DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: **October 12, 2023**
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
200 N. Spring Street, Room 340
Los Angeles, CA 90012

And via Teleconference. Information will be provided not later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and or by contacted cpc@lacity.org

Public Hearing: August 8, 2023
Appeal Status: Waiver or Modification of Development Standards are appealable by the applicant. The Density Bonus off-menu waivers are not appealable.
Expiration Date: October 30, 2023
Multiple Approval: Yes
PROJECT LOCATION: 951-965 North La Cienega Boulevard

Case No.:	CPC-2023-2664-DB-WDI-VHCA
CEQA No.:	ENV-2023-2665-CE
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	5 – Yaroslavsky
Plan Area:	Hollywood
Specific Plan:	N/A
Certified NC:	Mid-City West
GPLU:	Neighborhood Office Commercial
Zone:	C4-1VL
Applicant:	Eric Fishburn, 961 La Cienega LLC
Representative:	Josh Guyer, Burns & Bouchard, Inc.

PROPOSED PROJECT: The project involves the demolition of two existing commercial buildings and an off-site billboard and the construction, use, and maintenance of a new seven-story, 59-unit mixed use development with seven (7) dwelling units reserved for Very Low Income Households. The project will encompass a total floor area of 69,838 square feet (61,043 square feet for residential uses and 8,795 square feet for commercial uses) and will have a Floor Area Ratio (FAR) of 3.71:1. The project will front North La Cienega Boulevard and will provide a 15-foot sidewalk easement in lieu of a 15-foot dedication, and will have a maximum building height of 78 feet and 9 inches. The project will provide a total of 96 non-required parking spaces located within three subterranean levels. The project will provide 52 long-term bicycle spaces within enclosed storage rooms on the "P1" parking level and ground floor level, and nine (9) short-term parking spaces within the enclosed storage room on the ground-floor level and the sidewalk along North La Cienega Boulevard.

REQUESTED ACTIONS:

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

2. Pursuant to LAMC Section 12.22 A.25, a Density Bonus for a Housing Development with a total of 59 units, of which seven (7) units will be set aside for Very Low Income Households, and the following two (2) Off-Menu Incentives and one (1) Waiver of Modification of Development Standards as follows:

a. An Off-Menu Incentive to increase the maximum Floor Area Ratio (FAR) from 1.5:1 to 3.75:1;

b. An Off-Menu Incentive to increase the maximum building height from 45 feet/three-stories to 78 feet and 9 inches/seven-stories; and

c. A Waiver or Modification of a Development Standard to reduce the rear yard setback from 19 feet to 5 feet.

3. Pursuant to LAMC Section 12.37 I.3, a Waiver of Dedication and/or Improvement to permit a 15-foot sidewalk easement in lieu of a 15-foot dedication along North La Cienega Boulevard.

RECOMMENDED ACTIONS:

1. Determine that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to 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;

2. **Approve** a **Density Bonus** for a housing development consisting of a total of 59 dwelling units, of which seven (7) units will be set aside for Very Low Income Households, and requesting the following incentives and waiver or modification of development standards:

    a. An Off-Menu incentive to increase the maximum Floor Area Ratio (FAR) from 1.5:1 to 3.75:1;

    b. An Off-Menu incentive to increase the maximum building height from 45 feet/three-stories to 78 feet and 9 inches/seven-stories; and

    c. A Waiver or Modification of a Development Standard to reduce the rear yard setback from 19 feet to 5 feet.

3. **Approve** a **Waiver of Dedication and /or Improvement** to permit a 15-foot sidewalk easement in lieu of a 15-foot dedication along North La Cienega Boulevard; and

4. **Adopt** the attached Conditions of Approval and Findings;

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

Sophia Kim
City Planner

David Woon
Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in

court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of two existing commercial buildings and the construction, use, and maintenance of a new seven-story, mixed-use development consisting of 59 dwelling units and 8,795 square feet of commercial space in the Hollywood Community Plan area. Of the 59 dwelling units proposed, seven (7) units will be dedicated for Very Low Income households. In exchange for reserving a portion of the proposed dwelling units for affordable housing, pursuant to the City's Density Bonus Program, the applicant requests two (2) Off-Menu Incentives for an increase in Floor Area Ratio (FAR) and maximum building height, and one (1) Waiver or Modification of Development Standards regarding a request to reduce the minimum rear yard setback. The applicant also seeks a Waiver of Dedication and/or Improvement to permit a 15-foot sidewalk easement in lieu of a 15-foot dedication.

The project will encompass a total floor area of 69,838 square feet, equating to a FAR of 3.71:1. The residential portion of the project will encompass 61,043 square feet and the commercial portion of the project will encompass 8,795 square feet. The new mixed-use development will front North La Cienega Boulevard with commercial tenants fronting the corridor on the ground level and residential dwelling units located between the second through seventh floor levels. The project will be seven-stories in height with a maximum building height 78 feet and 9 inches, as shown in *Figure 1*. The project will also be built over three subterranean levels of vehicular parking. The project will provide the following unit mix: 42 one-bedroom units and 17 two-bedroom units. The project will observe a zero-foot front yard setback and 10-feet side yard setbacks consistent with the yard requirements for mixed-use projects in the C4 Zone pursuant to LAMC Section 12.16 C. The project requests an Off-Menu Density Bonus Incentive to provide a rear yard setback of 5 feet in lieu of 19 feet. The five-foot rear yard setback will also serve as a utility easement. A total of 6,465 square feet of open space will be provided including private balconies and a roof deck.

Figure 1. Proposed Seven-Story Mixed-Use Development fronting North La Cienega Blvd.

The project will provide a total of 96 vehicular automobile parking spaces located within three subterranean levels. A total of 60 parking spaces will be provided for residents and 36 parking spaces will be provide for commercial uses. Vehicular access to the subterranean parking garage will be achieved through a two-way driveway located at the southeast corner of the project site (The existing driveway curb cut will be removed). The project is subject to AB 2097 which prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop. The project site is located approximately 150 feet from the intersection of West Santa Monica Boulevard and North La Cienega Boulevard which operates as a Major Transit Stop for Metro Local Lines 4 and 105. Therefore, while the project is not required to provide any parking spaces, 96 parking spaces will be provided for the project's residents and commercial businesses.

In compliance with LAMC Section 99.04.106, the project shall provide the required number of electric vehicle (EV) capable spaces. Of the 96 parking spaces provided, 29 spaces will be designated for EV capable spaces.

The project will also provide a total of 61 bicycle parking spaces for residential and commercial use; 52 long-term spaces will be located in enclosed rooms in the first subterranean floor level and ground floor level and nine (9) short-term spaces will be located adjacent to the building frontage along North La Cienega Boulevard. Each of the bike storage rooms will include an approximately 100 square-foot work space for bike repairs and maintenance.

In lieu of the 15-foot dedication required by the Bureau of Engineering, the project proposes a 15-foot sidewalk easement through a Waiver of Dedication and/or Improvement entitlement request. The 15-foot easement along with the existing 5-foot sidewalk will include pedestrian amenities including planters, trees, bike racks, and short staircases for pedestrians to walk up to the project's main building entrance and commercial tenant spaces. The inclusion of landscaping and trees along the building frontage will provide project users and pedestrians some relief from the sun on warmer temperature days. The installation of bike racks will support diverse modes of transit and reduce individual dependency on automobile usage.

The project will provide 6,465 square feet of open space through private balconies (2,220 square feet) and 4,265 square feet of roof deck area. The project will also provide a total of 22 on- and off-site trees. The roof deck and easement areas will provide 16 trees and six trees will be installed on the sidewalk. The roof level will feature multiple roof deck areas along the perimeter and will include amenities such as landscaping, trees, outdoor furniture, and barbeque grills. The roof deck areas will function as a space for relaxation and socialization for project users. A portion of the roof deck will also feature a trellis with solar panels installed above.

PROJECT BACKGROUND

Project Site

The subject property is an irregular-shaped site comprised of four lots with a total lot area of 18,805 square feet (0.43 acres) in the Hollywood Community Plan area. The property has a frontage of approximately 192 feet along North La Cienega Boulevard and a varying depth between 125-150 feet. Currently, the site is developed with two (2) low-rise commercial buildings fronting North La Cienega Boulevard, an off-site billboard with billboards facing north and south, and a surface parking lot which extends to the western rear of the project site. The project will demolish the existing improvements for the construction of a new seven-story, 59-unit mixed-use development as shown in *Figure 2*.

Figure 2. Existing Site Conditions (shaded). The project will replace the existing commercial buildings, off-site billboard, and surface parking lot.

General Plan Land Use Designation and Zoning

The project site is located within the Hollywood Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Neighborhood Office Commercial land uses with the corresponding zone of C4. The project site is zoned C4-1VL and is thus consistent with the existing land use designation. The site is also located within a Transit Priority Area, State Enterprise Zone, Urban Agriculture Incentive Zone, Methane Buffer Zone, Liquefaction Zone, and located 0.80 kilometers from the Hollywood Fault.

Surrounding Properties

The project site is located in an urbanized area surrounded primarily by commercial and multi-family uses. The project site is located at the edge of the City of Los Angeles boundary with properties north, northwest, and west located in the City of West Hollywood. As shown in *Figure 3* below, the abutting properties to the south and east

(across North La Cienega Boulevard) are developed with one- and two-story commercial/office buildings occupied by restaurants, retail stores, art galleries, and an entertainment studio zoned C2-1 and C4-1VL. Further east are multi-family residential buildings. Properties abutting the project site to the north and along West Santa Monica Boulevard are located in the City of West Hollywood and are developed with one-story retail stores and restaurants with a zoning designation CC1 (Commercial, Community 1). Properties further north, across West Santa Monica Boulevard, are developed with low-rise commercial and multi-family buildings. Properties abutting the project site to the west are located in the City of West Hollywood and are developed with low-rise, multi-family buildings with a zoning designation R2 (Residential, Low Density) and R3A and R3C (Residential, Multi-Family, Medium Density).

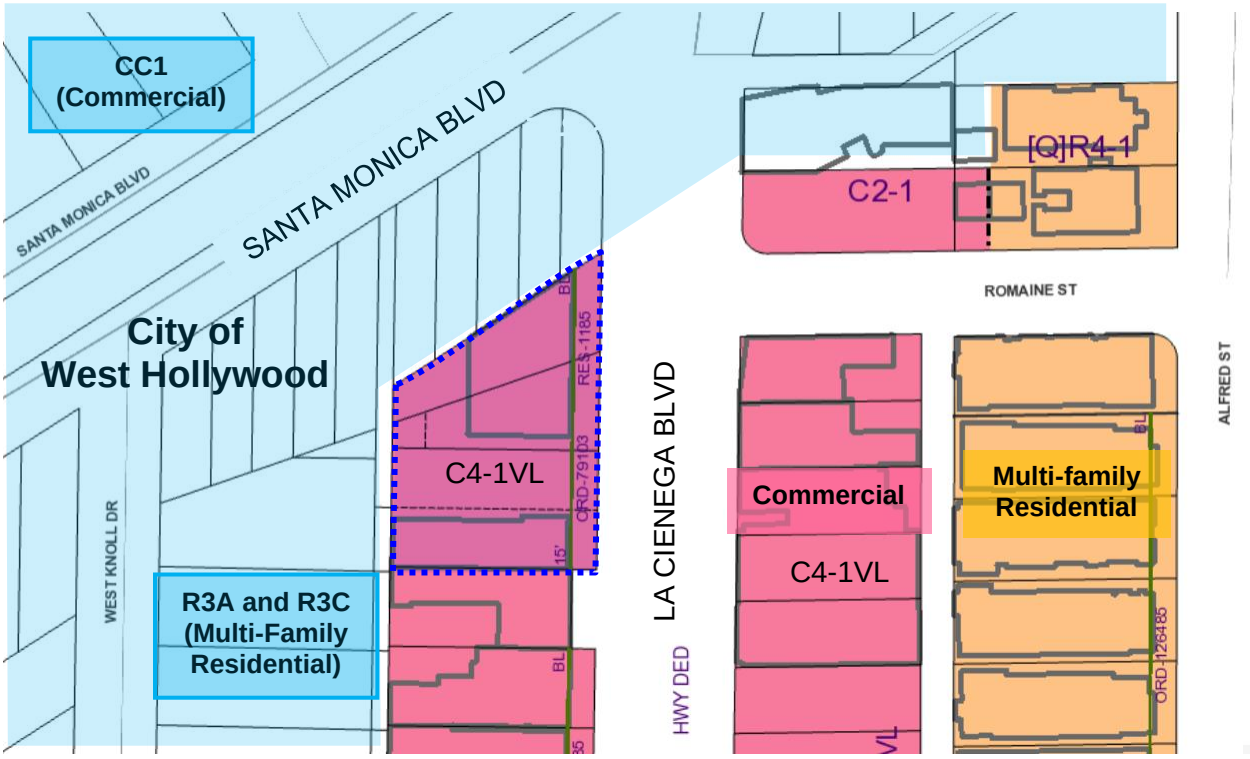


Figure 3. Project Site and Surrounding Properties, Zoning Map

Streets, Circulation, and Transit

North La Cienega Boulevard, adjoining the subject property to the east is Avenue I, dedicated to a right-of-way width of 100 feet and a roadway width of 70 feet, and is improved with an asphalt roadway, concrete curb, gutter, and sidewalk.

Approximately 150 feet north of the project site is the intersection of West Santa Monica Boulevard and North La Cienega Boulevard which operates as a Major Transit Stop for Metro Local Lines 4 and 105. Metro Local Line 4 connects public transit riders to job centers, housing, and essential services between the City of Santa Monica and Downtown Los Angeles. Metro Local Line 105 connects public transit riders to communities between the City of West Hollywood and the City of Vernon.

Relevant Cases

There are no relevant cases within 1,500 feet of the project site.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject property is zoned C4-1VL, which limits density to one dwelling unit per 400 square feet of lot area. The calculation for minimum area per dwelling unit is the same as R4 Zone for residential uses. The subject property has a gross lot area of 18,805 square feet and, as such, the by-right base density on the subject property is 48 units.[1]

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. The project proposes a total of 59 dwelling units, equivalent to a density bonus of 22.5 percent over the base density of 48 units. The project will provide a minimum of seven (7) units, equal to 14 percent of the base density, for Very Low Income households, it meets the affordability requirement for being granted a density bonus of up to 22.5 percent.

Automobile Parking

LAMC Section 12.22 A.25(d) and California Code Section 65915(p) allows for the reduction of required residential parking for a project providing affordable units. Additionally, Assembly Bill (AB) 2097, which added Government Section 65863.2, prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development that is one-half mile of a Major Transit Stop[2]. The project has opted to utilize AB 2097 parking reductions to allow for a total of 96 parking spaces to be provided for the proposed development; 60 parking spaces designated for residential uses and 36 parking spaces designated for commercial uses.

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

[2] "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within one-half mile of the intersection of West Roscoe Boulevard and North Sepulveda Boulevard which functions as a bus stop for Metro Local Lines 152 and 234, classified as a "Major Transportation Stop or Intersection" pursuant to the Affordable Housing Referral Form signed and dated by Department of City Planning staff on January 31, 2023 and attached to the subject case file.

Incentives

Pursuant to the LAMC Section 12.22 A.25 and California Government Code Section 65915, a project which reserves between 10-15 percent of the base density for Very Low Income households is entitled to two (2) Incentives. The proposed project will set aside 14 percent of the base density number of units (48 units) for Very Low Income households which results in seven (7) units to be designated as restricted affordable units. Accordingly, the applicant has requested the following two (2) Off-Menu Incentives and one (1) Waivers or Modifications of Development Standards as follows:

Off-Menu

a. **Floor Area Ratio (FAR).** The subject property is zoned C4-1VL. The C4 Zone requires a minimum FAR of 1.5:1. The applicant requests an Off-Menu Density Bonus Incentive to increase the maximum FAR to 3.75:1. Approval of the incentive would permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

b. **Height.** The subject property is zoned C4-1VL. The "1VL" height district of the property restricts height to 45 feet/three-stories. The applicant requests Waiver or Modification of Development Standard to increase the maximum building height to 78 feet and 9 inches/ seven-stories. Relief from the height requirement would facilitate the development of the project with additional buildable floor area utilized for the creation of more affordable units.

