUCTIONS: Gloves, eye protection

THE GENERATOR CERTIFIES THAT THE WASTE AS DESCRIBED IS 100% NON-HAZARDOUS.

WILLIAM D. EDWARDS FOR MILLER AUTOMOTIVE

See attached. W. D. Edwards 12-16-94

TYPED OR PRINTED FULL NAME & SIGNATURE — DATE

TRANSPORTER

NAME: Turtle Trkg WM J Schuetze

EPA I.D. NO.:

ADDRESS: 36257 94 Est E 6

SERVICE ORDER NO.: ____

CITY, STATE, ZIP: Littlerock CA 93543

PICK UP DATE: 12/16/94

PHONE NO.: 805 944 5425

TRUCK, UNIT, I.D. NO.: 175

WM Schuetze [signature] 12/16/94

TYPED OR PRINTED FULL NAME & SIGNATURE — DATE

TSD FACILITY

NAME: Southwest Disposal

EPA I.D. NO.: TRC 957100891

DISPOSAL METHOD: ☐ LANDFILL ☐ OTHER ____

ADDRESS: 16500 County Ct & Highway 95

CITY, STATE, ZIP: Somerton, Az 85350

PHONE NO.: (602) 627-9293

12-17-94

Christine Anderson [signature] Anderson

TYPED OR PRINTED FULL NAME & SIGNATURE — DATE

GEN	OLD/NEW	L A	TONS
TRANS		S B	
C/O		RT/CO	HWGF NONE

DISCREPANCY

APPENDIX II

Chemical Laboratory Test Reports and Chain-of-Custody Records

APPENDIX II

Chemical Laboratory Test Reports and Chain-of-Custody Records

GOLDEN STATE/CAS
LABORATORIES INC

May 13, 1994

California Environmental
31320 Via Colinas, Ste 104
Westlake Village, CA 91362

Attention: Charles I. Buckley

Re: **Miller-3850 Motor Ave./Project #ET294-796**
SITE ASSESSMENT SAMPLES

Dear Charles:

Enclosed are the results of the samples submitted to our lab on May 6, 1994. For your reference, these analyses have been assigned our service request number LA941949.

All analyses were performed in accordance with our laboratory's quality assurance program. Golden State / CAS is certified for environmental analyses by the California Department of Health Services (Certificate # 1296/Expiration - August 1994).

Please call if you have any questions.

Respectfully submitted,

Golden State / CAS Laboratories, Inc.

Elaine R. Thomas for Dr. B. Gene Bennett
Dr. B. Gene Bennett
Laboratory Director

GB/iz

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

GOLDEN STATE / CAS LABORATORIES, INC.

Analytical Report

Client:	California Environmental	Date Collected:	05/06/94
Project:	Miller/#ET294-796	Date Received:	05/06/94
Sample Matrix:	Soil	Service Request No.:	LA941949

BTEX
EPA Methods 5030/8020

Sample Name	Lab Code	Date Analyzed	Benzene mg/Kg (ppm)	Toluene mg/Kg (ppm)	Ethylbenzene mg/Kg (ppm)	Total Xylenes mg/Kg (ppm)
SP1@10ft	LA941949-1	05/11/94	ND	0.022	ND	0.006
SP2@14ft	LA941949-2	05/11/94	ND	ND	ND	ND
SP3@11.5ft	LA941949-3	05/11/94	ND	ND	ND	ND
SP4@7.5ft	LA941949-4	05/11/94	ND	0.017	ND	0.005
Method Blank	LA941949-MB	05/11/94	ND	ND	ND	ND
MRL			0.005	0.005	0.005	0.005

ND None Detected at or above the method reporting limit
MRL Method Reporting Limit

Approved by Elaine R. Thomas Date 5/13/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

GOLDEN STATE / CAS LABORATORIES, INC.

QA/QC Report

Client: California Environmental
Project: Miller/#ET294-796
Sample Matrix: Soil

Service Request No.: LA941949

Surrogate Recovery Summary
BTEX
EPA Methods 5030/8020

Sample Name	Lab Code	Percent Recovery 4-Bromofluorobenzene
SP1@10ft	LA941949-1	*
SP2@14ft	LA941949-2	80
SP3@11.5ft	LA941949-3	80
SP4@7.5ft	LA941949-4	**
Method Blank	LA941949-MB	83
Matrix Spike	LA941949-3MS	76
Duplicate Mrix Spike	LA941949-3DMS	86
CAS Acceptance Criteria		60-120

* 4-Bromofluorobenzene outside acceptance limits. α,α,α-Trifluorotoluene is within limits at 77% recovery, therefore data was approved.

** 4-Bromofluorobenzene outside acceptance limits. α,α,α-Trifluorotoluene is within limits at 68% recovery, therefore data was approved.

Approved by Elaine R. Thomas Date 5/13/94

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GOLDEN STATE / CAS LABORATORIES, INC.

QA/QC Report

Client: California Environmental
Project: Miller/#ET294-796
Sample Matrix: Soil

Date Analyzed: 05/11/94
Service Request No.: LA941949

Matrix Spike/Duplicate Matrix Spike Summary
BTEX
EPA Methods 5030/8020

Lab Code: LA941949-3

Analyte	Units	Spike Level	Sample Result	Spike Result MS	Spike Result DMS	Percent Recovery MS	Percent Recovery DMS	EPA Acceptance Criteria	Relative Percent Difference
Benzene	mg/Kg (ppm)	0.0800	ND	0.0602	0.0622	75	78	39-150	3
Toluene	mg/Kg (ppm)	0.0800	ND	0.0583	0.0645	73	81	46-148	10
Ethylbenzene	mg/Kg (ppm)	0.0800	ND	0.0515	0.0607	64	76	32-160	16

TPH Total Petroleum Hydrocarbons
ND None Detected at or above the method reporting limit

Approved by Elaine R. Thomas Date 5/13/94

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GOLDEN STATE / CAS LABORATORIES, INC.

QA/QC Report

Client:	California Environmental	**Date Analyzed:**	05/09/94
Project:	Miller/#ET294-796	**Service Request No.:**	LA941949
Sample Matrix:	Soil		

Matrix Spike Summary
Total Recoverable Petroleum Hydrocarbons
EPA Method 418.1

Percent Spike Recovery	Percent Duplicate RPD
91	12

RPD Relative Percent Difference

Approved by Elaine R. Thomas Date 5/13/94

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GOLDEN STATE / CAS LABORATORIES, INC.

Analytical Report

Client:	California Environmental	**Date Collected:**	05/06/94
Project:	Miller/#ET294-796	**Date Received:**	05/06/94
Sample Matrix:	Soil	**Date Extracted:**	05/09/94
		Date Analyzed:	05/09/94
		Service Request No.:	LA941949

Total Recoverable Petroleum Hydrocarbons
EPA Method 418.1
mg/Kg (ppm)

Sample Name	Lab Code	MRL	Result
SP1@10ft	LA941949-1	10	7100
SP2@14ft	LA941949-2	10	ND
SP3@11.5ft	LA941949-3	10	980
SP4@7.5ft	LA941949-4	10	6600
Method Blank	LA941949-MB	10	ND

MRL Method Reporting Limit
ND None Detected at or above the method reporting limit

Approved by Elaine R. Thomas Date 5/13/94

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GOLDEN STATE / CAS LABORATORIES, INC.

Analytical Report

Client:	California Environmental	**Date Collected:**	10/26/94
Project:	Miller-Motor Ave/#ET294-796	**Date Received:**	10/26/94
Sample Matrix:	Soil	**Service Request No.:**	L943338

BTEX
EPA Methods 5030/8020

Sample Name	Lab Code	Date Analyzed	Benzene mg/Kg (ppm)	Toluene mg/Kg (ppm)	Ethylbenzene mg/Kg (ppm)	Total Xylenes mg/Kg (ppm)
TH1 @ 5'	L943338-001	10/26/94	ND	ND	ND	ND
TH2 @ 5'	L943338-002	10/26/94	ND	ND	ND	ND
TH3 @ 5'	L943338-003	10/26/94	ND	ND	ND	ND
TH4 @ 5'	L943338-004	10/26/94	ND	ND	ND	ND
Method Blank	L943338-MB	10/26/94	ND	ND	ND	ND
MRL			0.005	0.005	0.005	0.005

ND None Detected at or above the method reporting limit
MRL Method Reporting Limit

0011

Approved by Elaine R. Thomas Date 10/27/94

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GOLDEN STATE / CAS LABORATORIES, INC.

Analytical Report

Client:	California Environmental	**Date Collected:**	10/26/94
Project:	Miller-Motor Ave/#ET294-796	**Date Received:**	10/26/94
Sample Matrix:	Soil	**Date Extracted:**	10/27/94
		Date Analyzed:	10/27/94
		Service Request No.:	L943338

Total Recoverable Petroleum Hydrocarbons
EPA Method 418.1
mg/Kg (ppm)

Sample Name	Lab Code	MRL	Result
TH1 @ 5'	L943338-001	10	ND
TH2 @ 5'	L943338-002	10	ND
TH3 @ 5'	L943338-003	10	ND
TH4 @ 5'	L943338-004	10	ND
Method Blank	L943338-MB	10	ND

MRL Method Reporting Limit
ND None Detected at or above the method reporting limit

Approved by Elaine R. Thomas Date 10/27/94

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GOLDEN STATE / CAS LABORATORIES, INC.

QA/QC Report

Client:	California Environmental	**Date Analyzed:**	10/27/94
Project:	Miller-Motor Ave/#ET294-796	**Service Request No.:**	L943338
Sample Matrix:	Soil		

Matrix Spike/Duplicate Matrix Spike Summary
BTEX
EPA Methods 5030/8020

Lab Code: L943338-001

Analyte	Units	Spike Level	Sample Result	Spike Result MS	Spike Result DMS	Percent Recovery MS	Percent Recovery DMS	EPA Acceptance Criteria	Relative Percent Difference
Benzene	mg/Kg (ppm)	0.0800	ND	0.0628	0.0659	78	82	39-150	5
Toluene	mg/Kg (ppm)	0.0800	ND	0.0644	0.0663	80	83	46-148	3
Ethylbenzene	mg/Kg (ppm)	0.0800	ND	0.0690	0.0711	86	89	32-160	3

ND None Detected at or above the method reporting limit

Approved by Elaine R. Thomas Date 11/1/94

0024

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GOLDEN STATE / CAS LABORATORIES, INC.

QA/QC Report

Client:	California Environmental	**Date Analyzed:**	10/27/94
Project:	Miller-Motor Ave/#ET294-796	**Service Request No.:**	L943338
Sample Matrix:	Soil		

Matrix Spike Summary
Total Recoverable Petroleum Hydrocarbons (TRPH)
EPA Method 418.1

Sample Name: TH1 @ 5'
Lab Code: L943338-001

Percent Spike Recovery	Duplicate RPD
84	2

RPD Relative Percent Difference

0005

Approved by Elaine R. Thomas Date 10-27-94

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GOLDEN STATE/CAS
LABORATORIES, INC

December 8, 1994

Attention: Charles I. Buckley
California Environmental
31320 Via Colinas, Ste 104
Westlake Village, CA 91362

Re: **Miller Automotive/Project #ET796**

Dear Charles: STOCKPILE (SP) & CLOSURE SAMPLES (TS)

Enclosed are the results of the rush samples submitted to our lab on November 29, 1994. For your reference, these analyses have been assigned our service request number L943678.

All analyses were performed in accordance with our laboratory's quality assurance program. Golden State / CAS is certified for environmental analyses by the California Department of Health Services (Certificate # 1296/Expiration - August 1996).

Please call if you have any questions.

Respectfully submitted,

Golden State / CAS Laboratories, Inc.

Dr. B. Gene Bennett
Laboratory Director

GB/kr

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

Analytical Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: 11/29/94
Date Received: 11/29/94
Date Extracted: NA

Volatile Organic Compounds
EPA Method 8260
Units: µg/Kg (ppb)

		Sample Name:	SP-3, SP-4	Method Blank
		Lab Code:	L943678-003,004*	L943678-MB
		Date Analyzed:	12/1/94	11/30/94
Analyte	**MRL**			
Chloromethane	10		<1000	ND
Vinyl Chloride	10		<1000	ND
Bromomethane	10		<1000	ND
Chloroethane	10		<1000	ND
Trichlorofluoromethane (Freon 11)	5		<500	ND
1,1-Dichloroethene	5		<500	ND
Acetone	50		<5000	ND
Carbon Disulfide	5		<500	ND
Methylene Chloride	10		<1000	ND
trans-1,2-Dichloroethene	5		<500	ND
cis-1,2-Dichloroethene	5		<500	ND
2-Butanone (MEK)	10		<1000	ND
1,1-Dichloroethane	5		<500	ND
Chloroform	5		<500	ND
1,1,1-Trichloroethane (TCA)	5		<500	ND
Carbon Tetrachloride	5		<500	ND
Benzene	5		<500	ND
1,2-Dichloroethane	5		<50	ND
Vinyl Acetate	10		<1000	ND
Trichloroethene (TCE)	5		<500	ND
Bromodichloromethane	5		<500	ND
2-Chloroethyl Vinyl Ether	10		<1000	ND
trans-1,3-Dichloropropene	5		<500	ND
2-Hexanone	10		<1000	ND
4-Methyl-2-pentanone (MIBK)	10		<1000	ND
Toluene	5		47000	ND
cis-1,3-Dichloropropene	5		<500	ND
1,1,2-Trichloroethane	5		<500	ND
Tetrachloroethene (PCE)	5		<500	ND
Dibromochloromethane	5		<500	ND
Chlorobenzene	5		<500	ND
Ethylbenzene	5		1800	ND
Styrene	5		<500	ND
Total Xylenes	5		11000	ND
Bromoform	5		<500	ND
1,1,2,2-Tetrachloroethane	5		<500	ND
1,3-Dichlorobenzene	5		<500	ND
1,4-Dichlorobenzene	5		<500	ND
1,2-Dichlorobenzene	5		<500	ND

NA Not Applicable
MRL Method Reporting Limit.
* MRL is elevated because of matrix interferences and because the sample required diluting.
ND None Detected at or above the method reporting limit.

Approved By: [signature] Date: 12-8-97

3S4[illegible]XLS - 8240s 12/8/94

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Analytical Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: 11/29/94
Date Received: 11/29/94
Date Extracted: NA

BTEX
EPA Methods 5030/8020

Analyte:	Benzene	Toluene	Ethylbenzene	Total Xylenes
Units:	mg/Kg (ppm)	mg/Kg (ppm)	mg/Kg (ppm)	mg/Kg (ppm)
Method Reporting Limit:	0.005	0.005	0.005	0.005

Sample Name	Lab Code	Date Analyzed				
SP-1	L943678-001	11/30/94	ND	ND	ND	0.006
SP-2	L943678-002	11/30/94	ND	ND	ND	ND
TS-1 @ 15½'	L943678-005	11/30/94	ND	ND	ND	ND
TS-2 @ 14'	L943678-006	11/30/94	ND	ND	ND	ND
TS-3 @ 14'	L943678-007	11/30/94	ND	ND	ND	ND
TS-4 @ 13½'	L943678-008	11/30/94	ND	ND	ND	ND
TS-5 @ 12½'	L943678-009	12/1/94	ND	ND	ND	ND
Method Blank	L943678-MB	11/30/94	ND	ND	ND	ND

NA Not Applicable
ND None Detected at or above the method reporting limit.

Approved By: [signature] Date: 12-8-94

SAbog_1/090794
L943678.XLS - 8020a 12/8/94

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Analytical Report

Client:	California Environmental	**Service Request:**	L943678
Project:	Miller Automotive/#ET796	**Date Collected:**	11/29/94
Sample Matrix:	Soil	**Date Received:**	11/29/94
		Date Extracted:	NA

BTEX
EPA Methods 5030/8020

Analyte:	**Benzene**	**Toluene**	**Ethylbenzene**	**Total Xylenes**
Units:	mg/Kg (ppm)	mg/Kg (ppm)	mg/Kg (ppm)	mg/Kg (ppm)
Method Reporting Limit:	0.005	0.005	0.005	0.005

Sample Name	**Lab Code**	**Date Analyzed**				
SP-1	L943678-001	11/30/94	ND	ND	ND	0.006
SP-2	L943678-002	11/30/94	ND	ND	ND	ND
TS-1 @ 15½'	L943678-005	11/30/94	ND	ND	ND	ND
TS-2 @ 14'	L943678-006	11/30/94	ND	ND	ND	ND
TS-3 @ 14'	L943678-007	11/30/94	ND	ND	ND	ND
TS-4 @ 13½'	L943678-008	11/30/94	ND	ND	ND	ND
TS-5 @ 12½'	L943678-009	12/1/94	ND	ND	ND	ND
Method Blank	L943678-MB	11/30/94	ND	ND	ND	ND

NA Not Applicable
ND None Detected at or above the method reporting limit.

Approved By: [signature] Date: 12-8-94

5Abtxg_2/090794
L943678.XLS - 8020a 12/8/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

Analytical Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: 11/29/94
Date Received: 11/29/94
Date Extracted: 12/1/94

Base Neutral/Acid Semivolatile Organic Compounds
EPA Methods 3550/8270
Units: mg/Kg (ppm)

		Sample Name:	SP-3, SP-4	Method Blank
		Lab Code:	L943678-003,004*	L943678-MB
		Date Analyzed:	12/1/94	12/1/94
Base Neutral Analyte	**MRL**			
N-Nitrosodimethylamine	0.3		<0.9	ND
Aniline	0.3		<0.9	ND
Bis(2-chloroethyl) Ether	0.3		<0.9	ND
1,2-Dichlorobenzene	0.3		<0.9	ND
1,3-Dichlorobenzene	0.3		<0.9	ND
1,4-Dichlorobenzene	0.3		<0.9	ND
Bis(2-chloroisopropyl) Ether	0.3		<0.9	ND
N-Nitrosodi-n-propylamine	0.3		<0.9	ND
Hexachloroethane	0.3		<0.9	ND
Nitrobenzene	0.3		<0.9	ND
Isophorone	0.3		<0.9	ND
Bis(2-chloroethoxy)methane	0.3		<0.9	ND
1,2,4-Trichlorobenzene	0.3		<0.9	ND
Naphthalene	0.3		2.3	ND
4-Chloroaniline	0.3		<0.9	ND
Hexachlorobutadiene	0.3		<0.9	ND
2-Methylnaphthalene	0.3		3.5	ND
Hexachlorocyclopentadiene	0.3		<0.9	ND
2-Chloronaphthalene	0.3		<0.9	ND
2-Nitroaniline	2		<6	ND
Dimethyl Phthalate	0.3		<0.9	ND
Acenaphthylene	0.3		<0.9	ND
3-Nitroaniline	2		<6	ND
Acenaphthene	0.3		<0.9	ND
Dibenzofuran	0.3		<0.9	ND
2,4-Dinitrotoluene	0.3		<0.9	ND

MRL Method Reporting Limit.
ND None Detected at or above the method reporting limit.
* MRL is elevated because of matrix interferences and because the sample required diluting.

Approved By: [signature] Date: 12-1-94

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Analytical Report

Client:	California Environmental	**Service Request:**	L943678
Project:	Miller Automotive/#ET796	**Date Collected:**	11/29/94
Sample Matrix:	Soil	**Date Received:**	11/29/94
		Date Extracted:	12/1/94

Base Neutral/Acid Semivolatile Organic Compounds
EPA Methods 3550/8270
Units: mg/Kg (ppm)

		Sample Name:	**SP-3, SP-4**	**Method Blank**
		Lab Code:	L943678-003,004*	L943678-MB
		Date Analyzed:	12/1/94	12/1/94
Base Neutral Analyte	**MRL**			
N-Nitrosodimethylamine	0.3		<0.9	ND
Aniline	0.3		<0.9	ND
Bis(2-chloroethyl) Ether	0.3		<0.9	ND
1,2-Dichlorobenzene	0.3		<0.9	ND
1,3-Dichlorobenzene	0.3		<0.9	ND
1,4-Dichlorobenzene	0.3		<0.9	ND
Bis(2-chloroisopropyl) Ether	0.3		<0.9	ND
N-Nitrosodi-n-propylamine	0.3		<0.9	ND
Hexachloroethane	0.3		<0.9	ND
Nitrobenzene	0.3		<0.9	ND
Isophorone	0.3		<0.9	ND
Bis(2-chloroethoxy)methane	0.3		<0.9	ND
1,2,4-Trichlorobenzene	0.3		<0.9	ND
Naphthalene	0.3		2.3	ND
4-Chloroaniline	0.3		<0.9	ND
Hexachlorobutadiene	0.3		<0.9	ND
2-Methylnaphthalene	0.3		3.5	ND
Hexachlorocyclopentadiene	0.3		<0.9	ND
2-Chloronaphthalene	0.3		<0.9	ND
2-Nitroaniline	2		<6	ND
Dimethyl Phthalate	0.3		<0.9	ND
Acenaphthylene	0.3		<0.9	ND
3-Nitroaniline	2		<6	ND
Acenaphthene	0.3		<0.9	ND
Dibenzofuran	0.3		<0.9	ND
2,4-Dinitrotoluene	0.3		<0.9	ND

MRL Method Reporting Limit.
ND None Detected at or above the method reporting limit.
* MRL is elevated because of matrix interferences and because the sample required diluting.

Approved By: [signature] Date: 12-8-94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

Analytical Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: 11/29/94
Date Received: 11/29/94
Date Extracted: 12/1/94

Base Neutral/Acid Semivolatile Organic Compounds
EPA Methods 3550/8270
Units: mg/Kg (ppm)

		Sample Name:	SP-3, SP-4	Method Blank
		Lab Code:	L943678-003,004*	L943678-MB
		Date Analyzed:	12/1/94	12/1/94
Acid Analyte	**MRL**			
Phenol	0.3		<0.9	ND
2-Chlorophenol	0.3		<0.9	ND
Benzyl Alcohol	0.3		<0.9	ND
2-Methylphenol	0.3		<0.9	ND
3- and 4-Methylphenol*	0.3		<0.9	ND
2-Nitrophenol	0.3		<0.9	ND
2,4-Dimethylphenol	0.3		<0.9	ND
Benzoic Acid	2		<6	ND
2,4-Dichlorophenol	0.3		<0.9	ND
4-Chloro-3-methylphenol	0.3		<0.9	ND
2,4,6-Trichlorophenol	0.3		<0.9	ND
2,4,5-Trichlorophenol	0.3		<0.9	ND
2,4-Dinitrophenol	2		<6	ND
4-Nitrophenol	2		<6	ND
2-Methyl-4,6-dinitrophenol	2		<6	ND
Pentachlorophenol	2		<6	ND

MRL Method Reporting Limit.
ND None Detected at or above the method reporting limit.
* Quantified as 4-Methylphenol.

Approved By: [signature] Date: 12-8-94

353PBNA/060794

L943678.XLS - 8270s 12/8/94

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COLUMBIA ANALYTICAL SERVICES, INC.

Analytical Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: 11/29/94
Date Received: 11/29/94
Date Extracted: 11/30/94
Date Analyzed: 11/30/94

Total Recoverable Petroleum Hydrocarbons
EPA Method 418.1
Units: mg/Kg (ppm)

Sample Name	Lab Code	MRL	Result
SP-1	L943678-001	10	190
SP-2	L943678-002	10	720
TS-1 @ 15½'	L943678-005	10	ND
TS-2 @ 14'	L943678-006	10	ND
TS-3 @ 14'	L943678-007	10	ND
TS-4 @ 13½'	L943678-008	10	ND
TS-5 @ 12½'	L943678-009	10	ND
Method Blnak	L943678-MB	10	ND

MRL Method Reporting Limit
ND None Detected at or above the method reporting limit.

Approved By: [signature] Date: 12-7-94

1AMRL/060194
L943678.XLS - 418a 12/8/94

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COLUMBIA ANALYTICAL SERVICES, INC.

Analytical Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: 11/29/94
Date Received: 11/29/94
Date TCLP Performed: 11/30/94
Date Extracted: 11/30/94

Toxicity Characteristic Leaching Procedure (TCLP)
EPA Method 1311
Metals
Units: mg/L (ppm) in TCLP Extract

			Sample Name:	**SP-3, SP-4**	**Method Blank**
			Lab Code:	L943678-003,004	L943678-MB
			Date Analyzed:	12/02-05/94	12/02-05/94
Analyte	**EPA Method**	**MRL**	**Regulatory Limit***		
Arsenic	3010/6010	0.1	5.0	ND	ND
Barium	3010/6010	0.5	100	ND	ND
Cadmium	3010/6010	0.01	1.0	ND	ND
Chromium	3010/6010	0.01	5.0	ND	ND
Lead	3010/6010	0.05	5.0	ND	ND
Mercury	7470	0.01	0.2	ND	ND
Selenium	3020/7740	0.1	1.0	ND	ND
Silver	3010/6010	0.01	5.0	ND	ND

MRL Method Reporting Limit
* From 40 CFR Part 261, et al., and *Federal Register*, March 29, 1990 and June 29, 1990.
ND None Detected at or above the method reporting limit.