Waivers or Modifications of Development Standards

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

a. **Rear Yard Setback.** The subject property is zoned C4-1VL. The C4 Zone does not require any rear yard setback for commercial uses, however for residential uses the project would be required to provide a 19-foot rear yard setback (For rear yard setbacks involving residential uses, the C4 Zone defers to the yard requirements of the R4 Zone. Therefore, the rear yard setback for residential uses shall be 15 feet, plus 1-foot for every story above the 3rd story). The applicant requests an Off-Menu Density Bonus Incentive to reduce the rear yard setback from 19 feet to 5 feet. Approval of the incentive would permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Housing Replacement

Pursuant to Government Code Section 65915(c)(3) and State Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application for 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 or rent or price control; or occupied by Low or Very Low Income households. Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) March 17, 2022, these requirements do not apply to the subject property as the property has been used for commercial purposes since at least February 2017. The proposed housing development does not require the demolition of any prohibited types of housing, therefore no SB 8 replacement affordable units are required. The project will comply with all other applicable requirements to the satisfaction of LAHD.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer virtually on August 8, 2023 (see Public Hearing and Communications, Page P-1). The hearing was attended by the applicant's representative and land use attorney. Nine members of the public attended the hearing.

ISSUES AND CONSIDERATIONS

Public Comment

One (1) written comment was provided by a community member expressing opposition to the proposed project stating that the project would contribute to the loss of the neighborhood's suburban charm in conjunction with four (4) on-going projects that have brought too much construction and noise in the area. The community member also states that there are too many cannabis stores and problems with homelessness.

A letter was provided by the Mid City West Neighborhood Council in support of the project contingent on offering introductory TAP cards for 10 trips or 1 month to new residents and funding a new bus shelter for the bus stop.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on July 11, 2023. The resulting comments and suggestions are summarized below and detailed in the section, Issues and Considerations. The comments are organized around three design approaches (Pedestrian First, 360 Degree Design, Climate-Adapted Design) based on the Citywide Design Guidelines.

Pedestrian-First Design

After reviewing the project's initial project plans, the PVP recommends that the applicant enhance the project's main pedestrian entrance and lobby area as both components lack good presence and recognition from the street. The applicant may want to consider better coordination between the project's seven floor levels in the floor plans, elevations, and landscape plans to optimize user experience.

In response to PVP's comments regarding the main pedestrian entrance, the lobby area, and their coordination with the upper floor levels, the Applicant stated that the project is designed to maximize active uses along the building frontage and enhance the public realm with the proposed commercial tenant spaces. The Applicant believes that the enhancement of the commercial frontages and pedestrian realm area are a priority over devoting frontage to additional residential lobby space or hallway access.

360 Degree Design

The PVP recommended that the Applicant redesign the retail spaces fronting North La Cienega Boulevard to provide improved emphasis and recognition of the pedestrian lobby entrance. In addition, the PVP suggested that the Applicant address the accessibility of trash and recyclable materials for trash pick-up, the project's interior circulation as it relates to the proposed stair head heights and accessibility, and to verify if there are adequate setbacks between the overhead utility lines and the project's habitable spaces.

The Applicant responded to the PVP's feedback stating that the proposed layout and configuration of the commercial tenant spaces and the pedestrian lobby entrance is to maximize the active uses along the North La Cienega Boulevard frontage. The Applicant believes that the enhancement of the commercial frontages and pedestrian realm area priority over devoting frontage to additional residential lobby space or hallway access. With regard to the collection of trash and recyclable materials, the containers will be brought up through the driveway to the street level from the P1 Floor level. The Applicant is aware that the proposed ceiling height at the residential lobby area in conjunction with the topography of the site and the staggering of commercial tenant spaces creates challenges to the project's interior circulation. The Applicant will explore the feasibility of raising the ceiling height to enhance user experience. Regarding the setback between overhead utility lines and the project's proposed habitable spaces, the Applicant retained a dried utilizes consultant who coordinated with their design team to confirm that there is adequate distance from overhead utility lines.

Climate-Adapted Design:

The PVP suggested that the Applicant provide windows to the stairwell adjacent to the central open space area to make it a more attractive alternative to using the elevator. Additionally, the PVP recommended the use of landscaping and sound barriers to protect nearby residential uses from noise generated from the roof deck.

In response to the PVP's comments, the Applicant will consider adding windows to the stairwell during preparation of full construction documents for submittal to Los Angeles Building and Safety plan check. The Applicant also stated that they will ensure that the

project is compliant with the City's noise regulations to prevent noise impacts on adjacent residential uses to the west of the project site.

CONCLUSION

The project implements the goals and policies of the Hollywood Community Plan by providing additional housing, including affordable housing, to the neighborhood and maintaining commercial uses on-site.

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission determine, based on its independent judgment, after consideration of the administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus for a seven-story, mixed-use development with 59 units, reserving seven (7) units for Very Low Income households, and the Waiver of Dedication and/or Improvement to permit a 15-foot sidewalk easement in lieu of a 15-foot dedication.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 12.37 I of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans dated September 12, 2023, submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density.** The project shall be limited to a maximum density of 59 dwelling units including Density Bonus Units.

3. **On-site Restricted Affordable Units.** A minimum of 14 percent of the base density, or seven (7) units, shall be reserved for Very Low Income Household, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

4. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated March 17, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

5. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make seven (7) units available to Very Low Income households or equal to 14 percent of the project's base density, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. (In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination.

6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO Units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided to City Planning for inclusion in the case file.

7. **Incentives**

a. Floor Area Ratio (FAR). A maximum Floor Area Ratio (FAR) of 3.75:1 shall be permitted in lieu of 1.5:1.

b. Height. The project shall be permitted maximum heigh of 78 feet and 9 inches/seven- stories in lieu of the otherwise permitted 45 feet/three-stories.

8. **Waivers of Development Standards.**

a. **Rear Yard Setback.** A minimum rear yard setback of 5 feet in lieu of 19 feet.

9. **Parking**.

a. **Residential and Commercial Parking**. Automobile parking shall be provided consistent with the LAMC and/or Assembly Bill (AB) 2097. A greater number than the minimum required may be provided at the applicant's discretion. 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 vehicle parking spaces shall be re-calculated consistent with LAMC Section 12.22 A.31.

b. **Unbundled Parking.** 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 LAHD.

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

d. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Los Angeles Municipal Code, Section 12.21 A.16 and to the satisfaction of the Department of Building and Safety.

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

10. **Landscaping.**

a. 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.

b. **Tree Wells and other Planters.**

i. The minimum depth of tree wells on the rooftop or any other location where planters are used shall be as follows:

(1) Minimum depth for trees shall be 42 inches.

(2) Minimum depth for shrubs shall be 30 inches.

(3) Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

(4) Minimum depth for an extensive green roof shall be 3 inches.

ii. The minimum amount of soil volume for tree wells on the rooftop or any other location where planters are used shall be based on the size of the tree at maturity:

(5) 600 cubic feet for a small tree (less than 25 feet tall at maturity).

(6) 900 cubic feet for a medium tree (25-40 feet tall at maturity).

(7) 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

11. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).

12. **Solar.** The project shall comply with the Los Angeles Municipal Green Building Code, Sections 99.04.211 and 99.05.211, to the satisfaction of the Department of Building and Safety.

13. **Materials**. A variety of high-quality exterior building materials, consistent with Exhibit A, shall be used. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.

14. **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.

15. **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 and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

16. **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.

17. **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.

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

Waiver of Dedication and/or Improvement Conditions

19. **Waiver of Dedication.** In lieu of a 15-foot dedication along North La Cienega Boulevard improved with concrete sidewalk to complete the 50-foot wide half right-of-way, a 15-foot sidewalk easement shall be permitted along North La Cienega Boulevard.

Administrative Conditions

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

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

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

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

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

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

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

27. **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.

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

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

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

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

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

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives/Waivers Compliance Findings

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

   a. **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

   The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions 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.

   In exchange for reserving between 10-15 percent of the base density for Very Low Income households, the applicant is entitled to two (2) Off-Menu Incentives under both Government Code Section 65915 and the LAMC. The project proposes to reserve 14 percent of the base density of 48 units for Very Low Income households. These requested Incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units. The request for an increase in floor area ratio and building height are Off-Menu Incentives.

   Floor Area Ratio. The subject property is zoned C4-1VL which allows for a maximum FAR of 1.5 to 1, or 28,208 square feet. The applicant requests a maximum FAR of 3.75:1 through an Off-Menu Incentive to allow a maximum floor area of 70,519 square feet. The applicant proposes seven-story, mixed-use development that will encompass 69,838 square feet with a FAR of 3.71:1. The residential portion of the project will encompass 61,043 square feet and the commercial portion of the project will encompass 8,795 square feet. The increase in floor area will allow for the development of more residential units. Of the 59 units proposed, seven (7) units will be set aside for Very Low Income households.

   As proposed, the FAR increase would allow for additional floor area to accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units

can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income households for 55 years.

Height. The project site is located in the C4-1VL Zone and the "1VL" Height District permits a maximum height of 45 feet/three-stories. The applicant requests an incentive to allow a maximum building height of 78 feet and 9 inches/seven-stories in lieu of 45 feet/three-stories.

As proposed, the height increase will allow an increase of 33 feet and 9 inches in building height and will accommodate the construction of additional floor levels for market rate and affordable units. Expanding the height of the project allows for design efficiencies and greater market rate floor area that reduces the cost of constructing the affordable units and subsidizes the operational cost of the affordable units. The increased building envelope also ensures that all dwelling units are of a habitable size, and competitive with the rental market, while providing a variety of unit types that will serve different types of households. Granting the Incentive supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income households.

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

Per California Government Code Section 65915(e)(1) and Section 12.25 A.25(g) of the LAMC, a Housing Development Project may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". The project will provide at least 14 percent of its base density for Very Low Income Households for a 22.5 percent density bonus. In addition to the requested Off-Menu Incentives, the project has requested one (1) Waiver of Development Standards, as follows:

Rear Yard Setback. Pursuant to LAMC Section 12.16 (C4 - Commercial Zone), the project would be required to provide a zero-foot setback for the proposed commercial uses of the project and a 19-foot rear yard setback for the proposed residential uses. For all portions of buildings erected and used for residential purposes, rear yard setbacks shall conform with the requirements of the R4 Zone in which the setback is calculated as 15 feet plus 1-foot for every story above the 3rd story. Since the proposed project will be seven stories in height, the required rear yard setback is 19 feet. The applicant requests a Waiver to allow a minimum rear yard setback of 5 feet in lieu of 19 feet. The imposition of the required 19-foot rear yard setback would physically preclude the development of the project areas that encroach into the setback, the requested density of 59 dwelling units, and the

requested floor area. The Waiver further supports the applicant's decision to reserve seven (7) units for Very Low Income households and facilitates the creation of affordable housing units.

c. The incentives or waivers will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

There is no substantial evidence in the record that any of the two 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. The property is also not located on a substandard street in a Hillside area. Although the project site is located within a Methane Buffer Zone, the project will be required to comply with all applicable regulations for development, and thus will not present any specific adverse impacts upon public health or safety. The project site is not located in a Liquefaction Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested Incentives.

d. The incentives/waivers are contrary to state or federal law.

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any state or federal laws.

Waiver of Dedication and/or Improvement Findings

Pursuant to LAMC Section 12.37 I, the Director may waive, reduce, or modify the required dedication or improvement as appropriate after making any of the following findings, in writing, based on substantial evidence in the record.

a. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

b. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

c. The dedication or improvement requirement is physically impractical.

2. The dedication or improvement requirement is physically impractical.

The dedication or improvement requirement is physically impractical given the physical improvements of the site and surrounding area. The project site is located on the west side of North La Cienega Boulevard, approximately 150 feet from the intersection of West Santa Monica Boulevard and North La Cienega Boulevard. Abutting properties to the north and west are located within the City of West Hollywood and the properties abutting the project site to the south and across North La Cienega Boulevard to the east are located within the City of Los Angeles.

North La Cienega Boulevard, between West Romaine Street and West Willoughby Avenue, is a designated Avenue I, which requires a 100-foot right-of-way with a 70-foot roadway width. Based on the Los Angeles Bureau of Engineering's Planning Case Referral Form (PCRF), North La Cienega Boulevard contains a 35-foot half-width public right-of-way comprised of a 30-foot half-width roadway and 5-foot sidewalk. In a letter dated September 23, 2022, Bureau of Engineering (BOE) provided a list of public improvements and a dedication that shall be fulfilled with the proposed project. The BOE requires that a 15-foot dedication be provided along North La Cienega Boulevard in which the newly dedicated area be filled with concrete sidewalk. Along with the dedication, it requires the following improvements be completed in the public right-of-way fronting the project site: (1) Obtain an A-permit to complete the improvements. (2) Remove and replace non-ADA compliant sidewalk along La Cienega Blvd with new sidewalk to achieve ADA compliance. (3) Replace entire curb along La Cienega Blvd. (4) Remove existing non-standard driveway approach and replace with a new city standard driveway approach per Standard Plan S-440-4. LADOT approval is required if driveway approaches will be built along La Cienega Blvd. (5) All non-standard items such as planters, drains, stairs, FDC, downspouts, etc. need to be located outside of the dedicated area OR apply Revocable Permit. (6) The sidewalk in the dedicated area shall have a positive slope towards the street. Reverse slope towards the property line is not allowed.

The project proposes a Waiver of Dedication to provide a 15-foot sidewalk easement in lieu of the 15-foot dedication along North La Cienega Boulevard to comply with sidewalk requirements for an Avenue I. As such, the list of six (6) improvements mentioned above would not apply and the applicant shall coordinate with BOE with any improvements otherwise requested by the BOE or other agencies.

The request to provide an easement in lieu of a dedication will function the same purpose of widening the sidewalk as dictated by the City's street standards. With the existing 5-foot sidewalk, the proposed 15-foot sidewalk easement will create a 20-foot

publicly accessible sidewalk and will comply with the required standard established by the Mobility Element of the General Plan. The project will improve the sidewalk with planters, trees, bike racks, and short staircases for pedestrians to walk up to the project's main building entrance and commercial tenant spaces. The incorporation of planters and trees will enhance the aesthetics along the building frontage and provide project users and pedestrians relief from the sun on warm temperature days. The installation of bike racks will support diverse modes of transit and reduce individual dependency on automobile usage. Restaurant tenants will also feature outdoor seating for diners to utilize and enjoy. These sidewalk improvements will follow the gradual topographical north-south slope of the project site and vicinity, and will contribute to the overall design of the project.

Multiple properties located south of the project site along North La Cienega Boulevard provide a 15-foot dedication however they are currently improved as extensions of existing commercial buildings, utilized as outdoor patio spaces, contain pole signs advertising the name and address of an existing commercial business, and/or kept clear as walkway or parkway space. While the required improvements requested by BOE would increase the width of the sidewalk from 5 feet to 20 feet, the proposed 15-foot easement in lieu of the 15-foot dedication would function the same purpose and will include pedestrian-friendly amenities.

After reviewing the Applicant's request with consideration of the goals and standards set forth by the Mobility Plan 2035, Planning recommends approval of the Waiver of Dedication and/or Improvement request to permit a 15-foot sidewalk easement in lieu of a 15-foot dedication along North La Cienega Boulevard.

Based on LADOT's review of the submitted Transportation Assessment conducted by Raju Associates, Ince, the proposed project would not have a significant transportation impact. Therefore, a waiver of the required dedication and improvement would not negatively impact traffic along North La Cienega Boulevard.

CEQA Findings

3. 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 August 7, 2023, 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.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

Summary

A public hearing for Case No. CPC-2023-2664-DB-WDI-HCA was held virtually by the Hearing Officer on Tuesday, August 8, 2023. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decision maker on the case.

The public hearing was attended by the applicant's representative, Josh Guyer, the applicant's land use attorney, and nine (9) members of the public.

Following the Public Testimony component of the hearing, the Hearing Officer asked the applicant's representative if he could provide additional information regarding community outreach efforts and the use of the commercial tenant spaces proposed on the ground level of the project fronting North La Cienega Boulevard. Mr. Guyer informed the Hearing Officer that the project had been presented to the Council Office of Council District 5 and the local Business Improvement District. The applicant's team would be presenting the project to the Mid City West Neighborhood Council in August-September. Mr. Guyer also informed the Hearing Officer that only one of the four commercial tenant spaces indicated in the draft plan set has been contemplated as a restaurant space with outdoor seating, however this may change after the completion of the project and on-going operation.