Approved By: _____ Date: 12-7-94

TCLP/061494
L943678.XLS - tclpro 12/8/94

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Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: NA
Date Received: NA
Date Extracted: NA
Date Analyzed: NA

Surrogate Recovery Summary
BTEX
EPA Methods 5030/8020

Sample Name	Lab Code	Percent Recovery 4-Bromofluorobenzene
SP-1	L943678-001	77
SP-2	L943678-002	83
TS-1 @ 15½'	L943678-005	78
TS-2 @ 14'	L943678-006	90
TS-3 @ 14'	L943678-007	88
TS-4 @ 13½'	L943678-008	87
TS-5 @ 12½'	L943678-009	79
Method Blank	L943678-MB	98
Matrix Spike	L943619-2MS	94
Duplicate Matrix Spike	L943619-2DMS	92

CAS Acceptance Limits: 50-130

NA Not Applicable

Approved By: [signature] Date: 12-7-94

SUR2/060194
L943678.XLS - 8020srs 12/8/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

QA/QC Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: NA
Date Received: NA
Date Extracted: NA
Date Analyzed: 11/30-12/1/94

Matrix Spike/Duplicate Matrix Spike Summary
BTEX
EPA Methods 5030/8020
Units: mg/Kg (ppm)

Sample Name: BATCH QC
Lab Code: L943619-002

Analyte	Spike Level MS	Spike Level DMS	Sample Result	Spike Result MS	Spike Result DMS	Percent Recovery MS	Percent Recovery DMS	CAS Acceptance Limits	Relative Percent Difference
Benzene	0.0800	0.0800	ND	0.0626	0.0648	78	81	39-150	3
Toluene	0.0800	0.0800	ND	0.0594	0.0608	74	76	46-148	2
Ethylbenzene	0.0800	0.0800	ND	0.0602	0.0612	75	76	32-160	2

NA Not Applicable
ND None Detected at or above the reporting limit

Approved By: [signature] Date: 12-7-94

DMS1SRPD/061394
L943678.XLS - 8020dmss 12/8/94

Page No.:

QA/QC Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: NA
Date Received: NA
Date Extracted: NA
Date Analyzed: NA

Surrogate Recovery Summary
Volatile Organic Compounds
EPA Method 8260

		Percent Recovery		
Sample Name	**Lab Code**	Pentafluorobenzene	Toluene-D_8	4-Bromofluorobenzene
SP-3, SP-4	L943678-003,004	120	92	98
Method Blank	L943678-MB	118	90	99
Matrix Spike	L943631-13MS	127	93	107
Duplicate Matrix Spike	L943631-13DMS	117	93	106
	CAS Acceptance Limits:	70-130	81-120	74-121

NA Not Applicable

Approved By: [signature] Date: 12-7-94

SUR3/060194
L943678.XLS - 8240urs 12/8/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

COLUMBIA ANALYTICAL SERVICES, INC.

QA/QC Report

Client:	California Environmental	**Service Request:**	L943678
Project:	Miller Automotive/#ET796	**Date Collected:**	NA
Sample Matrix:	Soil	**Date Received:**	NA
		Date Extracted:	NA
		Date Analyzed:	11/29/94

Matrix Spike/Duplicate Matrix Spike Summary
Volatile Organic Compounds
EPA Method 8260
Units: ug/Kg (ppb)

Sample Name: BATCH QC
Lab Code: L943631-013

Analyte	Spike Level MS	Spike Level DMS	Sample Result	Spike Result MS	Spike Result DMS	Percent Recovery MS	Percent Recovery DMS	CAS Acceptance Limits	Relative Percent Difference
1,1-Dichloroethene	20.0	20.0	ND	19.5	18.3	98	92	59-172	6
Benzene	20.0	20.0	ND	17.1	18.1	86	90	66-142	6
Trichloroethene	20.0	20.0	ND	23.2	25.8	116	129	62-137	11
Toluene	20.0	20.0	ND	14.4	15.3	72	76	59-139	6
Chlorobenzene	20.0	20.0	ND	17.4	19.6	87	98	60-133	12

NA Not Applicable
ND None Detected at or above the method reporting limit.

Approved By: [signature] Date: 12-8-94

DMS1S/060194
L943678.XLS - R240mm 12/8/94

Page No.:

(90)

COLUMBIA ANALYTICAL SERVICES, INC.

QA/QC Report

Client:	California Environmental	**Service Request:**	L943678
Project:	Miller Automotive/#ET796	**Date Collected:**	NA
Sample Matrix:	Soil	**Date Received:**	NA
		Date Extracted:	NA
		Date Analyzed:	NA

Surrogate Recovery Summary
Base Neutral/Acid Semivolatile Organic Compounds
EPA Methods 3550/8270

		Percent Recovery					
Sample Name	**Lab Code**	2FP	PHL	TBP	NBZ	FBP	TPH
SP-3, SP-4	L943678-003,004	*	*	*	*	*	*
Method Blank	L943678-MB	102	113	75	93	72	77
Matrix Spike	L943655-2MS	64	100	45	97	72	64
Duplicate Matrix Spike	L943655-2DMS	50	91	43	98	72	64
CAS Acceptance Limits:		25-121	24-113	19-122	23-128	30-115	18-137

2FP	2-Fluorophenol
PHL	Phenol-D_6
TBP	2,4,6-Tribromophenol
NBZ	Nitrobenzene-D_5
FBP	2-Fluorobiphenyl
TPH	Terphenyl-D_{14}

NA	Not Applicable
*	Not Applicable because of the sample matrix. Analysis of this sample required a dilution such that the surrogate concentration was diluted below the method reporting limit.

Approved By: [signature] Date: 12-8-97

SUR6/060894 L943678.XLS - 8270ers 12/8/94

Page No.:

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

/92

COLUMBIA ANALYTICAL SERVICES, INC.

QA/QC Report

Client:	California Environmental	**Service Request:**	L943678
Project:	Miller Automotive/#ET796	**Date Collected:**	NA
Sample Matrix:	Soil	**Date Received:**	NA
		Date Extracted:	11/28/94
		Date Analyzed:	12/1/94

Matrix Spike/Duplicate Matrix Spike Summary
Base Neutral/Acid Semivolatile Organic Compounds
EPA Methods 3550/8270
Units: mg/Kg (ppm)

Sample Name: BATCH QC
Lab Code: L943655-002

Analyte	Spike Level MS	Spike Level DMS	Sample Result	Spike Result MS	Spike Result DMS	Percent Recovery MS	Percent Recovery DMS	CAS Acceptance Limits	Relative Percent Difference
Phenol	1.67	1.67	ND	1.49	1.51	89	90	26-90	1
2-Chlorophenol	1.67	1.67	ND	1.15	0.951	69	57	25-102	2
1,4-Dichlorobenzene	1.67	1.67	ND	1.33	1.26	80	75	28-104	5
N-Nitrosodi-n-propylamine	1.67	1.67	ND	1.94	1.80	116	108	41-126	7
1,2,4-Trichlorobenzene	1.67	1.67	ND	1.32	1.39	79	83	38-107	5
4-Chloro-3-methylphenol	1.67	1.67	ND	1.43	1.36	86	81	26-103	5
Acenaphthene	1.67	1.67	ND	1.30	1.37	78	82	31-137	5
4-Nitrophenol	1.67	1.67	ND	0.497	0.494	30	30	11-114	<1
2,4-Dinitrotoluene	1.67	1.67	ND	1.16	1.09	69	65	28-89	6
Pentachlorophenol	1.67	1.67	ND	0.0400	0.0420	2.4*	2.5*	17-109	4
Pyrene	1.67	1.67	ND	1.19	1.22	71	73	35-142	2

NA	Not Applicable
ND	None Detected at or above reporting limit.
*	Matrix spike outside acceptance criteria. Laboratory control sample was acceptable, therefore, data was approved.

Approved By: [signature] Date: 12-8-94

DMS15/060194
L943678.XLS - 8270mss 12/8/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

COLUMBIA ANALYTICAL SERVICES, INC.

QA/QC Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: NA
Date Received: NA
Date TCLP Performed: 11/30/94
Date Analyzed: 12/2-5/94

Matrix Spike/Duplicate Matrix Spike Summary
Toxicity Characteristic Leaching Procedure (TCLP)
EPA Method 1311
Metals

Sample Name: SP-3, SP-4
Lab Code: L943678-003, 004

Analyte	EPA Method	Percent Spike Recovery	Duplicate RPD
Arsenic	3010/6010	96	2
Barium	3010/6010	97	2
Cadmium	3010/6010	88	2
Chromium	3010/6010	89	2
Lead	3010/6010	87	1
Selenium	3020/7740	86	6
Silver	3010/6010	86	6

NA Not Applicable

Approved By: [signature] Date: 12-9-94

MS1sEPA/091994
L943678.XLS - metdmsa 12/8/94

Page No.:

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

94

COLUMBIA ANALYTICAL SERVICES, INC.

QA/QC Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: NA
Date Received: NA
Date TCLP Performed: 11/30/94
Date Analyzed: 12/2-5/94

Matrix Spike/Duplicate Matrix Spike Summary
Toxicity Characteristic Leaching Procedure (TCLP)
EPA Method 1311
Metals

Sample Name: BATCH QC
Lab Code: L943661-001 for Hg

Analyte	EPA Method	Percent Spike Recovery	Duplicate RPD
Mercury	7470	105	<1

NA Not Applicable

Approved By: _____ Date: 12-8-94

MS11EPA/091994
L943678.XLS - metdmss (2) 12/8/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

COLUMBIA ANALYTICAL SERVICES, INC.

QA/QC Report

Client: California Environmental
Project: Miller Automotive/#ET796
Sample Matrix: Soil

Service Request: L943678
Date Collected: NA
Date Received: NA
Date Extracted: 11/30/94
Date Analyzed: 11/30/94

Matrix Spike Summary
Total Recoverable Petroleum Hydrocarbons
EPA Method 418.1

Sample Name: SP-1
Lab Code: L943678-001

Percent Spike Recovery	Duplicate RPD
106	9

NA Not Applicable
RPD Relative Percent Difference

Approved By: [signature] Date: 12-8-94

MS1a1a/091994
L943678.XLS - 418mac 12/8/94

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303 ■ 818 587-5550 ■ FAX 818 587-5555

(96)

GOLDEN STATE/CAS
LABORATORIES, INC.
6925 CANOGA AVENUE,
CANOGA PARK, CA 91304
818 587 5550 ■ FAX # 818 587 5555

Chain of Custody Record
Analytical Services Request

97

CLIENT NAME	ADDRESS/PHONE/FAX	GSAS JOB #
CE	WstLAKE Village, CA	LA941949

PROJECT NAME/LOCATION	CLIENT PROJECT NO.
Miller 3850 Motor AVE	

PROJECT MANAGER	SAMPLER(S)	P.O. NO.
[signature]	[signature]	ET294 796

ANALYSES REQUESTED: 418.1 / 8020

SAMPLE IDENTIFICATION NO.	DATE	TIME	LAB SAMPLE NO.	SAMPLE MATRIX	418.1 / 8020							REQUESTED TURNAROUND TIME	REMARKS
SP1 C 10 ft	5/6/94	11 AM	LA941949 -1	Soil	X								
SP2 C 14 ft	↓	↓	2	↓	X								
SP3 C 11.5 ft	↓	↓	3	↓	X								
SP4 C 7.5 ft	↓	↓ 1pm	4	↓	X								

RELINQUISHED BY: (Signature)	DATE	TIME	RECEIVED BY: (Signature)	DATE	TIME
[signature]	5/6/94	14:50	[signature]	5/6/94	2:50pm
RELINQUISHED BY: (Signature)	DATE	TIME	RECEIVED BY: (Signature)	DATE	TIME
RELINQUISHED BY: (Signature)	DATE	TIME	RECEIVED BY: (Signature)	DATE	TIME

SEND INVOICE TO:

WHITE COPY: Accompanies Samples

YELLOW COPY: Sampler

GOLDEN STATE/CAS LABORATORIES, INC.

6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303
818 587-5550 ■ FAX #818 587-5555

CHAIN OF CUSTODY/LABORATORY ANALYSIS REQUEST FORM

CAS SERVICE REQUEST #: L943338 DATE 10/26/94 PAGE 1 OF 1

COMPANY / ADDRESS: CALIFORNIA ENVIRONMENTAL
31320 VIA COLINAS, SUITE 104
WESTLAKE VILLAGE, CA 91362 PHONE 818-991-1542
PROJECT NAME / LOCATION: Miller/Motor Ave, Culver City / PROJECT # ET244-796
PROJECT MNGR. Charles Buckley
SAMPLERS SIGNATURE: James R Wilkerson

ANALYSIS REQUESTED

SAMPLE I.D.	DATE	TIME	LAB I.D.	SAMPLE MATRIX	NUMBER OF CONTAINERS	TPH Gas/BTEX 8015/8020/602	TPH 8015 Modified Diesel □ FC □ Gasoline □	BTEX 602/8020	Total Petroleum Hydrocarbons EPA 418.1	Halogenated Volatiles 8010/8010	Volatile Organics GC/MS 624/8240/8260	Base/Neutral Acid Organic GC/ms 625/8270	CAM Metals 6010/7000	REMARKS
TH1@5'	10/26/94		L943338-1	Soil	1			X	X					
TH2@5'	↓		2	↓	1			X	X					
TH3@5'	↓		3	↓	1			X	X					
TH4@5'	↓		4	↓	1			X	X					

RELINQUISHED BY: Signature: James R Wilkerson; Firm: CE; Date/Time: 10/26/94 1724

RECEIVED BY: Signature: [illegible]; Firm: GS/CAS; Date/Time: 10-26-94 1724

TURNAROUND REQUIREMENTS: X 24 hr ___ 48 hr ___ 5 day; ___ Standard; ___ Other (Specify); ___ Provide Verbal Preliminary Results; Requested Report Date ___

REPORT REQUIREMENTS: X I. Routine Report; X II. Report (Includes DUP,MS, MSD, as required, may be charged as samples); ___ III. Data Validation Report (Includes All Raw Data); ___ RWQCB

INVOICE INFORMATION: P.O. # ___; Bill to: ___

SAMPLE RECEIPT: Shipping WA: ___; Shipping #: ___; Condition: ___; Accepted for Analysis by: ___

RELINQUISHED BY: Signature; Firm; Date/Time

RECEIVED BY: Signature; Firm; Date/Time

RELINQUISHED BY: Signature; Firm; Date/Time

RECEIVED BY: Signature; Firm; Date/Time

SPECIAL INSTRUCTIONS/COMMENTS:

GOLDEN STATE/CAS
LABORATORIES, INC.
6925 CANOGA AVENUE ■ CANOGA PARK, CA 91303
818 587-5550 ■ FAX #818 587-5555

CHAIN OF CUSTODY/LABORATORY ANALYSIS REQUEST FORM

DATE 11/29/94 PAGE 1 OF 1

COMPANY/ADDRESS CE

PHONE

PROJECT NAME/LOCATON Miller Automotive
3650 MOTOR AVE ET 796

PROJECT MNGR. Charlie Buckley

SAMPLERS SIGNATURE [signature]

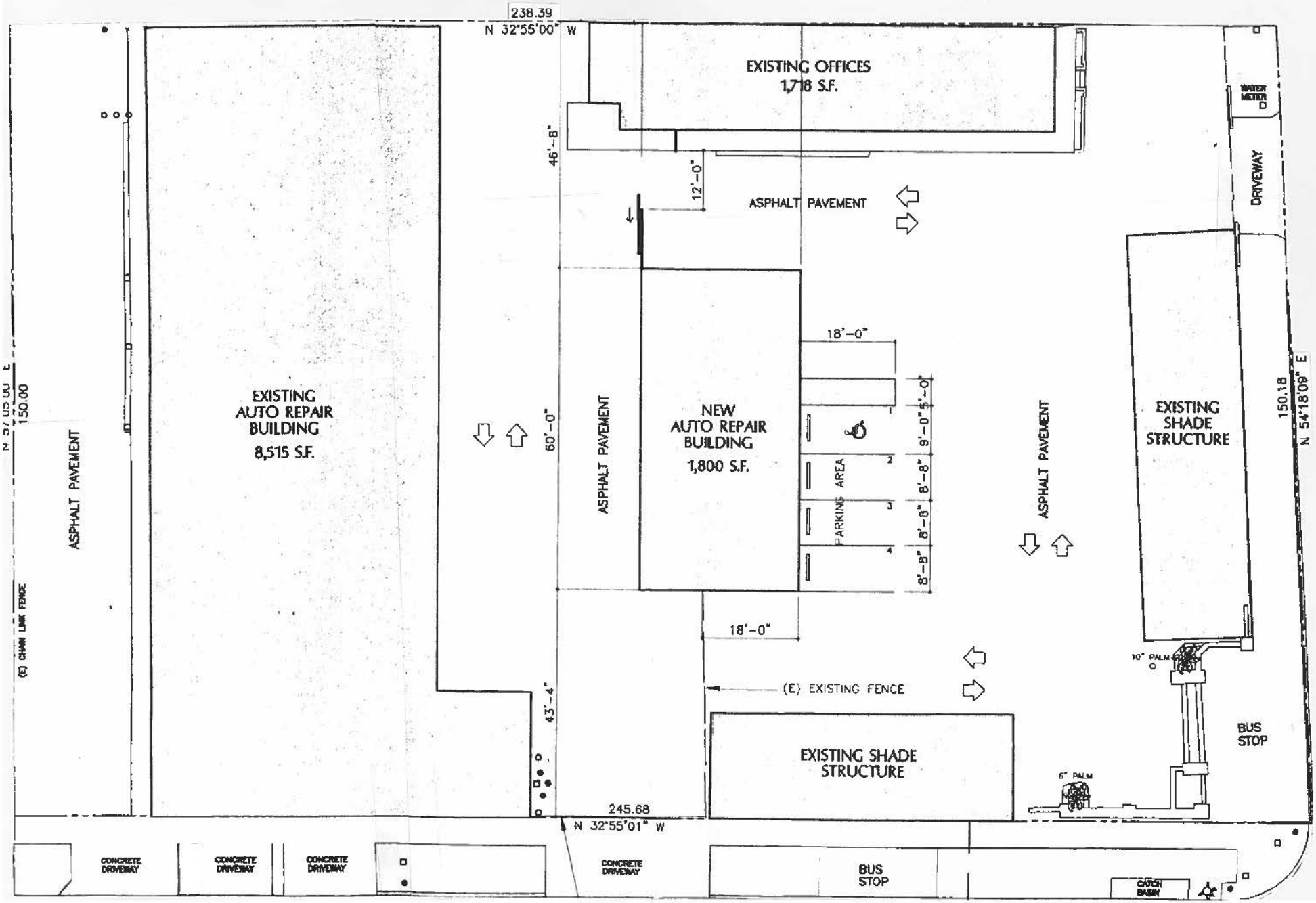
GS/CAS # L943678

ANALYSIS REQUESTED

SAMPLE I.D.	DATE	TIME	LAB I.D.	SAMPLE MATRIX	NUMBER OF CONTAINERS	TPH.Gas/BTEX 8015/8020/602	TPH/8015 Modified Diesel □ FC □ Gasoline □	BTEX 602/8020	Total Petroleum Hydrocarbons EPA 418.1	Halogenated Volatiles 601/8010	Volatile Organics GC/MS 624/8240/8260	Base/Nuc/Acid Organic GC/ms 625/8270	CAM Metals 6010/7000	TCLP Metals							REMARKS
SP-1	11/29/94	1:50 p	L943678-1	Soil				✓	✓												Rush
SP-2		1:54 p	2					✓	✓												48 hr.
SP-3		3:50	3			[illegible]		✓	✓		X	X		X							SP-3 & SP-4
SP-4		4:05	4					✓	✓		X	X		X							Cancel 418.1/BTEX and Add on
TS-1 @ 15½'		2:45 p	5					✓	✓												TCLP metals 8260/8270
TS-2 @ 14'		3:40 p	6					✓	✓												Per phone call from Gary Smart - CE
TS-3 @ 14'		4:00 p	7					✓	✓												11/30/94 [illegible]
TS-4 @ 13½'		4:10	8					✓	✓												
TS-5 @ 12½'		4:20 pm	9					✓	✓												

RELINQUISHED BY:	RECEIVED BY:	TURNAROUND REQUIREMENTS:	REPORT REQUIREMENTS:	INVOICE INFORMATION:	SAMPLE RECEIPT:
Signature [signature]	Signature [signature]	___ 24 hr ___ 48 hr ___ 5 day	___ I. Routine Report	P.O. #	Shipping VIA:
Firm CE	Firm GS/CAS	___ Standard	___ II. Report (includes DUP, MS, MSD, as required, may be charged as samples)	Bill to:	Shipping #:
Date/Time 11/29/94 1720	Date/Time 11-29-94 1720	___ Other (Specify)	___ III. Data Validation Report (includes All Raw Data)		Condition:
		___ Provide Verbal Preliminary Results	___ RWQCB		Accepted for Analysis by:
		Requested Report Date			

RELINQUISHED BY:	RECEIVED BY:	RELINQUISHED BY:	RECEIVED BY:	SPECIAL INSTRUCTIONS/COMMENTS:
Signature	Signature	Signature	Signature	
Firm	Firm	Firm	Firm	
Date/Time	Date/Time	Date/Time	Date/Time	


238.39
N 32°55'00" W
EXISTING OFFICES
1,718 S.F.
WATER METER
DRIVEWAY
46'-8"
12'-0"
ASPHALT PAVEMENT
EXISTING AUTO REPAIR BUILDING
8,515 S.F.
60'-0"
ASPHALT PAVEMENT
NEW AUTO REPAIR BUILDING
1,800 S.F.
18'-0"
PARKING AREA
9'-0"
5'-0"
8'-8"
8'-8"
8'-8"
ASPHALT PAVEMENT
EXISTING SHADE STRUCTURE
150.18
N 54°18'09" E
N 37°05'00" E
150.00
ASPHALT PAVEMENT
(E) CHAIN LINK FENCE
18'-0"
(E) EXISTING FENCE
10" PALM
BUS STOP
43'-4"
EXISTING SHADE STRUCTURE
6" PALM
245.68
N 32°55'01" W
CONCRETE DRIVEWAY
CONCRETE DRIVEWAY
CONCRETE DRIVEWAY
CONCRETE DRIVEWAY
BUS STOP
CATCH BASIN

HIG Research Summary

Site Location:

10375 Washington Blvd
10375 Washington Blvd
Los Angeles, CA

HIG Project #:

1521693

Research Summary Completed:

9/25/2015

Historical Information Gatherers

Conducted For:

EcoLog ERIS
38 Lesmill Road, Unit #2
Toronto, ON

This Research Summary identifies the products and services ordered from Historical Information Gatherers, Inc. (HIG) for the above referenced site location.

City Directory Abstract

A search was conducted for directories that include coverage of the site area. This included researching one or more of the following: HIG s City Directory Collection, the Allen County (Indiana) Public Library s city directory collection, the Library of Congress Business Reference Services Collection, and other miscellaneous online sources. Please see research summary included on the first page of each abstract for a listing of publications referenced to create the CD Abstract.

Washington Boulevard (1962-2011)

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Research Summary for City Directory Abstract

Site Location:
10375 Washington Blvd
10375 Washington Blvd
Los Angeles, CA

HIG Project #:
1521693

Date Completed:
9/25/2015

Conducted For:
EcoLog ERIS
Toronto, ON

HIG has produced a city directory abstract for one or more streets associated with the site location indicated above. The publications used to create the CD Abstract are listed below.

The information below is taken directly from the city directory books. The following are definitions as they are found in the Haines books:

XXXX = is no phone, no people or non-published phone.
600 XXXX = Correct address only. No other information.
X Streetname = intersecting cross street

Publication year, publisher and title.

2010-2011 Haines Los Angeles West Suburban

2006-2007 Haines Los Angeles West Suburban

2001-2002 Haines Los Angeles West Suburban

1996-1997 Haines Los Angeles West Suburban

1991 Haines Los Angeles West Suburban

1986 Haines Los Angeles West Suburban

1981 Haines Los Angeles West Suburban

1976 Haines Los Angeles West Suburban

1973 Haines Los Angeles West Suburban

1967 Pacific Bell Telephone & Telegraph Culver City

1962 Pacific Bell Telephone & Telegraph Culver City

Abstract Section 1- This section includes the city directory data sorted by address.