Public Testimony

Following Mr. Guyer's presentation of the proposed project, public testimony was open to the members of the public. One (1) member of the public provide comment. Their comments are summarized below:

1. Will Massie: The Speaker had two questions regarding the proposed project: 1) What architectural materials will be used for the project? 2) Can you provide more information on the rents for the affordable and market-rate housing units?

Applicant's Response to Public Testimony

Following the Public Testimony component of the hearing the Applicant's Representative, Josh Guyer, thanked every member of the public for joining the hearing and addressed the questions asked by Will Massie.

With regards to the architectural materials that will be used by the project, Mr. Guyer stated that project will utilize a mixture of stucco and high-quality metal siding that will be compatible with the character of the surrounding community.

With regards to the rents for the proposed affordable housing units and market-rate units, Mr. Guyer stated that the Los Angeles Housing Department will dictate the rents and rent schedules for the seven (7) dwelling units set aside for Very Low Income Household

occupancy. The rents for the proposed market-rate units will being dictated by the housing market once the project is completed in approximately 18-24 months.

Written Testimony

As of the preparation of this Staff Report, Planning Staff received written testimony from one (1) individual and a letter from the Mid City West Neighborhood Council, included in this report as Exhibit E. Their comments are summarized below:

1. Chris Hana: On July 16, 2023, Chris Hana expressed opposition to proposed project stating that the neighborhood is losing its suburban charm as a result of four (4) on-going projects that have brought too much construction and noise in the area. The proposed project and other future developments would contribute to the loss of the area's suburban charm. Chris Hana also states that there are too many cannabis stores and problems with homelessness.

2. On September 26, 2023, the Mid City West Neighborhood Council provided a letter in support of the project contingent on offering introductory TAP cards for 10 trips or 1 month to new residents and funding a new bus shelter for the bus stop. The applicant presented the project to the board of the neighborhood council on September 12, 2023, in which the board voted 28 years and 1 nay in support of the project.

EXHIBIT A

PLANS

961 LA CIENEGA
LOS ANGELES, CA 90069

PZA APPLICATION - R3 09.12.23

FILE NAME: C:\Users\lev\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_levBWS5K.rvt
DATE: 9/14/2023 12:45:57 PM

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1 213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE:

SHEET SIZE: 30X42

DRAWING TITLE:

COVER SHEET

SHEET NO:

A000

REFERENCE SYMBOLS

BUILDING STRUCTURAL GRID LINES

DETAIL NUMBER_____
SHEET NUMBER

CALL OUT NUMBER___
SHEET NUMBER

SECTION NUMBER_____
SHEET NUMBER

SINGLE ELEVATION IDENTIFICATION:
ELEVATION NUMBER____
SHEET NUMBER

INTERIOR ELEVATION IDENTIFICATION:
ELEVATION NUMBER
SHEET NUMBER

BULLETIN (OR ADDENDUM):
AREA OF REVISION
REVISION NUMBER

+482.67"
F.F.E.
FINISH FLOOR ELEVATION SYMBOL

RM NAME
#
ROOM NAME
ROOM NUMBER

STAIR/RAMP UP
##% SLOPE
STAIR/RAMP DIRECTION: ARROW POINTS UP

ALIGN

TRUE NORTH
PLAN NORTH REFERENCE

KEYNOTE SYMBOL

1001
DOOR NUMBER

101
WINDOW NUMBER

N.I.C.
"NOT IN CONTRACT": NO WORK IN THIS AREA

E - EXISTING TO REMAIN
N - NEW TO MATCH EXISTING
D - DEMO
R - RELOCATED EXISTING/SALVAGE FOR RELOCATION (ATDEMO PLAN)

SHEET NUMERING

X000.X

- PROJECT DESIGNATOR
- SEQUENCE NUMBER
- SHEET TYPE
- DISCIPLINE DESIGNATOR

ABBREVIATIONS

#	POUND OR NUMBER
∠	ANGLE
℄	CENTERLINE
∅	DIAMETER
@	AT
E	EXISTING
&	AND
⊥	PERPENDICULAR
ACOUS.	ACOUSTICAL
A.D.A.	AMERICANS WITH DISABILITIES ACT
ADJ.	ADJUSTABLE
A.F.F.	ABOVE FINISH FLOOR
AL.	ALUMINIUM
AMP	AMPERE
APPROX.	APPROXIMATE
ARCH.	ARCHITECTURAL
ARCHT.	ARCHITECT
BD.	BOARD
BLDG.	BUILDING
BLKG.	BLOCKING
B.O.	BOTTOM OF
BOT.	BOTTOM
CAB.	CABINET
C.B.C.	CALIFORNIA BUILDING CODE
CER.	CERAMIC
CL.OPG.	CLEAR OPENING
CLNG.	CEILING
CLKG.	CAULKING
CLO.	CLOSET
CLR.	CLEAR
CNTR.	CENTER
COL.	COLUMN
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
CONTR.	CONTRACTOR
CORR.	CORRIDOR
CTR.	CENTER
DBL.	DOUBLE
DEPT.	DEPARTMENT
DET.	DETAIL
D.F.	DRINKING FOUNTAIN
DIA.	DIAMETER
DIM.	DIMENSION
DISP.	DISPENSER
DN.	DOWN
D.O.	DOOR OPENING
DR.	DOOR
DWG.	DRAWING
DWR.	DRAWER
EA.	EACH
EL.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATION
ELCL.	ENCLOSURE
EQ.	EQUAL
EQPT.	EQUIPMENT
EXIST.	EXISTING
EXT.	EXTERIOR
F.F.E.	FINISH FLOOR ELEVATION
F.E.	FIRE EXTINGUISHER
F.E.C.	FIRE EXTINGUISHER CABINET
F.H.	FIRE HOSE
F.H.C.	FIRE HOSE CABINET
FIN.	FINISH
FL.	FLOOR
FLG.	FLOORING
FLUOR.	FLUORESCENT
F.O.F.	FACE OF FINISH
F.O.S.	FACE OF STUDS
FPRF.	FIREPROOF
F.R.T.	FIRE RETARDANT TREATED
F.S.	FULL SIZE
FT.	FOOT OR FEET
FURR.	FURRING
FUT.	FUTURE
GA.	GAUGE
GALV.	GALVANIZED
G.B.	GRAB BAR
G.C.	GENERAL CONTRACTOR
G.D.	GARBAGE DISPOSAL
GL.	GLASS OR GLAZING
GYP.	GYPSUM
GYP.BD.	GYPSUM BOARD
H.C.	HOLLOW CORE
HD.	HEAD
HDWD.	HARDWOOD
HDWE.	HARDWARE
HGT.	HEIGHT
H.M.	HOLLOW METAL
HORIZ.	HORIZONTAL
HR.	HOUR
H.S.	HALF SIZE
HVAC	HEATING, VENTILATION & AIR CONDITIONING
I.D.	INSIDE DIAMETER .
INFO.	INFORMATION
INSUL.	INSULATION
INT.	INTERIOR
I.T.	INFORMATION/TECHNOLOGY
JAN.	JANITOR
JT.	JOINT
LAM.	LAMINATE
LAV.	LAVATORY
LT.	LIGHT
M.C.	MINERAL CORE
MATL.	MATERIAL
MAX.	MAXIMUM
MECH.	MECHANICAL
MET.	METAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MIR	MIRROR
MISC.	MISCELLANEOUS
MTD.	MOUNTED
MUL.	MULLION
N/A	NOT APPLICABLE
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
NOM.	NOMINAL
N.T.S.	NOT TO SCALE
O.A.	OVER ALL
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
OFF.	OFFICE
OPNG.	OPENING
OPP.	OPPOSITE
PL.	PLATE
P. LAM.	PLASTIC LAMINATE
PLAS.	PLASTIC
PLYWD.	PLYWOOD
P.O.	PRIVATE OFFICE
PR.	PAIR
PT.	PAINT
P.T.M.	PAINT TO MATCH
PTD.	PAINTED
PRTN.	PARTITION
Q.T.	QUARRY TILE
RAD.	RADIUS
REF.	REFERENCE
REFL.	REFLECTED
REFR.	REFRIGERATOR
REQ.	REQUIRED
RESIL.	RESILIENT
RM.	ROOM
R.O.	ROUGH OPENING
S.C.	SOLID CORE
SCHED.	SCHEDULE
SECT.	SECTION
SH.	SHELF
SHT.	SHEET
SIM.	SIMILAR
S.M.	SURFACE MOUNTED
SPEC.	SPECIFICATION
SQ.	SQUARE
SST.	STAINLESS STEEL
STA.	STATION
STD.	STANDARD
STL.	STEEL
STOR.	STORAGE
SUSP.	SUSPENDED
T & G	TONGUE & GROOVE
T.B.D.	TO BE DETERMINED
TEL.	TELEPHONE
TER	TERRAZZO
THK.	THICK
T.O.	TOP OF
T.O.P.	TOP OF PARAPET
T.O.L.	TOP OF LID
T.V.	TELEVISION
TYP.	TYPICAL
UBC	UNIFORM BUILDING CODE
UNF.	UNFINISHED
U.O.N.	UNLESS OTHERWISE NOTED
V.	VOLT
VERT.	VERTICAL
VEST.	VESTIBULE
V.I.F.	VERIFY IN FIELD
V.T.	VINYL TILE
W/	WITH
WD.	WOOD
W.H.	WATER HEATER
W/O	WITHOUT
WP.	WATERPROOF
WSCT.	WAINSCOT
WS.	WORKSTATION
WT.	WEIGHT

APPLICABLE CODES

JURISDICTION: CITY OF LOS ANGELES, COUNTY OF LOS ANGELES CALIFORNIA

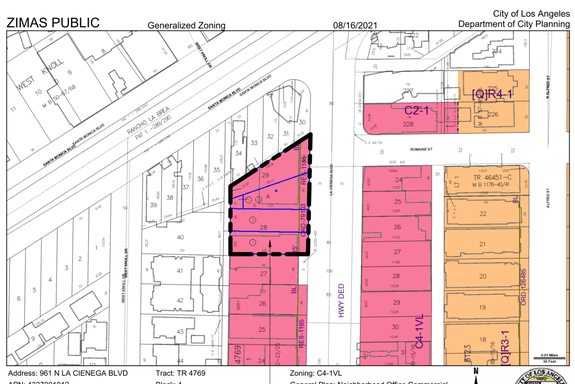
THIS PROJECT SHALL COMPLY WITH THE FOLLOWING CODES:

BUILDING CODE: 2019 CBC
ELECTRICAL CODE: 2019 CEC
MECHANICAL CODE: 2019 CMC
PLUMBING CODE: 2019 CPC
ENERGY: 2019 CBC
FIRE CODE: 2019 CFC
2016 NFPA-13

WITH CITY OF LOS ANGELES AMENDMENTS

ZONING CODES: LOS ANGELES MUNICIPAL CODE

VICINITY MAP



Address: 961 N LA CIENEGA BLVD
APN: 4337001012
PIN #: 144B173 210

Tract: TR 4769
Block: 1
Lot: A
Arb: 2

Zoning: C4-1VL
General Plan: Neighborhood Office Commercial

SHEET INDEX

DWG #	DRAWING TITLE	PRELIMINARY APPLICATION 08.27.2021	PRELIMINARY APPLICATION - R1 12.17.2021	ISSUE 3
ARCHITECTURAL				
A000	COVER SHEET	●	●	
A001	PROJECT DATA	●	●	
A002	PROJECT DATA	●	●	
A003	SURVEY	●	●	
A004	SURVEY	●	●	
A005	AERIAL MAP & SITE PHOTOS	●	●	
A010	OPEN SPACE CALCULATIONS	●	●	
A011	AREA CALCULATIONS CBC	●	●	
A012	AREA CALCULATIONS LAMC	●	●	
A013	AREA CALCULATIONS SCHOOL DISTRIC	●	●	
A014	COVERAGE CALCULATIONS			
A090	VIEWS	●	●	
A100	SITE PLAN (DEMO)	●	●	
A101	SITE PLAN	●	●	
A200	P3 PARKING LEVEL	●	●	
A201	P2 PARKING LEVEL	●	●	
A202	P1 LEVEL	●	●	
A204	SECOND FLOOR PLAN	●	●	
A205	THIRD FLOOR PLAN	●	●	
A206	FOURTH FLOOR PLAN	●	●	
A207	FIFTH FLOOR PLAN	●	●	
A208	SIXTH FLOOR PLAN	●	●	
A209	SEVENTH FLOOR PLAN	●	●	
A210	ROOF PLAN	●	●	
A300	BUILDING SECTIONS	●	●	
A301	BUILDING SECTIONS	●	●	
A302	BUILDING SECTIONS		●	
A303	BUILDING SECTIONS		●	
A400	EXTERIOR ELEVATIONS	●	●	
A401	EXTERIOR ELEVATIONS	●	●	
A402	EXTERIOR ELEVATIONS	●	●	
A403	EXTERIOR ELEVATIONS	●	●	
A610	ENLARGED UNIT PLANS TYPICAL NOTES	●	●	
A613	ENLARGED UNIT PLANS (UNIT TYPE C)	●	●	
A614	ENLARGED UNIT PLANS (UNIT TYPE D)	●	●	
A615	ENLARGED UNIT PLANS (UNIT TYPE E)	●	●	
A616	ENLARGED UNIT PLANS (UNIT TYPE F)	●	●	
A617	ENLARGED UNIT PLANS (UNIT TYPE G)	●	●	
A618	ENLARGED UNIT PLANS (UNIT TYPE H)	●	●	
A619	ENLARGED UNIT PLANS (UNIT TYPE I)	●	●	
A620	ENLARGED UNIT PLANS (UNIT TYPE J)	●	●	
A621	ENLARGED UNIT PLANS (UNIT TYPE K)	●	●	
A622	ENLARGED UNIT PLANS (UNIT TYPE L)	●	●	
A623	ENLARGED UNIT PLANS (UNIT TYPE M)	●	●	
A624	ENLARGED UNIT PLANS (UNIT TYPE N)	●	●	
A625	ENLARGED UNIT PLANS (UNIT TYPE O)	●	●	
A626	ENLARGED UNIT PLANS (UNIT TYPE P)		●	
A627	ENLARGED UNIT PLANS (UNIT TYPE Q)		●	
A702	ENLARGED BICYCLE PARKING	●	●	
A703	PARKPLUS PARKING SYSTEM		●	
A704	PARKPLUS PARKING SYSTEM		●	
A705	PARKPLUS PARKING SYSTEM		●	
A706	PARKPLUS PARKING SYSTEM		●	

PROJECT TEAM

DISCIPLINE	NAME	CONTACT PERSON	PHONE	EMAIL	ADDRESS
OWNER	961 LA CIENEGA LLC	c/o CRAIG KNIGHT			6721 MELROSE AVE, LOS ANGELES, CA 90038
ARCHITECT	AUX ARCHITECTURE	MATTHEW AULICINO	213 568 3578	aulicino@auxarchitecture.com	910 SOUTH OLIVE STREET, LOS ANGELES, CA 90015
LAND USE	GLASER WEIL	ELISA PASTER	310 556 7855	epaster@glaserweil.com	10250 CONSTELLATION BLVD., 19TH FLOOR, LOS ANGELES, CA 90067
LANDSCAPE	SQLA	BOB GOMON	562 905 0800	bob@sqlainc.com	2669 SATURN ST, BREA, CA 92821
SURVEYOR	VOORHEIS & VOORHEIS, INC.		818 993 5611	mail@iSurveyLA.com	17049 SUNBURST STREET, NORTHRIDGE, CA 91325

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:

PROJECT DATA

SHEET NO:

A001

BICYCLE PARKING CALCULATIONS

REQUIRED RESIDENTIAL BICYCLE PARKING:
PER SECTION 12.21 A.16.(a)(1)(i)

SHORT-TERM:		LONG -TERM:	
1-25:	1/10 UNITS = 2.5	1-25:	1/UNIT = 25
26-59:	1/15 UNITS = 2.27	26-59:	1/1.5 UNITS = 22.7
8,797 SF:	1/2,000SF = 4.4	8,795 SF:	1/2,000SF = 4.4
TOTAL:	9 SHORT TERM	TOTAL	52 LONG TERM