10201 Washington Boulevard

2010-2011	BEVERLY HILLS AUTO BODY
2010-2011	OSCAR S AUTO GLASS
2006-2007	BEVERLY HILLS AUTO BODY
2006-2007	OSCARS AUTO GLASS
2001-2002	BEVERLY HILLS AUTO BODY
1996-1997	B&G AUTO BODY
1991	CUVER CTY AUTO BODY
1991	GOLDENCOLOR ENGRG
1991	GOLDEN COLOR ENGRG
1986	GOLDENCOLOR ENGRG
1986	CULVER COACH
1981	XXXX

10201.5 Washington Boulevard

1967	TONYS HAMBURGERS

10202 Washington Boulevard

2010-2011	J C BACKING CORP
2010-2011	FOUNT AINBRID FILMS COLUMBIA
2010-2011	SONY PICTURES TOUR DEPT
2010-2011	RAY STARK PRODUCTIONS
2010-2011	PAVLOV PRODUCTIONS
2010-2011	MANIFEST FILM CO
2010-2011	KOHORN Larry S
2010-2011	JEOPARDY PRODUCTIONS
2006-2007	JEOPARDY PRODUCTIONS
2006-2007	WHEEL OF FORTUNE
2006-2007	TRI-STAR PICTURES
2006-2007	SONY PICTURES TOUR DEPT
2006-2007	SONY PICTURES ENTRTNMNT INC
2006-2007	RAY STARK PRODUCTIONS
2006-2007	RASTAR PRODUCTIONS
2006-2007	PAVLOV PRODUCTIONS
2006-2007	KOHORN LARRY S ATTY
2006-2007	GAME SHOW NETWORK THE
2006-2007	FOUNTAINBRIDGE FILMS COLUMBAI
2006-2007	COLUMBIA TRISTAR HOME VIDEO]
2006-2007	COLUMBIA STUDIOS
2006-2007	COLUMBIA PICTURES
2006-2007	BUILDING
2006-2007	MANIFEST FILM CO]
2001-2002	SONY PICTURES ENTERTAINMENT
2001-2002	FOUNTAINBRIDGE FILMS COLUMBAI
2001-2002	TRI STAR PICTURES
2001-2002	RASTAR PRODUCTIONS
2001-2002	PAVLOV PRODUCTIONS
2001-2002	MANIFEST FILM CO

2001-2002	COLUMBIA PICTURES
2001-2002	COLUMBIA TRISTAR HOME VIDEO
2001-2002	GAME SHOW NETWORK THE
2001-2002	KOHORN LARRY S ATTY
2001-2002	RAY STARK PRODUCTIONS
2001-2002	JEOPARDY PRODUCTIONS
1996-1997	SONY PICTURES ENTERTAINMENT
1996-1997	COLUMBIA TRI STAR HOME VIDEO
1996-1997	TRIMUPH TELEVISION
1996-1997	TRIMUPH RELEASING
1996-1997	TRI STAR PICTURES
1996-1997	THIRD STONE RECORDS
1996-1997	THIRD STONE MUSIC
1996-1997	STEVE SAUER ENTERPRISES
1996-1997	RAY STARK PRODUCTIONS
1996-1997	RASTAR PRODUCTIONS
1996-1997	MEDIAFOUR
1996-1997	MANDALAY ENTERTAINMENT
1996-1997	KOHORN LARRY S ATTY
1996-1997	JEOPARDY PRODUCTIONS
1996-1997	GAME SHOW NETWORK THE
1996-1997	COLUMBIA PICTURES
1996-1997	STONEBRIDTGE ENTERTAIMENT
1996-1997	BUILDING
1991	LORIMAR STUDIOS
1991	COLUMBIA PCTRS
1991	WESTSD STUDIO SERV
1991	YORKTOWN PRODUCTION
1991	LORIMAR UA MGM CRDT
1991	LORIMAR TLPCTRS INC
1986	NEW REGENCY FILMS
1986	M G M U A ENTERTNMT
1986	M G M LABORATRY INC
1986	J C BACKING CORP
1981	UNITD ARTISTS CORP
1981	LORIMAR PRODUCTIONS
1981	M G M
1981	M G M FILM SVS DEPT
1981	M G M LABORATRY
1981	METRO GOLDWYN MAYER
1981	TRANSAM CORPORATION
1976	STJOHNS R R&ASSOC
1976	UNITD ARTISTS CORP
1976	METRO GOLDWYN MAYER
1976	EMMA ROBERT A CPA
1976	ARNESS PRODUCTIONS
1976	TRANSAMER CORP
1973	METRO GOLDWYN MAYER

1967	WOOD-CALLAHAN
1967	LOWES INC
1967	M G M
1967	M G M SERVICE
1967	M G M STUDIO
1967	MGM STUDIOS
1962	KALVAR CORP
1962	LOEWS INC
1962	M G M STUDIO
1962	M G M
1962	M G M SERVICE

10221 Washington Boulevard

1967	MURPHY B BUICK SHOP

10223 Washington Boulevard

2001-2002	XXXX
1996-1997	VOLKS GOLF AUTO REPAIR
1991	VOLKS GOLF AUTO RPR
1991	GRAN PRIX AUTO STRO
1991	FRANCO Rudy
1986	RUDY FRANKO AUTO&RV
1986	ATLANTIC TIRE&AUTO
1986	AUTO&RV SERVICE
1986	GRAN PRIX AUTO STRO
1986	TELOMATIC
1986	FRANCO R AUTO&RV SV
1981	THUNDERBRDS 1955 57
1981	T BIRD 1955 57 INC
1976	T BIRD 1955 57 INC
1976	THUNDERBRDS 1955 57
1973	ULRICH PONTIAC
1967	ULRICH AUTO LEASING
1962	MURPHY BILL STUDEBKR

10295 Washington Boulevard

2006-2007	SANA MEDICAL GROUP INC

10301 Washington Boulevard

2010-2011	EXOTIC CAR RAPS
2006-2007	EXOTIC CAR RAPS
2006-2007	SIGNQUEST
2001-2002	CORN MAIDEN FOODS INC
2001-2002	BROOKS Clarence
1986	RAJIS INDIAN CUISNE
1981	XXXX
1976	TAI KUNG FU ASSN
1967	OO SEVEN
1967	LOADING ZONE-
1962	STUDIO INN

10305 Washington Boulevard

2010-2011	XXXX
2006-2007	FIJI MARKET
2001-2002	FIJI MARKET
1996-1997	FIJI MARKET
1991	FIJI MARKET
1986	RAJA TRAVELS

10307 Washington Boulevard

2010-2011	XXXX
2006-2007	XXXX
2001-2002	RODRIGUEZ Tomas
1996-1997	RODRIGUEZ Tomas
1981	HERNANDEZ ROBERTO
1981	GALLEGOS MARIA L
1976	HECKER MARGARET
1973	HECKER MARGARET
1967	FORSTER N MRS
1967	HECKER M
1962	FORSTER N MRS
1962	WIMMERS FRANK C

10309 Washington Boulevard

2010-2011	EL PUEBLO VIDJO
2006-2007	EL PUEBLO VIEJO
2001-2002	KIM Helen
2001-2002	EL PUEBLO VIEJO
1996-1997	LA FONDA RESTAURANT
1991	LA FONDA RESTAURANT
1986	LA FONDA RSTRNT
1981	LAFOND MEXICAN FOOD

10315 Washington Boulevard

2010-2011	AJELLO ANTONINO&BRS HS OF CNDS
2006-2007	HOUSE OF CANDLES
2006-2007	AJELLO ANTONINO&BRS HS OF CNDS
2001-2002	AJELLO ANTONINO&BRS HS OF CNDS
2001-2002	HOUSE OF CANDLES
1996-1997	HOUSE OF CANDES
1996-1997	ANTONINO AJILLO&BRS HS OF CNDLS
1991	ANTONINO A&BROS HSE
1991	HOUSE OF CANDLES
1986	ANTONIA AJELLO&BROS
1986	HOUSE OF CANDLES
1981	HOUSE OF CANDLES
1981	ANTONIA AJELLO&BROS
1976	LUBICZ ANDREW
1973	MCCOY MACK L
1967	LEWIS L A
1962	LEWIS L A

10315.5 Washington Boulevard

1973	LEWIS L A

10317 Washington Boulevard

2010-2011	XXXX
2006-2007	AGAVE INTERNATIONL INC
2001-2002	MARTIN&CRTR CSTM WD INTRS INC
1996-1997	LEFTON CONSTRUCTION CO
1991	LEFTON CONSTR CO
1986	ANGELES USED CAR
1986	LEFTON STAN
1981	LEFTON STAN
1973	XXXX
1967	BAGGETT N J SR
1967	BAGGETT N J SR-RLTR
1962	MAIER ROY R RLTR
1962	A X C REALTY CO

10317.5 Washington Boulevard

1962	WHITE GODFREY A

10351 Washington Boulevard

2010-2011	LAUREN STOMEL ADVERTISING
2010-2011	BEYNON CO THE
2006-2007	LAUREN STOMEL ADVERTISING
2006-2007	BEYNON CO THE
2006-2007	ART-WORKS STUDIO
2001-2002	BEYNON CO THE
2001-2002	ART WORKS CHLD S PAINTING STDO
1996-1997	BEYNON CO THE

10353 Washington Boulevard

2001-2002	I F C FILM DISTRIBUTION

10355 Washington Boulevard

2010-2011	XXXX
2006-2007	TRICARICO Christopher
2001-2002	XXXX
1996-1997	XXXX
1991	BABYCAKES STORE
1991	JUVENALIA DSGNS&ASC
1981	XXXX
1973	F&C SALES INC
1967	F-C SALES CO
1967	F-C SALES
1962	F-C SALES CO
1962	F-C SALES

10369 Washington Boulevard

1973	XXXX
1967	BOB JONES IMPORTS
1962	CRENSHAW CADILLAC

10371 Washington Boulevard

1962	ERHARDS PORSCHE SERV

1962	CADROBBIS WERKSTATT

10375 Washington Boulevard

2010-2011	AUTOBODY MASTERS
2006-2007	AUTOBODY MASTERS
2001-2002	BALTZER Kevan
2001-2002	AUTOBODY MASTERS
1996-1997	MILLER MIKE TOYOTA BODY SHOP
1996-1997	MIKE MILLER KIA
1996-1997	AUTOBODY MASTERS
1991	MILLER M TOYOTA SH
1973	THOMAS AUTO SERVICE
1967	NEWPORT AUTO REBLDRS

10401 Washington Boulevard

2010-2011	HOUSE OF RETURN
2006-2007	FASSICA RESTAURANT
2001-2002	IMAGINE STUDIO
1986	GHION RESTAURANT
1981	TAORIMINA RESTAURNT

10405 Washington Boulevard

2010-2011	RICHARD THE THREAD
2006-2007	Y PAY RETAIL
2006-2007	RICHARD THE THREAD
2001-2002	SIGNQUEST

10407 Washington Boulevard

2001-2002	A B S BRAKE SUPPLY INC
1996-1997	CULVER PRODUCE MARKET
1981	XXXX
1976	ATLAS PROJECTR CORP
1973	ATLAS PROJECTR CORP
1967	COMAMCO INC
1962	COMAMCO INC

10409 Washington Boulevard

2010-2011	HOUSE OF RTRN THRFT SH ST DNR
2006-2007	HOUSE OF RETURN THRIFT SHOP
2006-2007	HOUSE OF RETURN THRIFT SH STR
2006-2007	HOUSE OF RETURN THRIFT SH STR
2006-2007	BEIT T SHUVAH THRFT SH DNR INF
2001-2002	A A M C O TRANSMISSIONS
1996-1997	C&K TRANSMISSIONS
1996-1997	AAMCO TRNSMSN
1991	XXXX
1986	IMPERIAL AUTO BODY
1986	AAMCO ATMTS TRNSMSN
1981	IMPERIAL AUTO BODY
1981	AAMCO ATMTS TRNSMSN
1976	CULVR SURPLUS HRDWR
1973	CULVER SRPLS HRDWRE

1967	CULVER SURPLUS
1962	CULVER SURPLUS

10415 Washington Boulevard

1967	COAST AUTO TOPS
1962	VELCO-IMPRTRS

10417 Washington Boulevard

2010-2011	BAGGE&SON INC
2006-2007	BAGGE & SON INC
2001-2002	BAGGE&SON INC
1991	FALCON WHEEL ALNMNT
1986	FALCON LOU
1986	FALCON WHEEL ALNMNT
1981	FALCO LOU
1981	FALCO WHEEL ALNMNT
1976	FALCON WHEEL ALNMNT
1976	FALCON LOU
1973	FALCON LOU
1973	FALCON WHL ALIGNMNT
1967	FALCON WHEEL ALIGNMT
1962	FALCON WHEEL ALIGNMT

10429 Washington Boulevard

2010-2011	DAMAGE CONTROL PRODUCTS
2010-2011	PREMIER MOTORSPORTS
2006-2007	DAMAGE CONTROL PRODUCTS
2006-2007	PREMIER MOTORSPORTS
2001-2002	DAMAGE CONTROL PRODUCTS
2001-2002	PREMIER MOTORSPORTS
1996-1997	PAC BODY PARTS INC CAR RNTL DIV
1996-1997	PAC BODY PARTS INC MECH DVSN
1991	WERKSTATT BODY SHOP
1991	THE WERKSTATT BODY
1986	THE WERKSTATT BODY
1986	WERKSTATT BODY SHOP
1981	THE WERKSTATT BODY
1981	WERKSTATT BODY SHOP
1976	WERKSTATT BODY SHOP
1976	THE WERKSTATT SHOP
1973	THE WRKSTATT BDY SH
1967	SMITH L
1962	HAGGART STU CAR SERV

10451 Washington Boulevard

1981	ORTEGA ROSARIO
1976	HUXLEY STEVEN
1973	XXXX

10453 Washington Boulevard

1981	XXXX
1976	XXXX

10457 Washington Boulevard

1986	XXXX
1981	XXXX
1976	HOLDING W STEPHEN

10459 Washington Boulevard

1981	MONTES SERGIO
1976	XXXX

10461 Washington Boulevard

1981	XXXX
1976	CLANCY W M
1973	XXXX
1962	NEIL ELSIE V

10463 Washington Boulevard

1981	GALLARZA ARMANDO
1976	PLESKO DON
1973	XXXX

10465 Washington Boulevard

1981	XXXX
1976	CLEMENT STEVE
1967	KNAPP OPHELIA K
1962	KNAPP OPHELIA K

Abstract Section 2: This section includes the city directory data sorted by the year the city directory was published.