TOTAL REQUIRED RESIDENTIAL BICYCLE PARKING: **9 SHORT-TERM STALLS, 52 LONG-TERM STALLS**

PROVIDED BICYCLE PARKING:

COMMERCIAL:

SIDE WALK:	8 SHORT-TERM STALLS
GROUND FLOOR BICYCLE STORAGE:	22 SHORT-TERM STALLS
GROUND FLOOR BICYCLE STORAGE:	16 LONG-TERM STALLS
P1 BICYCLE PARKING #A:	14 LONG-TERM STALLS
TOTAL PROVIDED COMMERCIAL BICYCLE PARKING:	**60 STALLS**

RESIDENTIAL:

SIDE WALK:	3 SHORT-TERM STALLS
GROUND FLOOR BICYCLE STORAGE:	2 SHORT-TERM STALLS
P1 BICYCLE PARKING #B:	49 LONG-TERM STALLS
TOTAL PROVIDED RESIDENTIAL BICYCLE PARKING:	**52 STALLS**

TOTAL PROVIDED BICYCLE PARKING: **35 SHORT-TERM STALLS, 79 LONG-TERM STALLS**

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIREMENTS:
100 SF PER UNITS WITH 2 HABITABLE ROOMS
125 SF PER UNITS WITH 3 HABITABLE ROOMS
175 SF PER UNITS WITH 4 OR MORE HABIT. ROOMS
(LA MUNICIPAL CODE SEC. 12.21.G.1-2)

REQUIRED OPEN SPACE CALCULATIONS:
UNITS WITH 2 HABITABLE ROOMS = 42 UNITS X 100 SF = 4,200 SF
UNITS WITH 3 HABITABLE ROOMS = 17 UNITS X 125 SF = 2,125 SF
TOTAL OPEN SPACE REQUIRED = 6,325 SF

TOTAL OPEN SPACE PROVIDED = 6,465 SF

OPEN SPACE

LEVEL	AREA
PRIVATE OPEN SPACE	
2ND FLOOR	300 SF
3RD FLOOR	450 SF
4TH FLOOR	350 SF
5TH FLOOR	400 SF
6TH FLOOR	350 SF
7TH FLOOR	350 SF
PRIVATE OPEN SPACE	2200 SF
PUBLIC OPEN SPACE	
ROOF	4265 SF
PUBLIC OPEN SPACE	4265 SF
TOTAL OPEN SPACE	6465 SF

AUTOMOBILE PARKING CALCULATIONS

REQUIRED RESIDENTIAL PARKING

PER ASSEMBLY BILL 2097, A MINIMUM AUTOMOBILE PARKING IS NOT REQUIRED FOR DEVELOPMENT PROJECTS LOCATED WITHIN A HALF-MILE RADIUS OF A MAJOR TRANSIT STOP.

TOTAL REQUIRED RESIDENTIAL PARKING: **0 STALLS**

TOTAL REQUIRED COMMERCIAL PARKING: **0 STALLS**

PROVIDED PARKING:

TOTAL PROVIDED RESIDENTIAL PARKING: **60 STALLS**

REQUIRED ACCESSIBLE ASSIGNED PARKING 2%: (1109A.) 1 VAN

REQUIRED EVSE 30% (4.106.4.2): 18 STALLS

REQUIRED EVCS 10% (4.106.4.4) - CAN BE PART OF EVSE #: *6 STALLS*

TOTAL PROVIDED COMMERCIAL PARKING: **36 STALLS**
(51-36 = 15 CAR STALLS X 4 = 60 TOTAL BICYCLE PARKING REQUIRED FOR 30% REDUCTION ON COMMRCIAL PARKING)

REQUIRED ACCESSIBLE PARKING (11B-208.2): 1 CAR + 1 VAN

REQUIRED CLEAN AIR VEHICLES PARKING (5.106.5.2): 0 STALLS

REQUIRED EVSE 30% (5.106.5.3.3): 11 STALLS

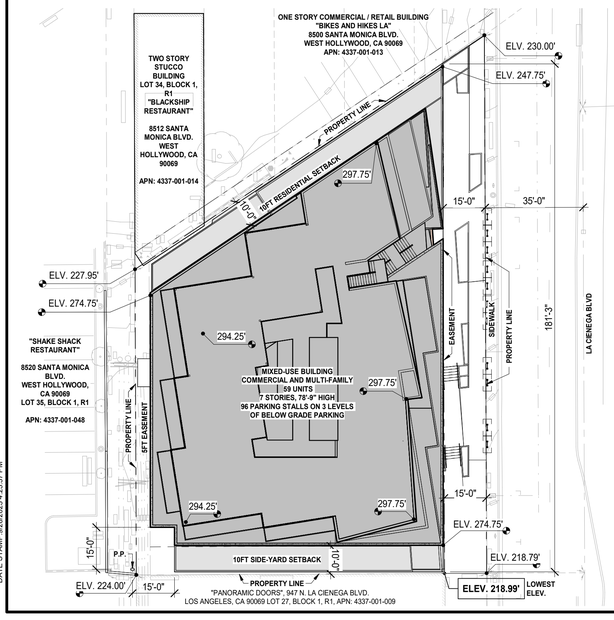
REQUIRED EVCS 10% (5.106.5.3.6) - CAN BE PART OF EVSE #: *4 STALLS*

TOTAL PROVIDED RESIDENTIAL AND COMMERCIAL PARKING: **96 STALLS**

PARKING PROVIDED

	P1	P2	P3	
COMMERCIAL				
COMPACT (7'-6" x 15'-0")	2	7		
STANDARD (8'-6" x 18'-0")	3	12		
ACCESSIBLE CAR (9'-0" x 18'-0")	1			
ACCESSIBLE VAN (12'-0" x 18'-0")	1			
EVSE (9'-0" x 18'-0")		6		
EVCS (9'-0" x 18'-0")		4		
EVCS VAN (12'-0" x 18'-0")				
TOTAL COMMERCIAL	7	29		**36 (TOTAL COMMERCIAL)**
RESIDENTIAL				
AUTOMATED LIFT	20			
AUTOMATED LIFT EVSE	9			
STANDARD (8'-6" x 18'-0")			20	
ACCESSIBLE CAR (9'-0" x 18'-0")				
ACCESSIBLE VAN (12'-0" x 18'-0")			1	
EVSE (9'-0" x 18'-0")			4	
EVCS (9'-0" x 18'-0")			5	
EVCS VAN (12'-0" x 18'-0")			1	
TOTAL RESIDENTIAL	29		31	**60 (TOTAL RESIDENTIAL)**
TOTAL	36	29	31	**96 (TOTAL PARKING)**

PLOT PLAN



LEGAL DESCRIPTION:
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: LOTS "A", 28 AND 29 IN BLOCK 1 OF TRACT NO. 4769, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 52 PAGES 23, 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

UNITS CALCULATIONS

RESIDENTIAL UNITS TALLY

#	UNIT TYPE	AREA
204	C-1BR	680 SF
205	DM-1BR	648 SF
206	D-1BR	648 SF
207	E-2BR	932 SF
208	F-1BR	599 SF
209	EM-2BR	971 SF
210	DM-1BR	652 SF
2ND FLOOR: 7		5,132 SF
301	A-2BR	1,031 SF
302	BM-1BR	613 SF
303	B-1BR	613 SF
304	C-1BR	680 SF
305	DM-1BR	648 SF
306	D-1BR	648 SF
307	E-2BR	932 SF
308	F-1BR	599 SF
309	EM-2BR	971 SF
310	DM-1BR	652 SF
311	D-1BR	652 SF
312	G-1BR	559 SF
3RD FLOOR: 12		8,601 SF

#	UNIT TYPE	AREA
401	A-1-2BR	1,005 SF
402	BM-1BR	613 SF
403	B-1BR	613 SF
404	C-1BR	680 SF
405	DM-1BR	648 SF
406	D-1BR	648 SF
407	E-2BR	932 SF
408	F-1BR	599 SF
409	EM-2BR	971 SF
410	DM-1BR	652 SF
411	D.1-1BR	652 SF
412	G-1BR	564 SF
4TH FLOOR: 12		8,579 SF
501	H-1BR	900 SF
502	BM-1BR	613 SF
503	B-1BR	613 SF
504	C-1BR	680 SF
505	DM-1BR	648 SF
506	D-1BR	648 SF
507	E-2BR	932 SF
508	F-1BR	599 SF
509	EM-2BR	971 SF
510	DM-1BR	652 SF
511	D-1BR	652 SF
512	G-1BR	563 SF
5TH FLOOR: 12		8,473 SF

#	UNIT TYPE	AREA
601	I-2BR	1,054 SF
602	B-1BR	642 SF
603	J-2BR	993 SF
604	K-1BR	790 SF
605	E.1-2BR	952 SF
606	L-1BR	706 SF
607	M-2BR	1,124 SF
608	N-2BR	930 SF
6TH FLOOR: 8		7,191 SF
701	I.1-2BR	902 SF
702	B-1BR	642 SF
703	J.1-2BR	838 SF
704	K.1-1BR	668 SF
705	O-1BR	709 SF
706	L.1-1BR	579 SF
707	P-1BR	920 SF
708	Q-1BR	836 SF
7TH FLOOR: 8		6,093 SF
TOTAL # UNITS: 59		44,069 SF

RESIDENTIAL UNIT MIX

UNIT TYPE	AVERAGE AREA	UNIT COUNT	% UNIT MIX
1 BEDROOM	693 SF	42	71%
2 BEDROOM	1066 SF	17	29%
TOTAL		59	100%

UNITS PROPOSED PER INCOME CATEGORIES

UNIT TYPE	VERY LOW INCOME: 11% OF TOTAL UNITS	ABOVE MODERATE (MARKET RATE)	TOTAL
ONE BEDROOM APARTMENT	5	37	42
TWO BEDROOM APARTMENT	2	15	17
TOTAL	**7 VLI UNITS**	**52 MARKET UNITS**	**59 TOTAL UNITS**

BUILDING AREA CALCULATIONS

FLOOR AREA PER LAMC_SUM

LEVEL	AREA
COMMERCIAL	
GROUND FLOOR	8,795 SF
COMMERCIAL	8,795 SF
RESIDENTIAL	
P1	325 SF
GROUND FLOOR	3,199 SF
2ND FLOOR	7,629 SF
3RD FLOOR	11,559 SF
4TH FLOOR	11,473 SF
5TH FLOOR	11,301 SF
6TH FLOOR	8,681 SF
7TH FLOOR	6,877 SF
RESIDENTIAL	61,043 SF
TOTAL	69,838 SF

CBC FLOOR AREA PER OCCUPANCY_SUM

LEVEL	OCC	USE	AREA
M			
GROUND FLOOR	M	COMMERCIAL	8,837 SF
M			8,837 SF
R-2			
P3	R-2	RES. CIRCULATION	593 SF
P2	R-2	RES. CIRCULATION	597 SF
P1	R-2	RESIDENTIAL	595 SF
GROUND FLOOR	R-2	RES. AMENITIES	167 SF
GROUND FLOOR	R-2	RES. CIRCULATION	2,187 SF
2ND FLOOR	R-2	RESIDENTIAL	8,081 SF
3RD FLOOR	R-2	RESIDENTIAL	11,978 SF
4TH FLOOR	R-2	RESIDENTIAL	11,964 SF
5TH FLOOR	R-2	RESIDENTIAL	11,885 SF
6TH FLOOR	R-2	RESIDENTIAL	8,646 SF
7TH FLOOR	R-2	RESIDENTIAL	6,680 SF
R-2			63,374 SF
S-2			
P3	S-2	PARKING	13,448 SF
P3	S-2	STORAGE	467 SF
P2	S-2	PARKING	13,496 SF
P2	S-2	STORAGE	419 SF
P1	S-2	COMMERCIAL	193 SF
P1	S-2	PARKING	11,669 SF
P1	S-2	STORAGE	2,054 SF
GROUND FLOOR	S-2	STORAGE	3,105 SF
S-2			44,850 SF
TOTAL GROOS FLOOR AREA			117,061 SF

FLOOR AREA PER SCHOOL DISTRICT...

LEVEL	AREA
COMMERCIAL	
GROUND FLOOR	8,733 SF
COMMERCIAL	8,733 SF
RESIDENTIAL	
GROUND FLOOR	3,731 SF
2ND FLOOR	6,870 SF
3RD FLOOR	10,572 SF
4TH FLOOR	10,543 SF
5TH FLOOR	10,364 SF
6TH FLOOR	8,811 SF
7TH FLOOR	6,894 SF
RESIDENTIAL	57,785 SF
TOTAL FLOOR AREA	66,517 SF

AREA CALCULATIONS - NET & GROSS

NUMBER OF UNITS	**59**	42 ONE-BR + 17 TWO-BR
AVERAGE UNIT SIZE (SF)	**747**	
RESIDENTIAL APARTMENTS (SF)	**44,069**	
RESIDENTIAL COMMON AREAS (SF)	1,537	
COMMERCIAL NET (SF)	**8,126**	
TOTAL NET FLOOR AREA (SF)	**53,732**	
GROSS AREA (SF)	**75,415**	
EFFICIENCY	**72%**	53,732 / 74,415
PARKING:	**AREA (GROSS SF)**	**STALLS**
P1 LEVEL	15,025	36 (29 SEMI-AUTOMATED)
P2 LEVEL	15,025	29
P3 LEVEL	15,025	31
TOTAL	**45,075**	**96**

CODE SUMMARY

CHAPTER 3 - OCCUPANCY CLASSIFICATION AND USE

EXISTING USE: COMMERCIAL
PROPOSED USE: MIXED-USE - COMMERCIAL AND MULTI-FAMILY

PROPOSED OCCUPANCY: B (SECTION 304.1)
M (SECTION 309)
R-2 (SECTION 310.3)
S-2 (SECTION 311.3)

CHAPTER 5 - GENERAL BUILDING HEIGHTS AND AREAS

BUILDING HEIGHT ABOVE GRADE PLANE (TABLE 504.3)

ALLOWED: R-2 / TYPE III-A = 85'-0"
PROPOSED: 67'-0"

NUMBER OF STORIES ABOVE GRADE PLANE (TABLE 504.4)

ALLOWED: R-2 / TYPE III-A = 5 STORIES
PROPOSED: R-2 / TYPE III-A = 5 STORIES

AREA FACTOR (TABLE 506.2)

ALLOWED: R-2 / TYPE III-A / SM = 72,000 sf
PROPOSED: 63,374 sf

REQUIRED SEPARATION OF OCCUPANCIES IN HOURS W/ NFPA13 (TABLE 508.4)

R-2 / R-2 = NO SEPARATION REQUIRED
R-2 / A-2 = NO SEPARATION REQUIRED
R-2 / S-2 = 1 HOUR
R-2 / B = 1 HOUR
R-2 / M = 1 HOUR

SPECIAL PROVISIONS (SECTION 510)

HORIZONTAL BUILDING SEPARATION ALLOWANCE (SECTION 510.2)

- SEPARATED BUILDINGS WITH 3HR FIRE-RESISTANCE SEPARATION
- BUILDING BELOW = TYPE I-A
- SHAFT, STAIRWAYS, RAMP & ESCALATOR ENCLOSURES THROUGH HORIZONTAL ASSEMBLY = 2HR RATED
- BUILDING BELLOW EQUIPED WITH SPRINKLERS NFPA 13

CHAPTER 6 - TYPES OF CONSTRUCTION

CONSTRUCTION TYPE: TYPE I-A & TYPE III-A
FULLY SPRINKLERED (NFPA 13) (CONCEALED HEDS)

CONSTRUCTION TYPE PER FLOOR

LEVEL	TYPE
P3 (UNDERGROUND)	I-A
P2 (UNDERGROUND)	I-A
P1 (UNDERGROUND)	I-A
GROUND FLOOR	I-A
2ND FLOOR	I-A
3RD FLOOR	III-A
4TH FLOOR	III-A
5TH FLOOR	III-A
6TH FLOOR	III-A
7TH FLOOR	III-A

LANDSCAPE REQUIREMENTS

A MINIMUM OF 25% OF USABLE OPEN SPACE MUST BE LANDSCAPED.

ONE 24-INCH BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY.

SEE LANDSCAPE DRAWINGS FOR PROPOSED LANDSCAPE.

SETBACKS & EASEMENTS

SETBACKS: FRONT: NOT REQUIRED (12.14 (C) 1)

REAR: 15'-0" + 1' PER STORY ABOVE 3RD STORY (20' MAX.)

SIDE: 5'-0" MAX PLUS 1'-0" FOR EACH STORY OVER 2ND (MAX. 16'-0") *

*12.22 A.18 (C)(3) NO YARD REQUIREMENTS SHALL APPLY TO THE RESIDENTIAL PORTIONS OF BUILDINGS LOCATED ON LOTS IN THE CR, C1, C1.5, C2, C4, AND C5 ZONES USED FOR COMBINED COMMERCIAL AND RESIDENTIAL USES, IF SUCH PORTIONS ARE USED EXCLUSIVELY FOR RESIDENTIAL USES, ABUT A STREET, PRIVATE STREET OR ALLEY, AND THE FIRST FLOOR OF SUCH BUILDINGS AT GROUND LEVEL IS USED FOR COMMERCIAL USES OR FOR ACCESS TO THE RESIDENTIAL PORTIONS OF SUCH BUILDINGS.

BUILDING LINE: 15'-0"

EASEMENT A: FOR PUBLIC UTILITIES, WELLS, TUNNELAND INCIDENTAL PURPOSES, AT THE REAR 5 FEET OF LOT "A", 28 & 29

EASEMENT B: AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, IN FAVOR OF: CITY OF LOS ANGELES (SUCCESSOR TO LOS ANGELES GAS AND ELECTRIC CORPORATION) AT THE REAR 5 FEET OF LOT "A", 28 & 29.

OFF-MENU DENSITY BONUS (12.22.A.25)

INCENTIVES REQUESTED:

1 - NO. OF DWELLING UNITS: 22.5% BONUS
18,805 SF / 400 = 47.0125 (48) + 22.5% = 59 UNITS

2 - FAR: 3.75:1 FAR
FLOOR AREA = LOT AREA 18,805 SF X FAR 3.75 = 70,519 SF

3 - PARKING: 0.5 SPACES PER RESIDENTIAL UNIT, 30% REDUCTION NONRESIDENTIAL PARKING

4 - REAR YARD SETBACK: 5-FEET REAR YARD

5 - BUILDING HEIGHT: 78'-9" (7 STORIES)

REQ'D AFFORDABLE UNITS: VERY LOW INCOME = 11% OF TOTAL UNITS

PROPOSED AFFORDABLE UNITS: 59 TOTAL UNITS X 11% = 7 VLI UNITS

NOTE:
PROJECTS MUST SET ASIDE 11% OF THEIR OVERALL DENSITY AS VLI UNITS TO BE EXEMPT FROM THE AFFORDABLE HOUSING LINKAGE FEE. HERE, THE NUMBER OF VLI UNITS IS CALCULATED BASED ON ACHIEVING THIS EXEMPTION. THE NUMBER OF VLI UNITS REQUIRED SOLELY TO ACHIEVE DENSITY BONUS ELIGIBILITY MAY BE LESS.

PROJECT INFORMATION

SCOPE OF WORK:

NEW 7-STORY, 59 UNITS (7 VLI = 11%) MIXED-USE AFFORDABLE HOUSING APARTMENT WITH 5 LEVELS OF TYPE III-A APARTMENT OVER 1 LEVEL OF TYPE I-A APARTMENT OVER 1 LEVEL GROUND FLOOR LOBBY AND COMMERCIAL USES (RETAIL AND RESTAURANT) OVER 3 LEVELS OF SUBTERRANEAN PARKING GARAGE OF TYPE I-A. PROJECT USES 12.22.A.25 INCENTIVES.

PROJECT ADDRESS: 951, 953, 957, 959, 961, 963, 965 & 971 N. LA CIENEGA BLVD, LOS ANGELES, CA 90069

LEGAL DESCRIPTION: THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: LOTS "A", 28 AND 29 IN BLOCK 1 OF TRACT NO. 4769, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 52 PAGES 23, 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL #: 4337-001-010, 4337-001-011, 4337-001-012

GROSS SITE AREA: GROSS: 18,805 SF 0.431 ACRES

FUNDING: 100% PRIVATELY FUNDED, NO TAX CREDIT, NOT PUBLIC HOUSING

EXISTING USE: ONE-STORY, 3,133 SF COMMERCIAL OFFICE BUILDING AND TWO-STORY, 9,630 SQUARE FOOT COMMERCIAL BUILDING TO BE DEMOLISHED. THERE IS NO EXISTING RESIDENTIAL UNITS ON SITE.

PROPOSED USE: SIX STORIES OF MULTI-FAMILY RESIDENTIAL USES OVER GROUND FLOOR COMMERCIAL AND THREE SUBTERRANEAN LEVELS OF PARKING. MULTI-FAMILY RESIDENTIAL USES WILL INCLUDE 59 DWELLING UNITS, SEVEN OF WHICH WILL BE SET ASIDE FOR VERY LOW INCOME HOUSEHOLDS.

ZONING: C4-1-VL (R4 ALLOWED)

GENERAL PLAN USE: NEIGHBORHOOD OFFICE COMMERCIAL (RESIDENTIAL ALLOWED)

COMMUNITY PLAN AREA: HOLLYWOOD

AREA PLANNING COM.: CENTRAL

NEIGHBORHOOD COUNCIL: MID CITY WEST

COUNCIL DISTRICT: CD 5 - KATY YAROSLAVSKY

HISTORIC PLACES: NO (PER HISTORIC PLACES LA)

TRANSIT ORIENTED COMMUNITIES (TOC): TIER 3

ZONING MAX. HEIGHT: 45'-0"

ZONING MAX. STORIES: 3

2019 CBC MAX. HEIGHT: 85'-0" (TABLE 504.3)

PROPOSED HEIGHT: 78'-9"

PROPOSED STORIES: 7

NO. OF STORIES: 7 STORIES:
5 LEVELS OF TYPE III-A CONSTRUCTION OVER 2 LEVELS ABOVE GRADE AND 3 LEVELS BELOW GRADE OF TYPE I-A CONSTRUCTION

DENSITY: PER R4 ZONING = 400 SF PER DWELLING UNIT

FAR - BASE: 1.5:1

OFF-MENU DENSITY BONUS FAR INCENTIVE: 3.75:1

ALLOWABLE FLOOR AREA: LOT AREA 18,805 SF X FAR 3.75 = 70,519 SF

ALLOWABLE USES: MULTIPLE DWELLING, R4 USES, COMMERCIAL

ALLOWABLE # OF UNITS: LOT AREA OF 18,805 SF / 400 SF = 47 UNITS

OPEN SPACE REQUIRED: 100 SF PER UNITS WITH 2 HABITABLE ROOMS
125 SF PER UNITS WITH 3 HABITABLE ROOMS
175 SF PER UNITS WITH 4 OR MORE HABIT. ROOMS
(LA MUNICIPAL CODE SEC. 12.21.G.1-2)

LINKAGE FEE: EXEMPT (11% OVERALL DENSITY AS VLI)

VERY HIGH FIRE HAZARD SEVERITY ZONE : NO

FIRE DISTRICT NO. 1: NO

FLOOD ZONE: OUTSIDE FLOOD ZONE

WATERCOURSE : NO

WETLANDS: NO WETLANDS DELINEATION MARKERS WERE OBSERVED (SEE SURVEYOR'S OBSERVATIONS)

METHANE HAZARD SITE: METHANE BUFFER ZONE
(SEE METHANE MITIGATION DRAWINGS)

HIGH WIND VELOCITY: NO

SPECIAL GRADING AREA: NO

WELLS : NONE

ACTIVE FAULT NEAR-SOURCE ZONE: HOLLYWOOD

ALQUIST-PRIOLO FAULT ZONE: NO

LANDSLIDE: NO

LIQUEFACTION : YES

PRELIMINARY FAULT RUPTURE STUDY AREA: NO

FLOOD HAZARD: THE SUBJECT PROPERTY LIES ENTIRELY WITHIN FLOOD ZONE "X" (AREAS OF MINIMAL FLOODING) AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 06037C1585F PUBLISHED SEPTEMBER 26, 2008 BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
(SEE SURVEY)

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:

PROJECT DATA

SHEET NO:

A002

FILE NAME: P:\198_961 La Cienega\12_BIM\00_ARCH\TE\20230906_198_961 La Cienega_ARCH_PZA Rev1\198_961 La Cienega_ARCH_CF_20230926_PZA_R22.rvt
DATE: 9/26/2023 4:43:57 PM

PRELIMINARY TITLE REPORT

PRELIMINARY TITLE REPORT NO. 00133752-997-LT1-JC4, DATED FEBRUARY 25, 2021, ISSUED BY CHICAGO TITLE COMPANY, 725 SOUTH FIGUEROA STREET, SUITE 200, LOS ANGELES, CA 90017, WAS USED IN THE PREPARATION OF THIS SURVEY AND IS MADE A PART HEREOF BY REFERENCE.

OWNERSHIP

TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

961 LA CIENEGA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BASIS OF BEARINGS

THE BEARING S 00°48'00" W OF THE WEST SIDELINE OF LA CIENEGA BLVD. (FORMERLY MELROSE AVE.) TRANSFERRED TO THE CENTERLINE, AS SHOWN ON MAP OF TRACT NO. 4769, AS RECORDED IN BOOK 52 PAGES 23 THROUGH 25 OF MAPS, IN THE OFFICE OF THE LOS ANGELES COUNTY RECORDER, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

BENCHMARK - 13-15793

PBM STAMPED "13-15793, 2003", 4 FEET NORTH OF NORTH CURB OF SANTA MONICA BLVD., 5 FEET EAST OF BCR, EAST OF WEST KNOLL DR., NORTHWEST CORNER OF CATCH BASIN

ELEV. = 239.622 (NAVD 88, 2000 ADJUSTMENT)

LEGAL DESCRIPTION

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

LOTS "A", 28 AND 29 IN BLOCK 1 OF TRACT NO. 4769, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 52 PAGES 23, 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN'S: 4337-001-010, 011 & 012

EASEMENTS

(1)(2) AN EASEMENT FOR PUBLIC UTILITIES, WELLS, TUNNELS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 999 PAGE 259 OF OFFICIAL RECORDS.

AFFECTS: THE REAR 5 FEET OF LOT 28

(4)(5) AN EASEMENT FOR PUBLIC UTILITIES, WELLS, TUNNELS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 1094 PAGE 58 OF OFFICIAL RECORDS.

AFFECTS: THE REAR 5 FEET OF LOT 29

(7)(8) AN EASEMENT FOR PUBLIC UTILITIES, WELLS, TUNNELS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 5674 PAGE212 OF OFFICIAL RECORDS.

AFFECTS: THE REAR 5 FEET OF LOT "A"

(10) AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED IN BOOK 14978, PAGE 77 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LOS ANGELES (SUCCESSOR TO LOS ANGELES GAS AND ELECTRIC CORPORATION)

AFFECTS: PORTIONS OF PARCELS 1 AND 4 AS DESCRIBED THEREIN.

AREA TABLE

	GROSS	GROSS	NET ∗	NET ∗
LOT A, R1:	4,685 SQ.FT.	0.108 ACRES	3,830 SQ.FT.	0.088 ACRES
LOT 28, R1:	8,997 SQ.FT.	0.207 ACRES	7,919 SQ.FT.	0.182 ACRES
LOT 29, R1:	5,123 SQ.FT.	0.118 ACRES	4,261 SQ.FT.	0.098 ACRES
TOTAL:	18,805 SQ.FT.	0.431 ACRES	16,010 SQ.FT.	0.368 ACRES

∗ AFTER 15' WIDENING ALONG LA CIENEGA BLVD.

ZONING

CITY OF LOS ANGELES ZONE C4-1VL

(NO ZONING REPORT PROVIDED BY CLIENT)

PARKING SUMMARY

24 STANDARD SPACES
1 HANDICAP SPACE
25 TOTAL SPACES

FUTURE STREET WIDENING

ACCORDING TO LA CITY MOBILITY PLAN 2035:

DESIGNATED RIGHT OF WAY WIDTH FOR LA CIENEGA BLVD., IS 100' (50' ON EACH SIDE OF CENTERLINE). THEREFORE, A STREET DEDICATION OF 15' SHOULD BE ANTICIPATED ALONG THE LA CIENEGA BLVD. FRONTAGE.

SURVEYORS OBSERVATIONS

(1) NEAR THE NORTHWEST CORNER OF LOT 29, THE NEIGHBORING BUILDING EXTENDS 0.73' TO 0.89' INTO THE SUBJECT PROPERTY.

(2) NEAR THE NORTHWEST CORNER OF LOT 29, PIPES ATTACHED TO THE NEIGHBORING BUILDING EXTEND 1.53' INTO THE SUBJECT PROPERTY.

(3) NEAR THE NORTHWEST CORNER OF LOT 29, A LIGHT ATTACHED TO THE NEIGHBORING BUILDING EXTENDS 1.9' INTO THE SUBJECT PROPERTY.

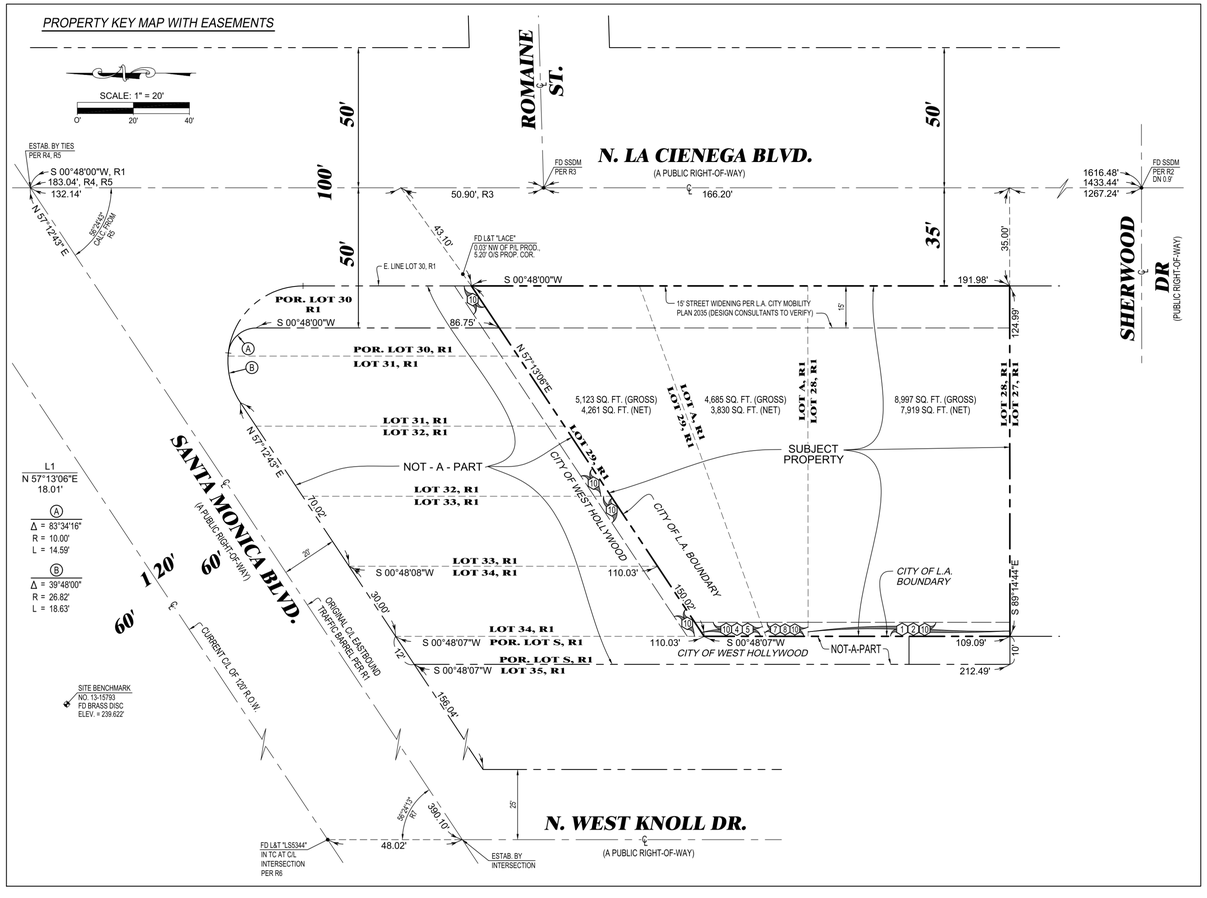
(4) NEAR THE NORTHEASTERLY CORNER OF LOT 29, A WALL EXTENDS 0.55' INTO THE PUBLIC RIGHT-OF-WAY.