2010-2011

	X JASMINE AVE
10201 Washington Boulevard	BEVERLY HILLS AUTO BODY
10201 Washington Boulevard	OSCAR S AUTO GLASS
10202 Washington Boulevard	FOUNT AINBRID FILMS COLUMBIA
10202 Washington Boulevard	J C BACKING CORP
10202 Washington Boulevard	JEOPARDY PRODUCTIONS
10202 Washington Boulevard	KOHORN Larry S
10202 Washington Boulevard	MANIFEST FILM CO
10202 Washington Boulevard	PAVLOV PRODUCTIONS
10202 Washington Boulevard	RAY STARK PRODUCTIONS
10202 Washington Boulevard	SONY PICTURES TOUR DEPT
	X VINTON AVE
10301 Washington Boulevard	EXOTIC CAR RAPS
10305 Washington Boulevard	XXXX
10307 Washington Boulevard	XXXX
10309 Washington Boulevard	EL PUEBLO VIDJO
10315 Washington Boulevard	AJELLO ANTONINO&BRS HS OF CNDS
10317 Washington Boulevard	XXXX
	X GOLDWYN TER
10351 Washington Boulevard	BEYNON CO THE
10351 Washington Boulevard	LAUREN STOMEL ADVERTISING
10355 Washington Boulevard	XXXX

10375 Washington Boulevard	AUTOBODY MASTERS
	X MOTOR AVE
10401 Washington Boulevard	HOUSE OF RETURN
10405 Washington Boulevard	RICHARD THE THREAD
10409 Washington Boulevard	HOUSE OF RTRN THRFT SH ST DNR
10417 Washington Boulevard	BAGGE&SON INC
10429 Washington Boulevard	PREMIER MOTORSPORTS
10429 Washington Boulevard	DAMAGE CONTROL PRODUCTS
	X MENTONE AVE

2006-2007

	X JASMINE AVE
10201 Washington Boulevard	BEVERLY HILLS AUTO BODY
10201 Washington Boulevard	OSCARS AUTO GLASS
10202 Washington Boulevard	JEOPARDY PRODUCTIONS
10202 Washington Boulevard	WHEEL OF FORTUNE
10202 Washington Boulevard	TRI-STAR PICTURES
10202 Washington Boulevard	SONY PICTURES TOUR DEPT
10202 Washington Boulevard	SONY PICTURES ENTRTNMNT INC
10202 Washington Boulevard	RAY STARK PRODUCTIONS
10202 Washington Boulevard	RASTAR PRODUCTIONS
10202 Washington Boulevard	PAVLOV PRODUCTIONS
10202 Washington Boulevard	KOHORN LARRY S ATTY
10202 Washington Boulevard	GAME SHOW NETWORK THE
10202 Washington Boulevard	FOUNTAINBRIDGE FILMS COLUMBAI
10202 Washington Boulevard	COLUMBIA TRISTAR HOME VIDEO]
10202 Washington Boulevard	COLUMBIA STUDIOS
10202 Washington Boulevard	COLUMBIA PICTURES
10202 Washington Boulevard	BUILDING
10202 Washington Boulevard	MANIFEST FILM CO]
10295 Washington Boulevard	SANA MEDICAL GROUP INC
	X VINTON AVE
10301 Washington Boulevard	EXOTIC CAR RAPS
10301 Washington Boulevard	SIGNQUEST
10305 Washington Boulevard	FIJI MARKET
10307 Washington Boulevard	XXXX
10309 Washington Boulevard	EL PUEBLO VIEJO
10315 Washington Boulevard	AJELLO ANTONINO&BRS HS OF CNDS
10315 Washington Boulevard	HOUSE OF CANDLES
10317 Washington Boulevard	AGAVE INTERNATIONL INC
	X GOLDWYN TER
10351 Washington Boulevard	BEYNON CO THE
10351 Washington Boulevard	LAUREN STOMEL ADVERTISING
10351 Washington Boulevard	ART-WORKS STUDIO
10355 Washington Boulevard	TRICARICO Christopher
10375 Washington Boulevard	AUTOBODY MASTERS
	X MOTOR AVE
10401 Washington Boulevard	FASSICA RESTAURANT
10405 Washington Boulevard	Y PAY RETAIL

10405 Washington Boulevard	RICHARD THE THREAD
10409 Washington Boulevard	HOUSE OF RETURN THRIFT SHOP
10409 Washington Boulevard	HOUSE OF RETURN THRIFT SH STR
10409 Washington Boulevard	BEIT T SHUVAH THRFT SH DNR INF
10409 Washington Boulevard	HOUSE OF RETURN THRIFT SH STR
10417 Washington Boulevard	BAGGE & SON INC
10429 Washington Boulevard	DAMAGE CONTROL PRODUCTS
10429 Washington Boulevard	PREMIER MOTORSPORTS
	X MENTONE AVE

2001-2002

10201 Washington Boulevard	BEVERLY HILLS AUTO BODY
10202 Washington Boulevard	GAME SHOW NETWORK THE
10202 Washington Boulevard	TRI STAR PICTURES
10202 Washington Boulevard	SONY PICTURES ENTERTAINMENT
10202 Washington Boulevard	RAY STARK PRODUCTIONS
10202 Washington Boulevard	RASTAR PRODUCTIONS
10202 Washington Boulevard	PAVLOV PRODUCTIONS
10202 Washington Boulevard	MANIFEST FILM CO
10202 Washington Boulevard	KOHORN LARRY S ATTY
10202 Washington Boulevard	FOUNTAINBRIDGE FILMS COLUMBAI
10202 Washington Boulevard	COLUMBIA TRISTAR HOME VIDEO
10202 Washington Boulevard	COLUMBIA PICTURES
10202 Washington Boulevard	JEOPARDY PRODUCTIONS
10223 Washington Boulevard	XXXX
10301 Washington Boulevard	BROOKS Clarence
10301 Washington Boulevard	CORN MAIDEN FOODS INC
10305 Washington Boulevard	FIJI MARKET
10307 Washington Boulevard	RODRIGUEZ Tomas
10309 Washington Boulevard	KIM Helen
10309 Washington Boulevard	EL PUEBLO VIEJO
10315 Washington Boulevard	AJELLO ANTONINO&BRS HS OF CNDS
10315 Washington Boulevard	HOUSE OF CANDLES
10317 Washington Boulevard	MARTIN&CRTR CSTM WD INTRS INC
10351 Washington Boulevard	ART WORKS CHLD S PAINTING STDO
10351 Washington Boulevard	BEYNON CO THE
10353 Washington Boulevard	I F C FILM DISTRIBUTION
10355 Washington Boulevard	XXXX
10375 Washington Boulevard	AUTOBODY MASTERS
10375 Washington Boulevard	BALTZER Kevan
10401 Washington Boulevard	IMAGINE STUDIO
10405 Washington Boulevard	SIGNQUEST
10407 Washington Boulevard	A B S BRAKE SUPPLY INC
10409 Washington Boulevard	A A M C O TRANSMISSIONS
10417 Washington Boulevard	BAGGE&SON INC
10429 Washington Boulevard	DAMAGE CONTROL PRODUCTS
10429 Washington Boulevard	PREMIER MOTORSPORTS

1996-1997

10201 Washington Boulevard	B&G AUTO BODY

10202 Washington Boulevard	MEDIAFOUR
10202 Washington Boulevard	TRIMUPH TELEVISION
10202 Washington Boulevard	TRIMUPH RELEASING
10202 Washington Boulevard	TRI STAR PICTURES
10202 Washington Boulevard	THIRD STONE RECORDS
10202 Washington Boulevard	THIRD STONE MUSIC
10202 Washington Boulevard	STONEBRIDTGE ENTERTAIMENT
10202 Washington Boulevard	STEVE SAUER ENTERPRISES
10202 Washington Boulevard	SONY PICTURES ENTERTAINMENT
10202 Washington Boulevard	RASTAR PRODUCTIONS
10202 Washington Boulevard	MANDALAY ENTERTAINMENT
10202 Washington Boulevard	KOHORN LARRY S ATTY
10202 Washington Boulevard	JEOPARDY PRODUCTIONS
10202 Washington Boulevard	GAME SHOW NETWORK THE
10202 Washington Boulevard	COLUMBIA TRI STAR HOME VIDEO
10202 Washington Boulevard	COLUMBIA PICTURES
10202 Washington Boulevard	BUILDING
10202 Washington Boulevard	RAY STARK PRODUCTIONS
10223 Washington Boulevard	VOLKS GOLF AUTO REPAIR
10305 Washington Boulevard	FIJI MARKET
10307 Washington Boulevard	RODRIGUEZ Tomas
10309 Washington Boulevard	LA FONDA RESTAURANT
10315 Washington Boulevard	HOUSE OF CANDES
10315 Washington Boulevard	ANTONINO AJILLO&BRS HS OF CNDLS
10317 Washington Boulevard	LEFTON CONSTRUCTION CO
10351 Washington Boulevard	BEYNON CO THE
10355 Washington Boulevard	XXXX
10375 Washington Boulevard	AUTOBODY MASTERS
10375 Washington Boulevard	MIKE MILLER KIA
10375 Washington Boulevard	MILLER MIKE TOYOTA BODY SHOP
10407 Washington Boulevard	CULVER PRODUCE MARKET
10409 Washington Boulevard	AAMCO TRNSMSN
10409 Washington Boulevard	C&K TRANSMISSIONS
10429 Washington Boulevard	PAC BODY PARTS INC CAR RNTL DIV
10429 Washington Boulevard	PAC BODY PARTS INC MECH DVSN
1991	
10201 Washington Boulevard	GOLDENCOLOR ENGRG
10201 Washington Boulevard	CUVER CTY AUTO BODY
10201 Washington Boulevard	GOLDEN COLOR ENGRG
10202 Washington Boulevard	COLUMBIA PCTRS
10202 Washington Boulevard	LORIMAR STUDIOS
10202 Washington Boulevard	LORIMAR TLPCTRS INC
10202 Washington Boulevard	LORIMAR UA MGM CRDT
10202 Washington Boulevard	WESTSD STUDIO SERV
10202 Washington Boulevard	YORKTOWN PRODUCTION
10223 Washington Boulevard	FRANCO Rudy
10223 Washington Boulevard	GRAN PRIX AUTO STRO
10223 Washington Boulevard	VOLKS GOLF AUTO RPR

10305 Washington Boulevard	FIJI MARKET
10309 Washington Boulevard	LA FONDA RESTAURANT
10315 Washington Boulevard	ANTONINO A&BROS HSE
10315 Washington Boulevard	HOUSE OF CANDLES
10317 Washington Boulevard	LEFTON CONSTR CO
10355 Washington Boulevard	BABYCAKES STORE
10355 Washington Boulevard	JUVENALIA DSGNS&ASC
10375 Washington Boulevard	MILLER M TOYOTA SH
10409 Washington Boulevard	XXXX
10417 Washington Boulevard	FALCON WHEEL ALNMNT
10429 Washington Boulevard	THE WERKSTATT BODY
10429 Washington Boulevard	WERKSTATT BODY SHOP

1986

10201 Washington Boulevard	CULVER COACH
10201 Washington Boulevard	GOLDENCOLOR ENGRG
10202 Washington Boulevard	J C BACKING CORP
10202 Washington Boulevard	NEW REGENCY FILMS
10202 Washington Boulevard	M G M LABORATRY INC
10202 Washington Boulevard	M G M U A ENTERTNMT
10223 Washington Boulevard	ATLANTIC TIRE&AUTO
10223 Washington Boulevard	AUTO&RV SERVICE
10223 Washington Boulevard	FRANCO R AUTO&RV SV
10223 Washington Boulevard	GRAN PRIX AUTO STRO
10223 Washington Boulevard	RUDY FRANKO AUTO&RV
10223 Washington Boulevard	TELOMATIC
10301 Washington Boulevard	RAJIS INDIAN CUISNE
10305 Washington Boulevard	RAJA TRAVELS
10309 Washington Boulevard	LA FONDA RSTRNT
10315 Washington Boulevard	HOUSE OF CANDLES
10315 Washington Boulevard	ANTONIA AJELLO&BROS
10317 Washington Boulevard	ANGELES USED CAR
10317 Washington Boulevard	LEFTON STAN
10401 Washington Boulevard	GHION RESTAURANT
10409 Washington Boulevard	AAMCO ATMTS TRNSMSN
10409 Washington Boulevard	IMPERIAL AUTO BODY
10417 Washington Boulevard	FALCON LOU
10417 Washington Boulevard	FALCON WHEEL ALNMNT
10429 Washington Boulevard	THE WERKSTATT BODY
10429 Washington Boulevard	WERKSTATT BODY SHOP
10457 Washington Boulevard	XXXX

1981

10201 Washington Boulevard	XXXX
10202 Washington Boulevard	M G M
10202 Washington Boulevard	UNITD ARTISTS CORP
10202 Washington Boulevard	TRANSAM CORPORATION
10202 Washington Boulevard	METRO GOLDWYN MAYER
10202 Washington Boulevard	M G M FILM SVS DEPT
10202 Washington Boulevard	LORIMAR PRODUCTIONS