(5) ALONG THE NORTHERLY LINE OF LOT 29, A BUILDING EXTENDS 0.03' TO 0.05' NORTHWESTERLY INTO THE NEIGHBORING PROPERTY.

ADDITIONAL SURVEYOR'S OBSERVATIONS

1. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
2. THERE WAS NO OBSERVED EVIDENCE OF RECENT STREET AND SIDEWALK CONSTRUCTION OR REPAIRS.
3. NO WETLANDS DELINEATION MARKERS WERE OBSERVED.

PROPERTY KEY MAP WITH EASEMENTS

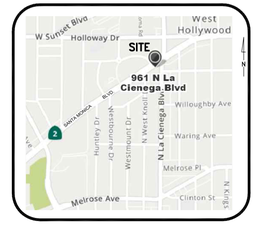


SHEET REFERENCES

R1 BLOCK 1 OF TRACT NO. 4769, M.B. 52-23/25
R2 LA CEFB 144-173 PG. 108
R3 LA CEFB 144-173 PG. 124
R4 LA CO. RDFB 1417 PG. 1538
R5 LA CO. RDFB 1417 PG. 232, 233
R6 LA CO. PWFB 1417-3164
R7 LA CO RDFB 1417-254

FLOOD HAZARD STATEMENT

THE SUBJECT PROPERTY LIES ENTIRELY WITHIN FLOOD ZONE "X" (AREAS OF MINIMAL FLOODING) AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 06037C1585F PUBLISHED SEPTEMBER 26, 2008 BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.



VICINITY MAP
NOT TO SCALE

REGISTERED LAND SURVEYOR
No. 7570
Exp. 12/31/21
LAND SURVEYOR
STATE OF CALIFORNIA

REVISIONS:

DATE	BY	REVISION

Client: VIRTUVIAN DEVELOPMENT GROUP

ARCHITECTURAL SURVEY
951, 959 & 961 N. LA CIENEGA BLVD.
WEST HOLLYWOOD, CA. 90069

DATE: 3/31/21 JOB NO. 1911B

YOORHEIS & YOORHEIS, INC.
PROFESSIONAL LAND SURVEYORS SINCE 1974
17049 Sunburst Street, Northridge, CA 91325
Phone: (818) 993-5611
mail@SurveyLA.com

SHEET 1 OF 2

SCALE: 1" = 10'
0' 10' 20'

LINETYPES

- BUILDING LINE
- CENTER LINE
- PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENTS/DEDICATION
- FENCE LINE (SIZE, TYPE AS NOTED)
- MAJOR CONTOUR
- INTERVAL CONTOUR
- OHP - OVERHEAD POWER
- OHT - OVERHEAD TELEPHONE
- UTILITY LINE (TYPE AS NOTED)
- BLDG. EAVES
- TREE CANOPY
- WALL (SIZE, TYPE AS NOTED)

N. LA CIENEGA BLVD. (FORMERLY MELROSE AVE. PER R1)
(A PUBLIC RIGHT-OF-WAY)

ROMAINE ST | **SHERWOOD DR**

ESTAB. BY TIES PER R4, R5
S 00°48'00"W, R1
183.04', R4, R5
132.14'
N 57° 12'43" E
SET 2" IRON PIPE W/ CALC. ROAD TAG PER LS

FD SSDM PER R3
FD SSDM PER R2
DN 0.9'
1516.48'
1433.44'
1267.24'

50.90', R3
166.20'
MEDIAN STRIPE
LANE STRIPE
ASPHALT PAVING

FD L&T "LACE" PER R3
0.03' NW OF P/L PROD.
5.20' O/S PROP. COR.

FD L&T "LS1023"
0.14' N'O OF P/L PROD.
4.30' O/S PROP. COR.
(NO REF.)

E. LINE LOT 30, R1

CONC. CURB AND GUTTER
CONCRETE SIDEWALK
CONC. DRIVEWAY APRON
ASPHALT PARKING
ASPHALT DRIVEWAY
LIGHT W/OCTAGONAL BASE (TYP.)
STREET PARKING (TYP.)
PARKING METER (TYP.)
SIGN
PLANTER
TILE STEPS
BILLBOARD
BILLBOARD SUPPORT POST
BILLBOARD CATWALK
BILLBOARD LIGHT (TYP.)
EMS & UTIL PANEL
5 SPACES
BUILDING STEP
HANDICAP
UTIL PANEL
VENT
LADDER
AWNING
UTIL SHED
DRAINS
STONE ENTRY
FOUNTAIN
WIF
FUTURE STREET WIDENING PER L.A. CITY MASTER PLAN (50')
BLDG. HEIGHT = 18' AT THIS LOCATION T.O.P. = 240.5
BLDG. HEIGHT = 26' AT THIS LOCATION T.O.P. = 250.73'
NORTH AND SOUTH BUILDINGS ON LINE
S FOW ON LINE
S FOW 0.9' N
CONC. CURB

S 00°48'00"W
191.98'
218.79 BW
218.33 BW
124.99'
109.09'
212.49'
86.75'
100.0'
110.03'
S 89°14'44" E
10.00'

"WEST HOLLYWOOD SPEECH LANGUAGE PATHOLOGY"
971 N. LA CIENEGA BLVD.

"CHABAD WEHO WEST"
967 N. LA CIENEGA BLVD.

FORMERLY "NEOLITHIC DESIGN" (NOW VACANT)
965 N. LA CIENEGA BLVD.

"MONARCH USA DOORS"
963 N. LA CIENEGA BLVD.

OFFICE SPACE
961 N. LA CIENEGA BLVD.

959 N. LA CIENEGA BLVD.
APN: 4337-001-011

"CELEBRITY CLEANERS"
951 N. LA CIENEGA BLVD.
LOS ANGELES, CA 90069
APN: 4337-001-010
ONE STORY STUCCO BUILDING

"PANORAMIC DOORS"
947 N. LA CIENEGA BLVD.
LOS ANGELES, CA 90069
APN: 4337-001-009
LOT 27, BLOCK 1, R1
TWO STORY STUCCO BUILDING
OWNER:
NORTH LA CIENEGA PROPERTIES LLC

LOT 30, R1
LOT 31, R1
ONE STORY COMMERCIAL / RETAIL BUILDING
FORMERLY "AL AND ED'S AUTOSOUND"
8500 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90069
APN: 4337-001-013

LOT 31, R1
LOT 32, R1
TWO STORY STUCCO BUILDING
961-971 N. LA CIENEGA BLVD.
WEST HOLLYWOOD, CA 90069
APN: 4337-001-012
LOT 29 AND LOT A, BLOCK 1, R1

LOT 32, R1
LOT 33, R1
LOT 33, R1
LOT 34, R1
TWO STORY STUCCO BUILDING
NOT A PART
LOT 34, BLOCK 1, R1
"BLACKSHIP RESTAURANT"
8512 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90069
APN: 4337-001-014
OWNER:
BECKER M G TR BECKER
TRUST GONZALEZ SANDRA
TR MITCHELL DECD TRUST

APN: 4337-001-033
CITY OF WEST HOLLYWOOD
POR. OF LOT S, R1

"SHAKE SHACK RESTAURANT"
8520 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90069
APN: 4337-001-048
LOT 35, BLOCK 1, R1
OWNER:
HASSAN & MARIBEL RABIE

LOT A, R1
LOT 29, R1
LOT A, R1
LOT 28, R1
LOT 28, R1
LOT 27, R1
NOT A PART
CITY OF WEST HOLLYWOOD
CITY OF L.A. BOUNDARY LINE
NOT A PART
CITY OF L.A. BOUNDARY LINE
NOT-A-PART
POR. OF LOT S, R1
OWNER: WEST KNOLL VILLAS, LP
918 N. WEST KNOLL DR.
WEST HOLLYWOOD, CA 90069
APN: 4337-001-018

A
Δ = 83°34'16"
R = 10.00'
L = 14.59'

B
Δ = 39°48'00"
R = 26.82'
L = 18.63'

SANTA MONICA BLVD.
(FORMERLY SHERMAN AVE. PER R1)
(A PUBLIC RIGHT-OF-WAY)
EASTBOUND
WESTBOUND
60'
120'
CENTERLINE OF RIGHT-OF-WAY
ORIGINAL CENTERLINE OF EASTBOUND TRAFFIC LANE
TRAFFIC MEDIAN CURB
N 57° 12'43" E
70.02'
90.00'
S 00°48'08"W
S 00°48'07"W
12.00'
156.04'
20'

N. WEST KNOLL DR.
(A PUBLIC RIGHT-OF-WAY)
ESTAB. BY INTERSECTION
FD L&T "LS5344" IN TC AT C/L INTERSECTION PER R6
50°17' R
390.10'
48.02'
28 N.T.S.

ABBREVIATIONS

ACU	AIR CONDITIONING UNIT	O/S	OFFSET
BLDG	BUILDING	OHP	OVERHEAD POWER
BW	BACK OF WALK	OHT	OVERHEAD TELEPHONE
CAB	CABINET	PB	PULL BOX
℄	CENTERLINE	POR	PORTION
CMU	CONCRETE MASONRY UNIT	PP	POWER POLE
COM	COMMUNICATION	PROD	PRODUCED
CONC	CONCRETE	SDMH	STORM DRAIN MANHOLE
COR	CORNER	SL	STREET LIGHT
DN	DOWN	SLPB	STREET LIGHT PULL BOX
EC	EDGE OF CONCRETE	SMH	SANITARY MANHOLE
EG	EDGE OF GUTTER	SSDM	STANDARD SURVEY MONUMENT
EM	ELECTRIC METER		
EPB	ELECTRIC PULL BOX	TC	TOP OF CURB
ESTAB	ESTABLISHED	TG	TOP OF GRATE
FD	FOUND	T.O.B.	TOP OF BILLBOARD
FH	FIRE HYDRANT	T.O.P.	TOP OF PARAPET
FL	FLOW LINE	TP	TELEPHONE POLE
FOB	FACE OF BUILDING	TRANS.	TRANSFORMER
FOW	FACE OF WALL	TSIG	TRAFFIC SIGNAL
FS	FINISHED SURFACE	TSPB	TRAFFIC SIGNAL PULL BOX
GB	GRADE BREAK	TW	TOP OF WALL
GM	GAS METER	TYP.	TYPICAL
GP	GUARD POST	UTIL	UTILITY
GS	GROUND SHOT	WH	WATER HEATER
HCR	HANDICAP RAMP	WIF	WROUGHT IRON FENCE
H.P.	HIGH POINT	WM	WATER METER
L&T	LEAD AND TAG	WV	WATER VALVE
NTS	NOT TO SCALE	XARM	CROSS ARM

SYMBOL LEGEND

- TREE (SIZE, TYPE AS NOTED)
- STORM/SANITARY MANHOLE (AS NOTED)
- FLOOD LIGHT/LAMP POST
- FLOOD LIGHT/LAMP POST ON CONC. BASE
- (EPB) - ELECTRIC PULL BOX
- (SLPB) - STREET LIGHT PULL BOX
- (TSPB) - TRAFFIC SIGNAL PULL BOX
- (WM) - WATER METER
- UTILITY POLE (TYPE AS NOTED)
- FIRE HYDRANT
- WATER VALVE
- PARKING METER
- SIGN
- MONUMENT FOUND (SIZE, TYPE AS NOTED)

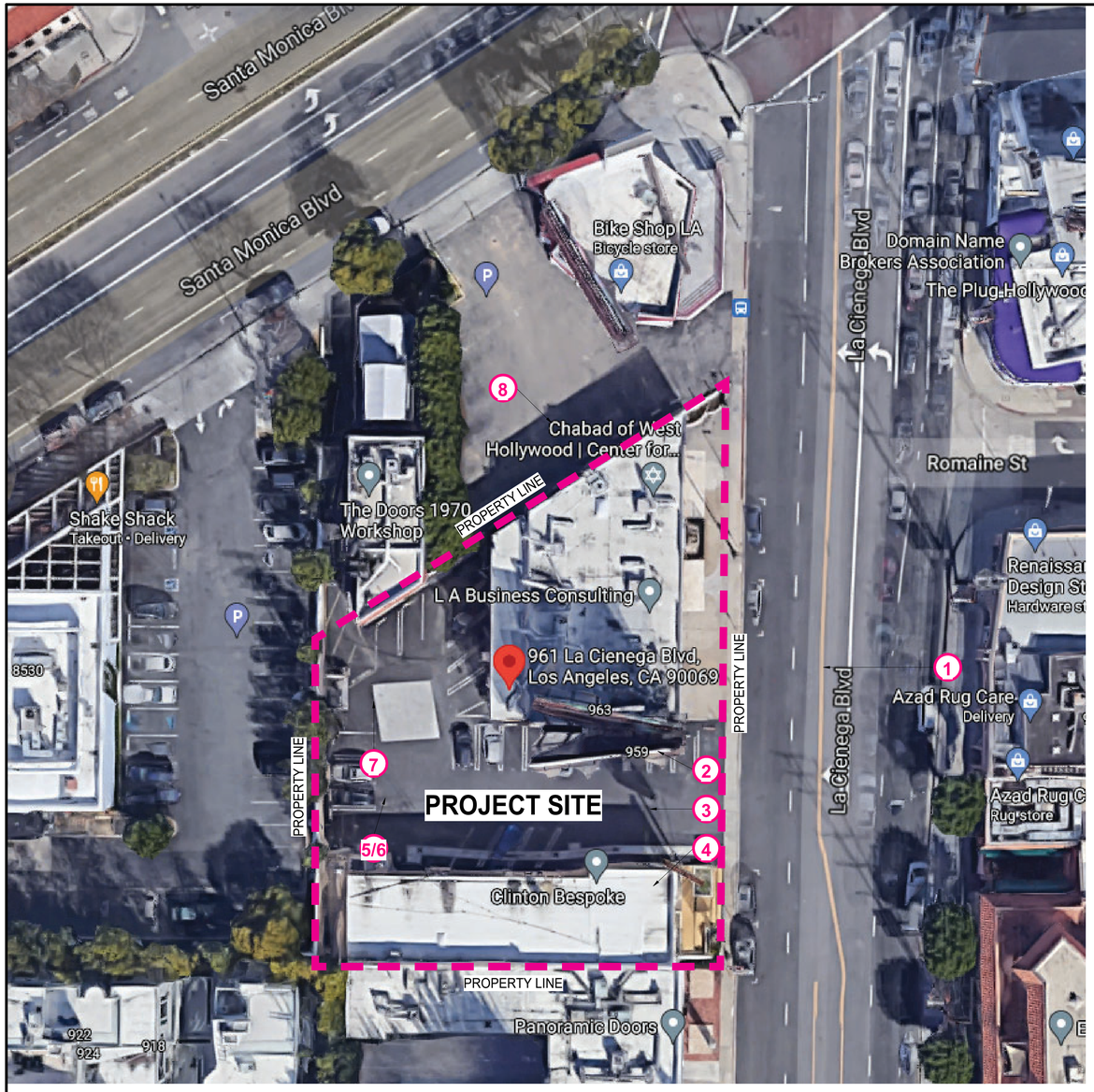
Client:
VIRTUVIAN DEVELOPMENT GROUP

ARCHITECTURAL SURVEY
951, 959, 961 N. LA CIENEGA BLVD.
WEST HOLLYWOOD, CA. 90069

DATE: 3/31/21 JOB NO. 1911B

VOORHEIS & VOORHEIS, INC.
PROFESSIONAL LAND SURVEYORS SINCE 1974
17049 Sunburst Street, Northridge, CA 91325
Phone: (818) 993-5611
mail@iSurveyLA.com