10202 Washington Boulevard	M G M LABORATRY
10223 Washington Boulevard	T BIRD 1955 57 INC
10223 Washington Boulevard	THUNDERBRDS 1955 57
10301 Washington Boulevard	XXXX
10307 Washington Boulevard	GALLEGOS MARIA L
10307 Washington Boulevard	HERNANDEZ ROBERTO
10309 Washington Boulevard	LAFOND MEXICAN FOOD
10315 Washington Boulevard	ANTONIA AJELLO&BROS
10315 Washington Boulevard	HOUSE OF CANDLES
10317 Washington Boulevard	LEFTON STAN
10355 Washington Boulevard	XXXX
10401 Washington Boulevard	TAORIMINA RESTAURNT
10407 Washington Boulevard	XXXX
10409 Washington Boulevard	AAMCO ATMTS TRNSMSN
10409 Washington Boulevard	IMPERIAL AUTO BODY
10417 Washington Boulevard	FALCO LOU
10417 Washington Boulevard	FALCO WHEEL ALNMNT
10429 Washington Boulevard	THE WERKSTATT BODY
10429 Washington Boulevard	WERKSTATT BODY SHOP
10451 Washington Boulevard	ORTEGA ROSARIO
10453 Washington Boulevard	XXXX
10457 Washington Boulevard	XXXX
10459 Washington Boulevard	MONTES SERGIO
10461 Washington Boulevard	XXXX
10463 Washington Boulevard	GALLARZA ARMANDO
10465 Washington Boulevard	XXXX

1976

10202 Washington Boulevard	ARNESS PRODUCTIONS
10202 Washington Boulevard	EMMA ROBERT A CPA
10202 Washington Boulevard	METRO GOLDWYN MAYER
10202 Washington Boulevard	STJOHNS R R&ASSOC
10202 Washington Boulevard	TRANSAMER CORP
10202 Washington Boulevard	UNITD ARTISTS CORP
10223 Washington Boulevard	T BIRD 1955 57 INC
10223 Washington Boulevard	THUNDERBRDS 1955 57
10301 Washington Boulevard	TAI KUNG FU ASSN
10307 Washington Boulevard	HECKER MARGARET
10315 Washington Boulevard	LUBICZ ANDREW
10407 Washington Boulevard	ATLAS PROJECTR CORP
10409 Washington Boulevard	CULVR SURPLUS HRDWR
10417 Washington Boulevard	FALCON LOU
10417 Washington Boulevard	FALCON WHEEL ALNMNT
10429 Washington Boulevard	THE WERKSTATT SHOP
10429 Washington Boulevard	WERKSTATT BODY SHOP
10451 Washington Boulevard	HUXLEY STEVEN
10453 Washington Boulevard	XXXX
10457 Washington Boulevard	HOLDING W STEPHEN
10459 Washington Boulevard	XXXX

10461 Washington Boulevard	CLANCY W M
10463 Washington Boulevard	PLESKO DON
10465 Washington Boulevard	CLEMENT STEVE

1973

10202 Washington Boulevard	METRO GOLDWYN MAYER
10223 Washington Boulevard	ULRICH PONTIAC
10307 Washington Boulevard	HECKER MARGARET
10315 Washington Boulevard	MCCOY MACK L
10315.5 Washington Boulevard	LEWIS L A
10317 Washington Boulevard	XXXX
10355 Washington Boulevard	F&C SALES INC
10369 Washington Boulevard	XXXX
10375 Washington Boulevard	THOMAS AUTO SERVICE
10407 Washington Boulevard	ATLAS PROJECTR CORP
10409 Washington Boulevard	CULVER SRPLS HRDWRE
10417 Washington Boulevard	FALCON WHL ALIGNMNT
10417 Washington Boulevard	FALCON LOU
10429 Washington Boulevard	THE WRKSTATT BDY SH
10451 Washington Boulevard	XXXX
10461 Washington Boulevard	XXXX
10463 Washington Boulevard	XXXX

1967

10201.5 Washington Boulevard	TONYS HAMBURGERS
10202 Washington Boulevard	LOWES INC
10202 Washington Boulevard	M G M
10202 Washington Boulevard	M G M SERVICE
10202 Washington Boulevard	M G M STUDIO
10202 Washington Boulevard	MGM STUDIOS
10202 Washington Boulevard	WOOD-CALLAHAN
10221 Washington Boulevard	MURPHY B BUICK SHOP
10223 Washington Boulevard	ULRICH AUTO LEASING
10301 Washington Boulevard	LOADING ZONE-
10301 Washington Boulevard	OO SEVEN
10307 Washington Boulevard	FORSTER N MRS
10307 Washington Boulevard	HECKER M
10315 Washington Boulevard	LEWIS L A
10317 Washington Boulevard	BAGGETT N J SR-RLTR
10317 Washington Boulevard	BAGGETT N J SR
10355 Washington Boulevard	F-C SALES
10355 Washington Boulevard	F-C SALES CO
10369 Washington Boulevard	BOB JONES IMPORTS
10375 Washington Boulevard	NEWPORT AUTO REBLDRS
10407 Washington Boulevard	COMAMCO INC
10409 Washington Boulevard	CULVER SURPLUS
10415 Washington Boulevard	COAST AUTO TOPS
10417 Washington Boulevard	FALCON WHEEL ALIGNMT
10429 Washington Boulevard	SMITH L
10465 Washington Boulevard	KNAPP OPHELIA K

1962

10202 Washington Boulevard	M G M STUDIO
10202 Washington Boulevard	M G M
10202 Washington Boulevard	M G M SERVICE
10202 Washington Boulevard	LOEWS INC
10202 Washington Boulevard	KALVAR CORP
10223 Washington Boulevard	MURPHY BILL STUDEBKR
10301 Washington Boulevard	STUDIO INN
10307 Washington Boulevard	FORSTER N MRS
10307 Washington Boulevard	WIMMERS FRANK C
10315 Washington Boulevard	LEWIS L A
10317 Washington Boulevard	A X C REALTY CO
10317 Washington Boulevard	MAIER ROY R RLTR
10317.5 Washington Boulevard	WHITE GODFREY A
10355 Washington Boulevard	F-C SALES CO
10355 Washington Boulevard	F-C SALES
10369 Washington Boulevard	CRENSHAW CADILLAC
10371 Washington Boulevard	CADROBBIS WERKSTATT
10371 Washington Boulevard	ERHARDS PORSCHE SERV
10407 Washington Boulevard	COMAMCO INC
10409 Washington Boulevard	CULVER SURPLUS
10415 Washington Boulevard	VELCO-IMPRTRS
10417 Washington Boulevard	FALCON WHEEL ALIGNMT
10429 Washington Boulevard	HAGGART STU CAR SERV
10461 Washington Boulevard	NEIL ELSIE V
10465 Washington Boulevard	KNAPP OPHELIA K

ASTM E-1527- 3 PHASE I ENVIRONMENTAL SITE ASSESSMENT
PRE-SURVEY QUESTIONNAIRE AND DISCLOSURE STATEMENT

Site Contact: Please complete this questionnaire before the Consultant's site visit. For those questions that are not applicable to the subject please respond with an "N/A". This document must be signed by the Owner or his/her representative (Item No. 2). If you have any questions about how to answer any of the questions please call EDI. If additional pages for response are necessary please attach them to this form. Clearly mark all references to the appropriate question number(s). This document and your written response to same will be an exhibit in EDI's report.

1. PROPERTY INFORMATION:

Property Name: Not completed by Owner or Owner's Representative		
Property Address:		
City	State	Zip
Assessor's Parcel Number:		

2. COMPLETED BY

Signature	Date
Printed Name	Title

3. ASTM-REQUIRED INQUIRIES

Property Owner: Name: Phone: Fax:	
Key Site Manager (Site contact): Name: Phone: Fax:	
If not residential Property, please provide list of tenants, including contact names and phone numbers.	
Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law. If so, please documents along with completed questionnaire to EDI	☐ Yes ☐ No
Are you aware of any Activity Use Limitations (AULs) such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? If so, please send documents along with completed questionnaire to EDI	☐ Yes ☐ No
Do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?	☐ Yes ☐ No
Do you have any specialized knowledge that would be material in identifying recognized environmental conditions in connection with the Property?	☐ Yes ☐ No
Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the Property?	☐ Yes ☐ No
Are you aware if commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example: Do you know the past use of the property? Do you know specific chemicals that are present	☐ Yes ☐ No

Please return completed form and any attachments via fax to:
EDI Consultants, Inc., 2 5 . estern e. ite 00, orrance, CA 9050
Telephone: 310-832-2300 Fax: 310-362-8843

or once were present at the property? Do you know of spills or other chemical releases that have taken place at the property? Do you know of any environmental cleanups that have taken place at the property?	
Based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the property?	☐ Yes ☐ No
Please attach explanation of all affirmative answers.	

8) Please state reason for procuring this Phase 1 ESA:

☐ Qualify for Innocent Landowner defense to CERCLA Liability.

☐ Other: (state below)

4. PLEASE PROVIDE A GENERAL SITE DESCRIPTION BY COMPLETING THE FOLLOWING TABLE:

Legal description/ boundary survey/ plat available (please send to EDI if "yes")	☐ Yes ☐ No
Total Property Size	
Total number of buildings	
Total square footage of buildings	
Date of construction	
Dates of significant renovation	
Waste water discharge ☐ Municipal Sanitary Sewer ☐ On-site septic system ☐ Other	
Potable water source ☐ Community Water Supplier ☐ On-site well ☐ Other	
Please describe prior use of property, if known:	

5. PREVIOUS INVESTIGATIONS:

Have any previous environmental investigations been performed at the site? ☐ Yes ☐ No	
INVESTIGATION TYPE **If yes, please describe conclusions, and attach copy of report(s)**	
☐ Phase 1 ESA	
☐ Phase 2 ESA	
☐ Tank Tightness Testing	

Have any previous environmental investigations been performed at the site? ☐ Yes ☐ No	
INVESTIGATION TYPE **If yes, please describe conclusions, and attach copy of report(s)**	
☐ Asbestos Survey/ O&M	
☐ Radon	
☐ Lead-based Paint	
☐ Lead in Water	
☐ Operations & Maintenance Plan(s)	
☐ Other	

6. ON SITE OPERATIONS

Are you aware of any of the following conditions, either past or present, on the site?		
Condition	**Response**	**If yes, please describe**
1. Stored Chemicals	☐ Yes ☐ No	
2. Underground Storage Tanks	☐ Yes ☐ No	
3. Aboveground Storage Tanks	☐ Yes ☐ No	
4. Spills or Releases	☐ Yes ☐ No	
5. Dump Areas/ Landfills	☐ Yes ☐ No	
6. Waste Treatment Systems	☐ Yes ☐ No	
7. Clarifies/ Separators	☐ Yes ☐ No	
8. Air stacks/ Vents/ Odors	☐ Yes ☐ No	
9. Floor Drains/Sumps	☐ Yes ☐ No	
10. Stained Soil/ Impacted Vegetation	☐ Yes ☐ No	
11. On-site OWNED Electrical Transformers	☐ Yes ☐ No	
12. Hydraulic lifts/ Elevators	☐ Yes ☐ No	
13. Dry Cleaning Operations	☐ Yes ☐ No	
14. Wetlands/ Flooding	☐ Yes ☐ No	
15. Oil/ Gas/ Water/ Monitoring Wells	☐ Yes ☐ No	
16. Environmental Cleanups	☐ Yes ☐ No	
17. Environmental Permits	☐ Yes ☐ No	If **yes**, please describe and ATTACH ALL COPIES of permits. Please attach last three waste manifests.
a) Industrial Discharge	☐ Yes ☐ No	
b) POTW (NPDES)	☐ Yes ☐ No	
c) Hazardous Waste Generator	☐ Yes ☐ No	
d) Air Quality	☐ Yes ☐ No	
e) Flammable Materials	☐ Yes ☐ No	
f) AST/UST	☐ Yes ☐ No	

Are you aware of any of the following conditions, either past or present, on the site?		
Condition	**Response**	**If yes, please describe**
g) Waste Manifest(s)	☐ Yes ☐ No	
h) Other	☐ Yes ☐ No	

7. OFF SITE ENVIRONMENTAL CONCERNS

Are you aware of any of the following conditions, either past or present, Adjacent to the site?		
Condition	**Response**	**If yes, please describe**
Gasoline Stations	☐ Yes ☐ No	
Dry Cleaners	☐ Yes ☐ No	
Industrial Uses	☐ Yes ☐ No	
Other	☐ Yes ☐ No	

APPENDIX E – PERSONNEL PROFILE

SUMMARY OF EXPERIENCE

Brian Tang provides aid in a wide variety of environmental assessment services. His responsibilities include assistant management and data management of Phase I and II Environmental Site Assessments for high profile clients throughout the nation.

Mr. Tang's experience includes the assistant management and data management of Phase I and II Environmental Site Assessments. His experience includes database review of Computerized Environmental Reports, conducting site walkthroughs and adjacent area walkthroughs as well as interview personnel for Phase I Environmental Site Assessments. Mr. Tang prepares technical documents for Phase I and II Environmental Site Assessments.

RELEVANT PROJECT EXPERIENCE

- Assistant Manager of Phase I and II Environmental Site Assessments for financial institutions, property developers and real estate management
- Conducting Database Review Reports for commercial, industrial and residential properties.
- Data Manager of 100's of Phase I Environmental Site Assessments and Database Review Reports for high profile clients throughout the nation

EDUCATION

B.S. Environmental Engineering, University of California, Irvine, 2013

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Board for Professional Engineers, Land Surveyors, and Geologist – Certified Engineer-in-Training (EIT)

EDI CONSULTANTS, INC.

Darrin Domingo, MBA, REP, CHMM **Principal**

SUMMARY OF EXPERIENCE

Darrin Domingo is the Principal and founder of EDI Consultants, Inc. (EDI) in Torrance, California. Mr. Domingo has more than 21 years of experience in projects involving due diligence environmental site assessments, property condition assessments, data management and database design, Geographic Information Systems (GIS), cost engineering, subsurface investigations of soil and groundwater contamination, and environmental and geotechnical engineering projects including civil and remediation design.

RELEVANT PROJECT EXPERIENCE

Various Clients, Phase I, Phase II, and Phase III Environmental Site Assessments, Nationwide. Project manager for more than 3,000 Phase I, Phase II and Phase III environmental site assessments for industrial and commercial real estate as well as multifamily dwellings for major U.S. banks and lending institutions throughout the nation. Conducted subsurface investigations of soil and groundwater contamination to assess and determine the need for further investigation and/or remediation as well as underground storage tank removals, cleanup and coordination with local and State governmental agencies for closure of same.

Various Clients, Property Condition Assessments, Nationwide. Project manager for more than 100 property condition assessments (PCAs) for a wide range of clients throughout the western United States. PCAs provide reliable and detailed information on the building's operating systems, overall design and architectural features, and any signs of material physical deterioration or functional obsolescence that could detract from the building's potential to generate income. In addition, he has examined the impact of local zoning regulations, building codes, and any special hazards that may affect the income stability of the property.

SWDiv CLEAN, Environmental Baseline Survey (EBS), El Toro MCAS, California
GIS and database administrator for the Environmental Baseline Survey of over 1000 structures at El Toro MCAS. Prepared comprehensive maps of the MCAS El Toro in a Geographic Information System (GIS), by combining information gathered during the site evaluation with existing and planned information. The GIS was developed in ArcView for GIS analysis and the preparation of maps; and Microsoft Access for the storage and analysis of attribute data. Attribute data was collected in the field via a customized Palm Pilot interface. Responsible for application development of the Palm Pilot EBS Form for data acquisition in the field and seamless downloading of information into the database. Attribute data encompassed site information including pertinent environmental, land use, and watershed data. Also, field sketches and digital photo notes were entered into the Palm Pilot and converted to bitmap images within the database for retrieval of same. Responsible for uploading and management of all data for queries, analyses, and either output for use in the GIS maps; or Report Tables within the EBS.

SWDiv CLEAN, Naval Environmental Data Transfer Standard (NEDTS), El Toro MCAS, California. GIS and database administrator for groundwater, soil and vapor analytical data. Developed the Navy Environmental Data Transfer Standard (NEDTS) database and Data Management Plan (DMP) for the Southwest Division Comprehensive Long-Term Environmental Action Navy, El Toro Marine Corps Air Station. The NEDTS provides an open, platform independent standard that permits the Navy to describe information to be captured and delivered electronically without imposing any hardware or software requirements on the contracting community. This application automates day-to-day activities of integrating electronic data deliverables (EDD) from analytical laboratories and presenting the information in customized forms and reports. The application is developed utilizing MS Access as the data repository. ESRI's ArcView GIS and Autodesk's Volo View technology are integrated with the database to provide dynamic maps of on-site monitoring wells. A customized switchboard interface allows for automated retrieval of as-built drawings, charts, reports, and GIS views.

Lockheed Martin Corporation, Metadata Reference System, Redlands, California. Lead technical and database administrator for the Metadata Reference System for the Redlands site. Developed records management plan for administration of office-wide project data and records management system for efficient gathering, storage, and retrieval of all related electronic and hardcopy data.

SWDiv RAC, Naval Environmental Data Transfer Standard (NEDTS), Yermo and Nebo Marine Corp Logistics Bases, Barstow, California. Database design and management of the Navy's Southwest Division Remedial Action Contract (SWDiv RAC) databases for both Yermo and Nebo MCLBs. Developed and implemented NEDTS in a client/server architecture (Access 2000/SQL Server) for integration of data into ArcView GIS for mapping and spatial analysis of various subsurface contaminants. Used ESRI's Spatial Analyst and ModelBuilder extensions to map and analyze areas of contaminant influence, delineate plume extents, and generate contours.

New Cure, Inc., OII Landfill MIS/GIS System, Monterey Park, California. GIS Analyst and Database Administrator working in a design-build capacity to facilitate implementation of a remedial cap design for an EPA Superfund site. Provided AutoCAD and LDD civil/remediation design, hazardous waste management via programming and development of the management information system (MIS) using MS Access and the GIS for associated landfill hazardous materials and gases integrating ESRI's ArcView. Conducted environmental modeling and statistical and trend analysis of methane migration via ESRI's ArcView Spatial Analyst and 3D Analyst extensions. In coordination with the landfill gas consultant, designed and implemented the Well Adjustment Decision Tree programmed in Access for automated well adjustments in the field. Created automated data transfer procedure from GEM 2000 units into Access for analyzing gas composition and calculating flow. Trained staff technicians on effective use of the MIS/GIS System, Well Adjustment Decision Tree, as well as data collection and importing procedures.

Owner, Kyoto Plaza, Gardena, California. Operated and maintained soil vapor extraction system at Kyoto Plaza. Collected air (vapor) samples and conducted evaluation of vacuum, influent/effluent data. Developed MS Access data repository, which included but were not limited to integration of historical vapor extraction data into a standardized relational database design. Responsible for data management and modeling.

Southern California Gas Company, PAH Removal and Geotechnical Investigation, Hanford, California. Supervised and managed the removal of PAH-impacted soil, including subsurface investigation, sampling, and recompaction of fill soil. Ensured and designed proper grading of site utilizing Autodesk's Survey.

Home Savings of America, UST Removal and Upgrade, Irwindale, California. Supervised the removal and replacement of underground storage tanks, clarifiers, and hydraulic lifts at the corporate headquarters of Home Savings of America in Irwindale, CA. Also, performed subsurface investigation and confirmation sampling to achieve closure within the required Los Angeles County and state regulations.

Metropolitan Transportation Authority, Geotechnical Oversight for Red Line Segment 2 and 3, Los Angeles/Hollywood, California. Geotechnical engineer responsible for subsurface investigation and construction monitoring of geological conditions via geological/geotechnical mapping at the tunnel face. Performed geotechnical engineering analysis of settlement data in cooperation with land survey teams and staff geologists/geotechs at the tunnel face during tunnel excavation along Hollywood and Vermont Boulevards. Performed laboratory testing and interpretation of soils, field observation, fill testing, geotechnical engineering analysis including slope stability analysis, utilization of AutoCAD for grading and drainage plans, hydrologic analysis, and geotechnical report preparation.

California Department of Transportation (Caltrans), Advanced Public Transportation Systems Group, Los Angeles, California. Provided computer mapping and analysis of traffic data via MapInfo GIS. Created maps using MapInfo in support of various transportation tasks and updated traffic data in the APTS data repository built in MS Access. Assisted in the project management of the Smart Traveler Kiosk Project and the I-110 Vanpool Support Program.

EDUCATION

MBA, Business Administration (emphasis in GIS), University of Redlands, California, 2001
BS, Geography - Ecosystems & Environmental Engineering, University of California, Los Angeles, 1993

PROFESSIONAL REGISTRATIONS/MEMBERSHIPS

Certified Hazardous Materials Manager (CHMM), Master Level, National, No. 11546
Registered Environmental Professional, No. 280438
Registered Environmental Property Assessor, No. 642775
Asbestos Inspector, California, IBFA-370-98
Alliance of Hazardous Materials Professionals (AHMP)

SPECIAL TRAINING

OSHA 40-hour Hazardous Waste Operations Training
OSHA 8-hour Hazardous Waste Operations Annual Refresher Training
OSHA 8-hour Hazardous Waste Operations Site Supervisor Training
GIS Management Certificate of Completion, ESRI International User Conference
Environmental Modeling Using Spatial Analyst, Certificate of Completion, ESRI International User Conference
Advanced ArcView Certificate of Completion, ESRI
Database Development and Conversion, URISA Annual Conference and Exposition
RACER (Remedial Action Cost Engineering & Requirements System)

REFERENCES

Reports, Plans, and Other Documents Reviewed:

Soil Survey of Los Angeles County, California, dated December 1973, issued by the United States Department of Agriculture, Soil Conservation Service

Radius database report Ecolog Environmental Risk Information Service, Ltd. (Ecolog ERIS, Ltd.), September 24, 2015

USGS - 7.5 Minute Topographic Quadrangle of *Beverly Hills, California, 1966, Photorevised 1968*

California Department of Conservation Division of Oil & Gas; Oil, Gas & Geothermal Fields in California Map

Aerial photographs reviewed, Historicaerials.com: 1948, 1953, 1964, 1972, 1980, 1989, 1994, and 2005; Terraserver.com: 2010 and 2015

USEPA Radon Map for California, 1994.

California Geologic Survey Geologic Map of California, 1968.

Water Resources Data Report for California, published by the US Geological Survey, 1994

Historical city directories were obtained from Historical Information Gatherers, Inc. (HIG)

Los Angeles County Assessor's Office website; Property owner information, site acreage, building square footage, parcel number, legal description and building age.

California Environmental (CE), Clo*sure Report and Site Assessment Workplan Removal of Two Underground Storage Tanks*, 3850 Motor Avenue, Los Angeles, California, July 28, 1994

California Environmental (CE), *Closure Report Removal of Waste Oil Impacted Soil*, 3850 Motor Avenue, Los Angeles, California, January 27, 1995

California Environmental (CE), *Report of Chemical Laboratory Testing During Removal of Hydraulic Lifts*, 3850 Motor Avenue, Los Angeles, California, May 30, 1995

Los Angeles Fire Department (LAFD), *No Further Action Letter*, Auto Body Masters Incorporated, 3850 Motor Avenue, Los Angeles, California, September 5, 1995

A.G.I. Geotechnical, Inc., *Phase I Environmental Site Assessment, Auto Body Masters*, 10375 Washington Blvd. (AKA 3850 Motor Ave.) Fellows Tract, Lots 11, 12, 13, 14 and Lot 15, Los Angeles, California 90232, December 17, 1996

Property ID Corporation (Property ID), *Mandatory Residential Disclosure Report*, 10375 West Washington Boulevard, Los Angeles, CA 90232, APN 4208-006-026 Los Angeles County, September 17, 2015

Agencies Contacted:

City of Culver City

Building and Safety Planning Department

Fire Department

County of Los Angeles

Assessor

State of California

California Environmental Protection Agency (Cal/EPA)

California Department of Toxic Substances Control (DTSC)

California Regional Water Quality Control Board (RWQCB)

Persons interviewed:

A number of sources were contacted during the preparation of this *Report*. The following individuals were interviewed, and state, county or local municipal departments consulted. Documentation applicable to the Subject Property in those departments was requested and reviewed when and where reasonably ascertainable, as detailed in ASTM E-1527-13. Individuals listed without phone numbers were contacted in person or by e-mail.

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT REFERENCES					
RESOURCE	**ADDRESS**	**CONTACT**	**INFORMATION PROVIDED**	**PHONE OR WEB**	**DATE**
Los Angeles County Assessor	500 West Temple Street, Los Angeles, California 90012	N/A	Subject Property ownership & size information	http://maps.assessor.lacounty.gov/mapping/viewer.asp	09/25/15
Culver City Building Safety Department	9770 Culver Blvd. Culver City, CA. 90232	N/A	Code compliance & violations, Certificates of Occupancy	310-253-5800	09/25/15
Culver City Planning Department	9770 Culver Blvd. Culver City, CA. 90232	N/A	Zoning information	310-253-5710	09/25/15
Culver City Fire Department	9770 Culver Blvd. Culver City, CA. 90232	Mr. David White	Fire history & code violations	310-253-5925	09/25/15
Subject Property Manager	10375 Washington Boulevard, Culver, California 90232	Kevin Read	Subject Property information	310-701-0282	09/25/15