SHEET 2 OF 2



1

2

961 LA CIENEGA AUX ARCHITEC

3

4

961 LA CIENEGA AUX ARCHITECTURE

5

7

6

961 LA CIENEGA AUX ARCHITEC

8

961 LA CIENEGA AUX ARCHITECTURE

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

PROJECT NO: 198

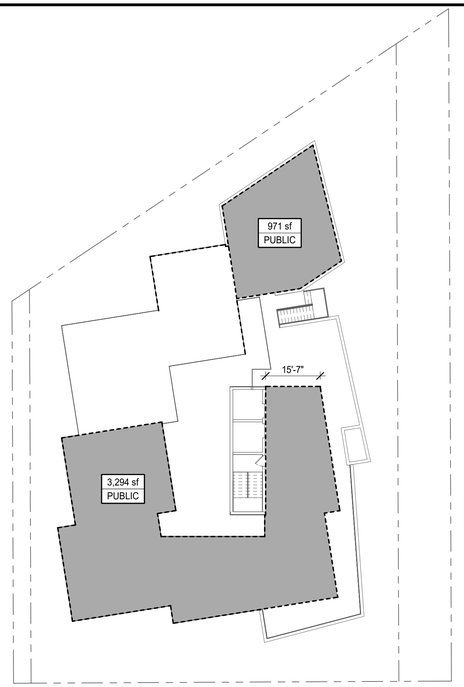
DRAWING SCALE:

SHEET SIZE: 30X42

DRAWING TITLE:
AERIAL MAP & SITE PHOTOS

SHEET NO:
A005

FILE NAME: C:\Users\kw\Documents\198_961 La Cienega_ARCH_CF_20220906_PZA_R22_kwBWS3K.rvt
DATE STAMP: 9/7/2022 12:46:47 PM



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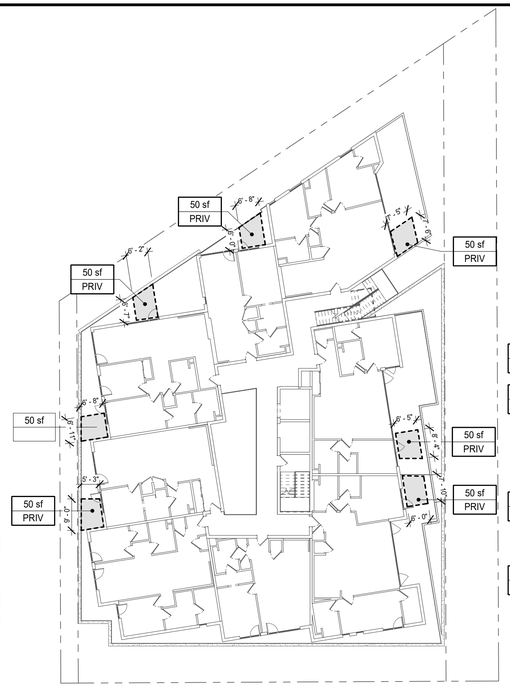
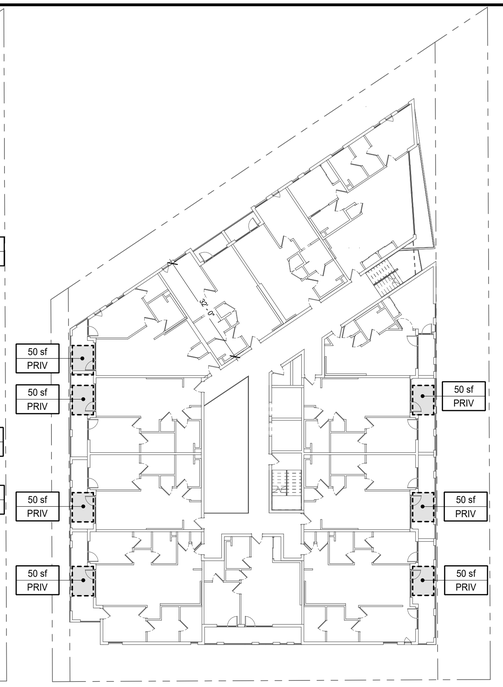
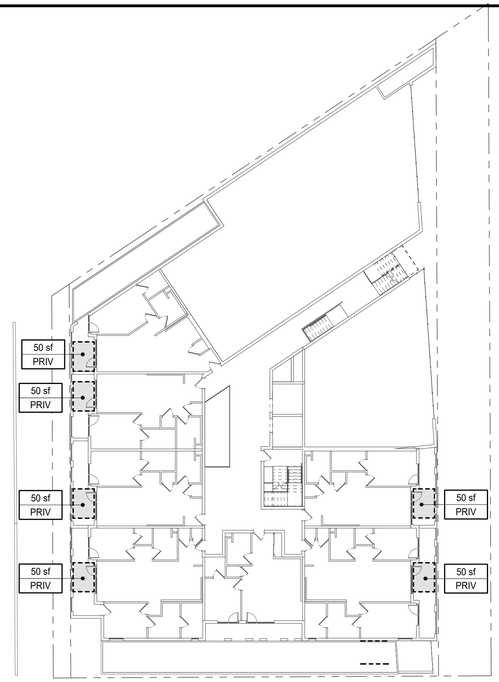


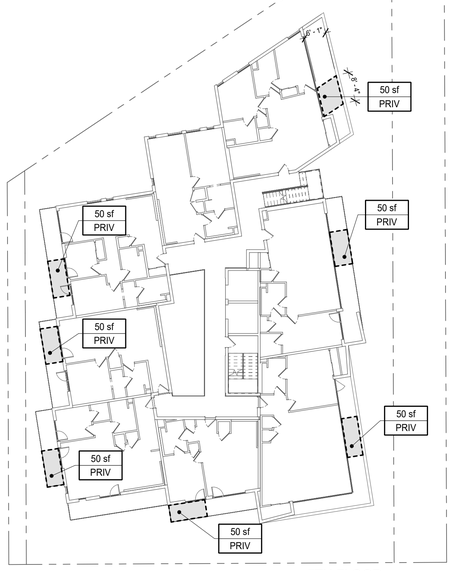
6TH FLOOR



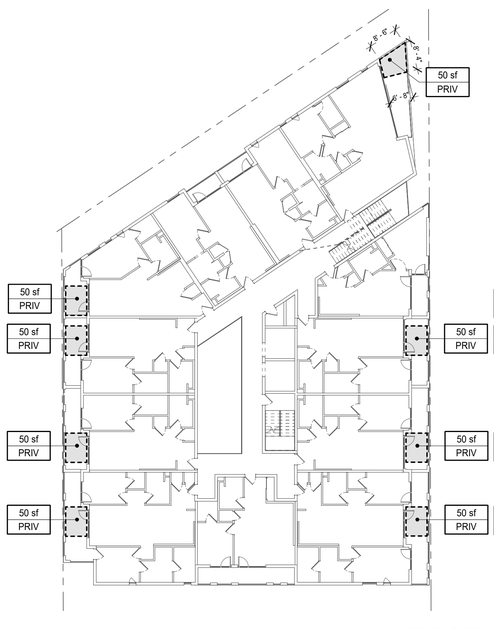
4TH FLOOR



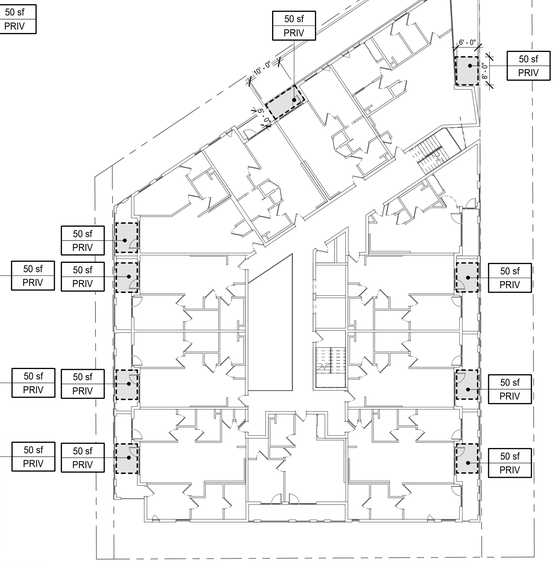
2ND FLOOR



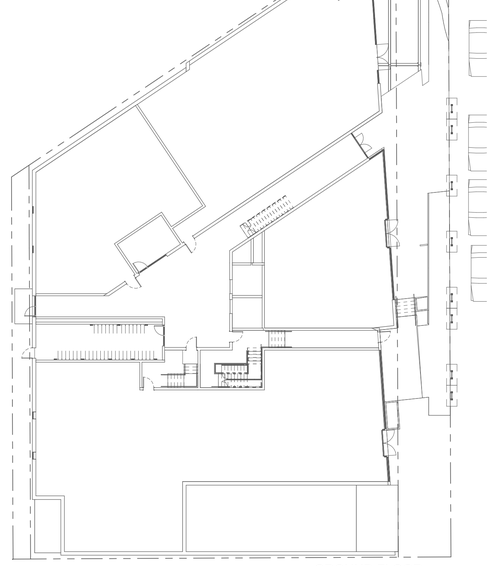
7TH FLOOR



5TH FLOOR



3RD FLOOR



GROUND FLOOR

OPEN SPACE LEGEND

- PUBLIC OPEN SPACE (COM.)
- PRIVATE OPEN SPACE (PRIV)

OPEN SPACE CALCULATIONS

PRIVATE OPEN SPACE

LEVEL	AREA
2ND FLOOR	300 SF
3RD FLOOR	450 SF
4TH FLOOR	350 SF
5TH FLOOR	400 SF
6TH FLOOR	350 SF
7TH FLOOR	350 SF
TOTAL	2200 SF

COMMON OPEN SPACE

LEVEL	AREA
ROOF	4,265 SF
TOTAL	4,265 SF

OPEN SPACE REQUIREMENTS:
100 SF PER UNITS WITH 2 HABITABLE ROOMS
125 SF PER UNITS WITH 3 HABITABLE ROOMS
175 SF PER UNITS WITH 4 OR MORE HABIT. ROOMS
(LA MUNICIPAL CODE SEC. 12.21.G.1-2)

REQUIRED OPEN SPACE CALCULATIONS:
UNITS WITH 2 HABITABLE ROOMS = 42 UNITS X 100 SF = 4,200 SF
UNITS WITH 3 HABITABLE ROOMS = 17 UNITS X 125 SF = 2,125 SF
TOTAL OPEN SPACE REQUIRED = 6,325 SF

TOTAL OPEN SPACE PROVIDED = 6,465 SF

FILE NAME: C:\Users\tkw\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R2_tkwBWSIK.rvt
DATE STAMP: 9/13/2023 12:46:59 PM

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

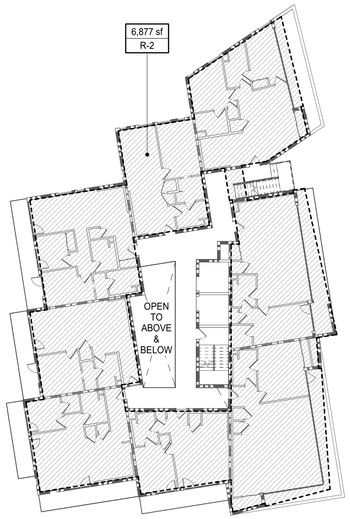
PROJECT NO: 198

DRAWING SCALE: As indicated

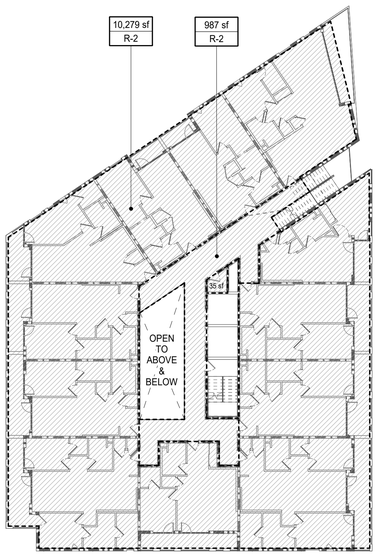
SHEET SIZE: 30X42

DRAWING TITLE:
OPEN SPACE CALCULATIONS

SHEET NO:
A010



7TH FLOOR



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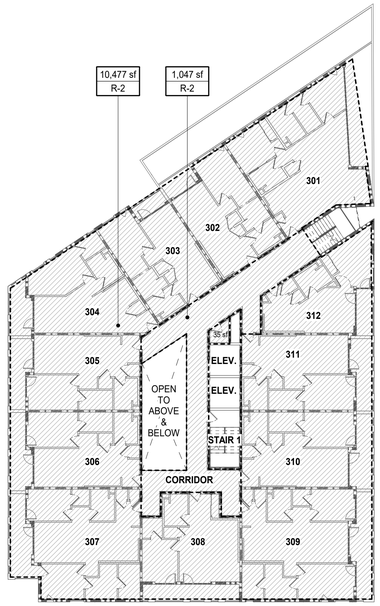

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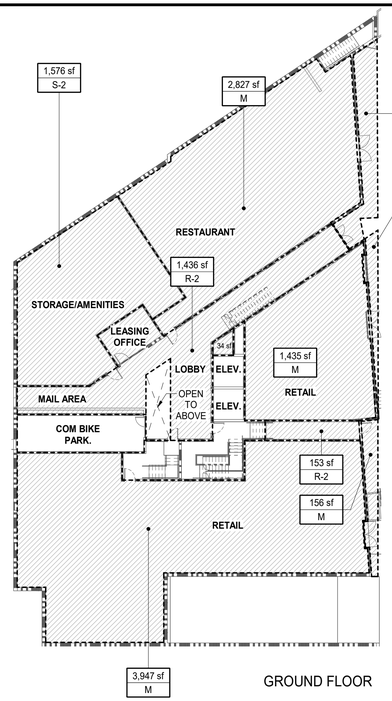
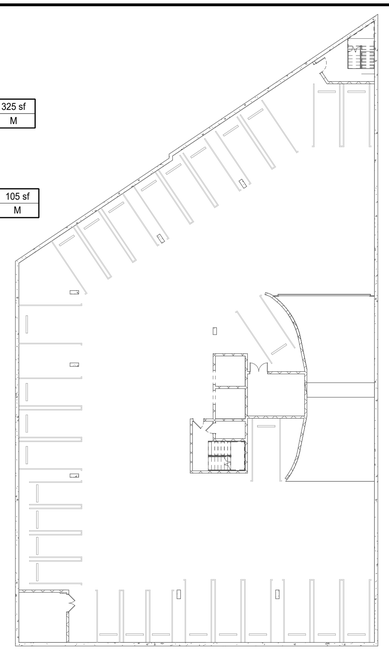
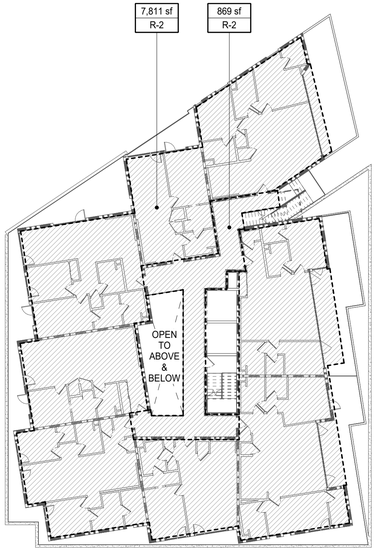


GROUND FLOOR



P2 FLOOR



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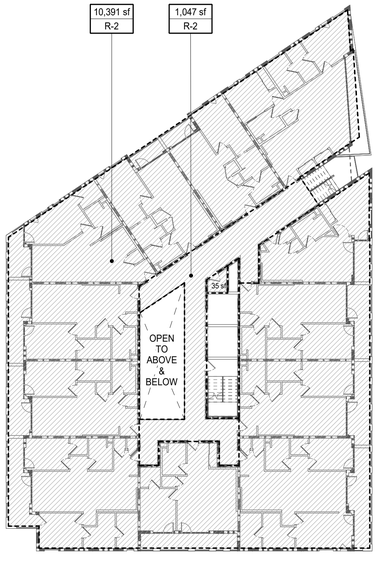
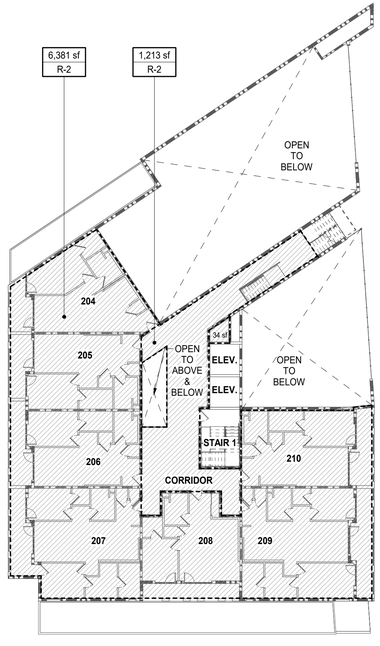
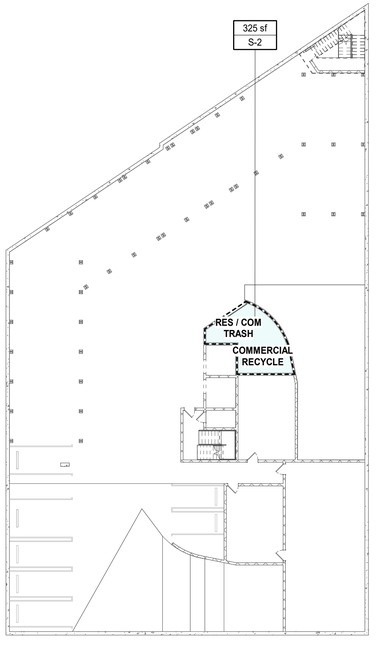


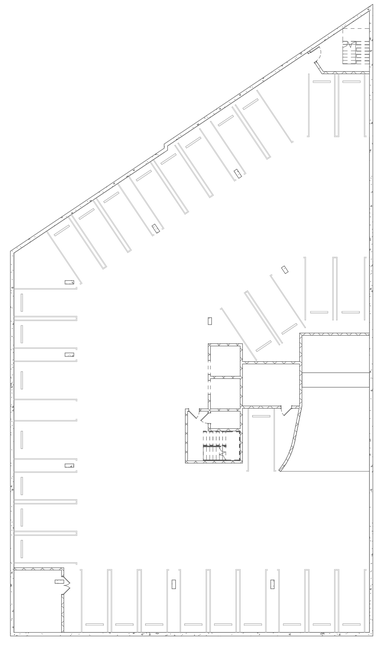
4TH FLOOR



2ND FLOOR



P1 FLOOR



P3 FLOOR

BUILDING AREA PER LOS ANGELES ZONING CODE:

AREA CONFINED WITHIN EXTERIOR WALLS, EXCLUDING:

- EXTERIOR WALLS, STAIRWAYS,
- SHAFTS AND MECHANICAL ROOMS,
- PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS,
- BICYCLE PARKING,
- BASEMENT STORAGE AREAS

FLOOR AREA LEGEND

- RESIDENTIAL FLOOR AREA
- NON-RESIDENTIAL FLOOR AREA
- SHARED FLOOR AREA

FLOOR AREA CALCULATIONS PER LA ZONING CODE

FLOOR AREA PER LAMC	
LEVEL	AREA
GROUND FLOOR	8,795 SF
COMMERCIAL	8,795 SF

FLOOR AREA PER LAMC	
LEVEL	AREA
P1	325 SF
GROUND FLOOR	3,199 SF
2ND FLOOR	7,629 SF
3RD FLOOR	11,559 SF
4TH FLOOR	11,473 SF
5TH FLOOR	11,301 SF
6TH FLOOR	8,681 SF
7TH FLOOR	6,877 SF
RESIDENTIAL	61,043 SF

FLOOR AREA PER LAMC	
LEVEL	AREA
TOTAL	69,838 SF

ALLOWABLE FLOOR AREA:
BUILDABLE AREA = SITE 18,805 SF X FAR 3.75 = 70,519 SF

PROPOSED FLOOR AREA

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1 213.568.3578
ARCHITECT: BRIAN WICKERSHAM
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OWNER:
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CONSULTANT:

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LOS ANGELES, CA 90069

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PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
AREA CALCULATIONS LAMC

SHEET NO:
A012

LA CIENEGA LOOKING WEST

LA CIENEGA LOOKING NORTH

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
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LIC: CA C-32742 / EXP: 07.31.23

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LOS ANGELES, CA 90069

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PROJECT NO: 198

DRAWING SCALE:

SHEET SIZE: 30X42

DRAWING TITLE:

VIEWS

SHEET NO:

A090

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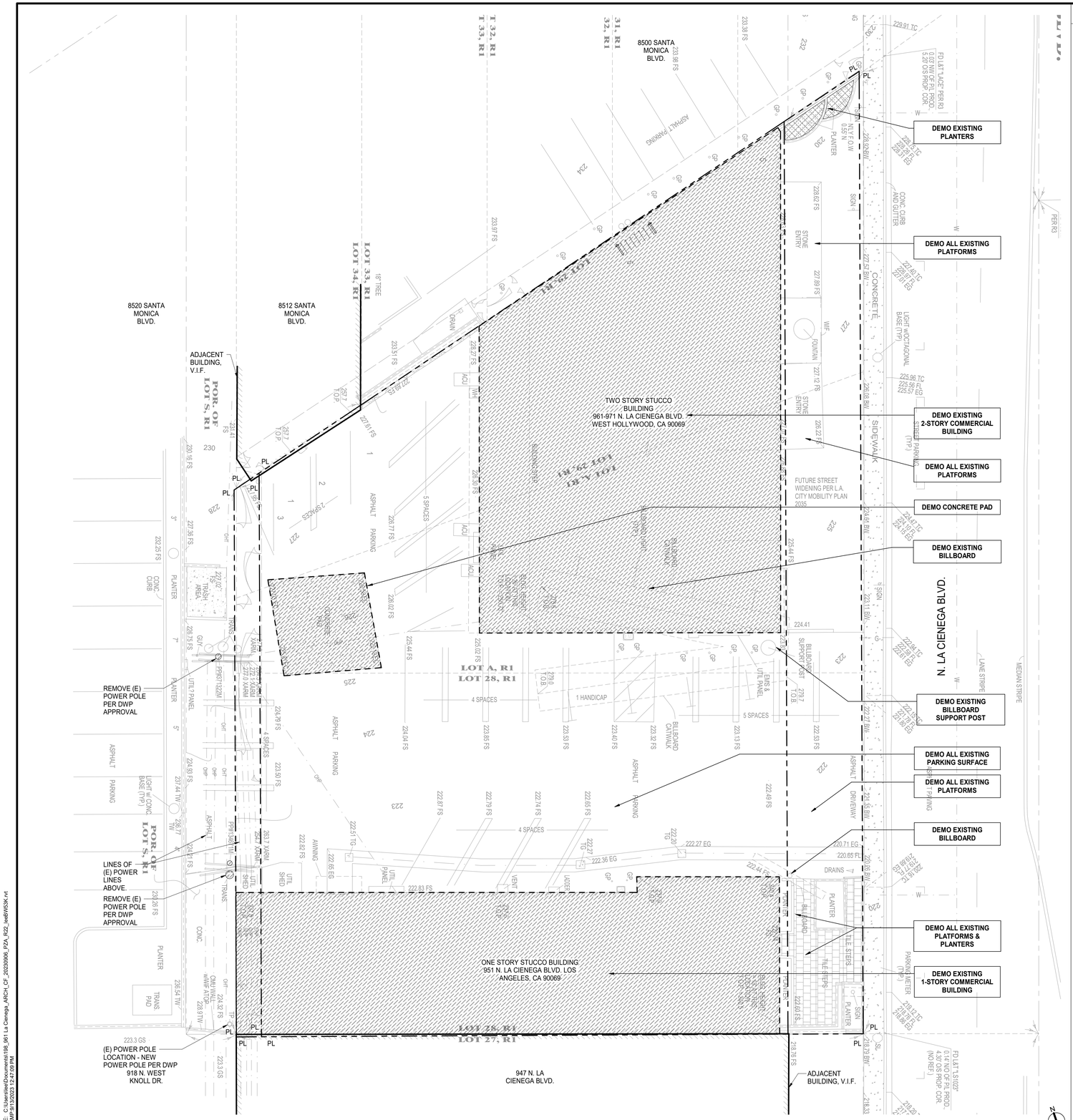

SITE PLAN - DEMO
1/8" = 1'-0"

1

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR. TYPICAL

KEYNOTES

LEGEND

- (E) BUILDING TO BE DEMOLISHED
- (E) LANDSCAPE TO BE REMOVED
- (E) WALL TO BE DEMOLISHED
- (E) TO BE DEMOLISHED

GENERAL NOTES:
SEE SHEETS A030 & A031 FOR GENERAL NOTES

SITE PLAN DEMOLITION NOTES

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
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6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

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PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

SITE PLAN (DEMO)

SHEET NO:

A100

FILE NAME: C:\Users\lee\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_lwe8WS5K.rvt
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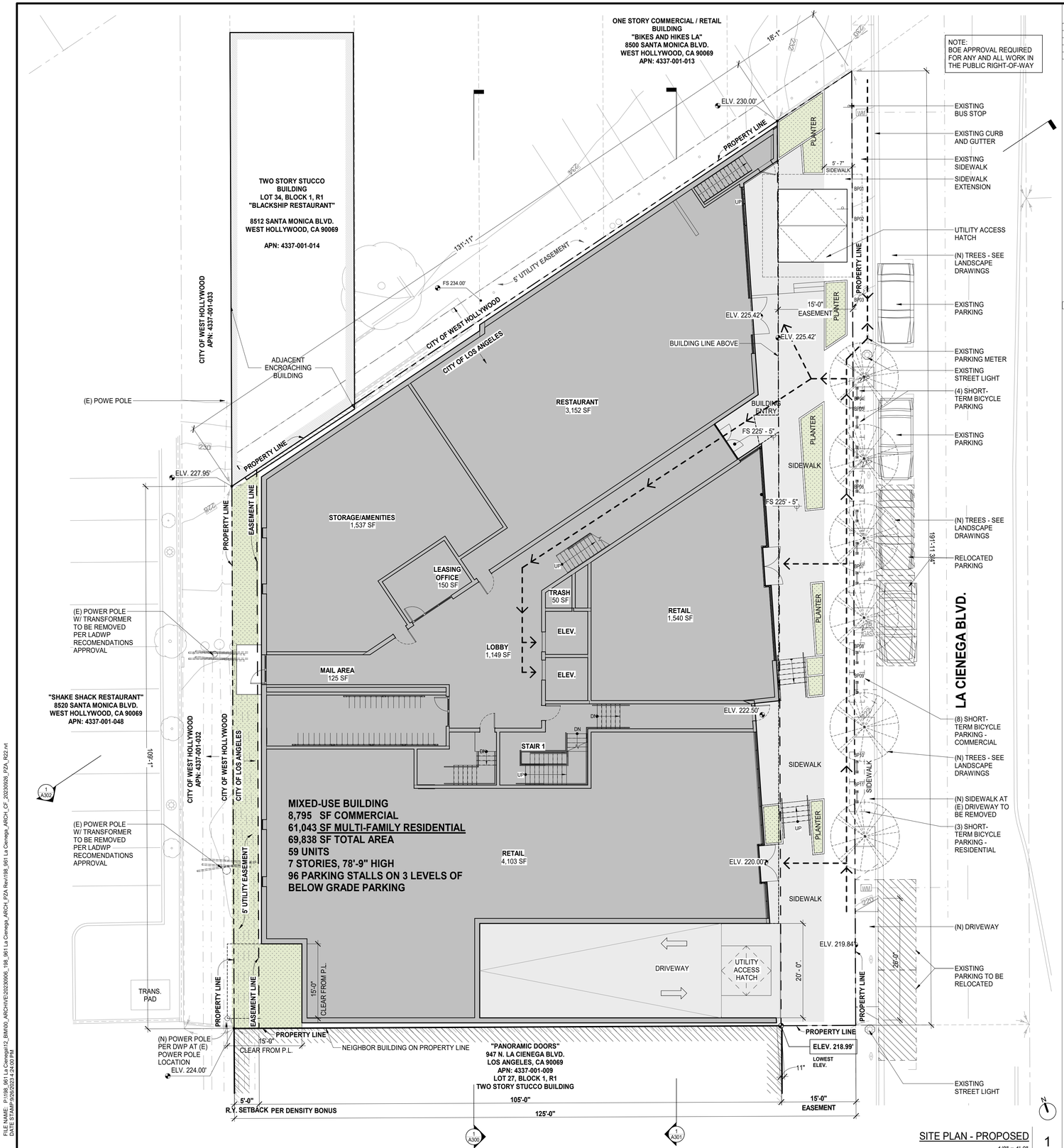

SITE PLAN - PROPOSED
1/8" = 1'-0"

1

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR. TYPICAL

KEYNOTES

#	SITE KEYNOTE TEXT
S5	(IN) CURB CUT AND DRIVEWAY (SEE CIVIL DWGS.)
S6	BICYCLE RACK FOR SHORT TERM PARKING (SEE LANDSCAPE DWGS.)
S15	LANDSCAPE AREA, IRRIGATED WITH DRIP SYSTEM (SEE LANDSCAPE DWGS.)

#	BUILDING KEYNOTES TEXT

LEGEND

ALIGN — ALIGN

LANDSCAPE

SITE PLAN NOTES

1. SEE SHEET A030 FOR GENERAL NOTES.
2. SEE SHEETS A040 AND A041 FOR GREEN BUILDING REQUIREMENTS.
3. SEE SHEET A1000 FOR FINISHES AND FIXTURES SCHEDULES.
4. SEE SHEET A1010 FOR DOORS SCHEDULE.
5. SEE SHEET A1011 FOR WINDOWS SCHEDULE.
6. SEE PLUMBING DRAWINGS FOR UTILITIES.
7. SEE CIVIL DRAWINGS FOR DRAIN LOCATIONS AND SITE DRAINAGE.
8. BUILDING ENVELOPE SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS. SEE SHEET A041, FORM GRN 14 NOTE # 9.
9. LANDSCAPE DESIGN REQUIRES 100% DRIP IRRIGATION WITHIN 5 FT OF BUILDING PERIMETER FOOTING, SPRAY HEADS NOT ALLOWED IN THIS PROJECT.
10. PLANTER WALLS AND FENCES IN THE PUBLIC WAY REQUIRE AN ENCROACHMENT PERMIT PRIOR TO INSTALLATION. DRAINAGE SHALL NOT FLOW OVER PUBLIC PROPERTY OR ACROSS ADJACENT PRIVATE PROPERTY. ROOF DRAINAGE SHALL NOT BE CARRIED OVER SIDEWALKS. CONDUCT ALL DOWNSPOUT AND ROOF DRAINS TO THE DRAINAGE SYSTEM. CONCENTRATED DRAINAGE SHALL BE DISCHARGED TO AN APPROVED LOCATION.
11. ALL WALK SURFACES TO BE SLIP-RESISTANT SURFACES.
12. WALKS, SIDEWALKS AND PEDESTRIAN WAYS SHALL BE FREE OF GRATING WHENEVER POSSIBLE. IF THERE ARE GRATINGS, GRID OPENINGS ARE TO BE NO MORE THAN 1/2" IN THE DIRECTION OF TRAFFIC FLOW.
13. ACCURACY OF DATA FROM SURVEY NOT GUARANTEED BY ARCHITECT.
14. SEE 1/8" AND 1/4" SCALE DRAWINGS FOR MORE DIMENSIONS, NOTES, AND INFORMATION. ALL DRAINAGE FROM ROOF, AND SITE DRAINAGE ARE SHOWN ON PLUMBING DRAWINGS.
15. ALL CONSTRUCTION SHOWN ON SITE IS NEW.
16. PROVIDE 1/4"/1 FOOT MIN. SLOPE TO DRAIN TYP. AT YARDS AND BALCONIES. PROVIDE 1/4"/1 FOOT SLOPE AWAY FROM THE BUILDING AT SIDEWALKS TYP.
17. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 3306. OBTAIN PUBLIC WORKS' APPROVAL. (3201.3, 3202.3.4, 3306
18. SCREENS, BARRICADES, OR FENCES MADE OF MATERIAL WHICH PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WHITN 8 FT. OF THE UTILITY POLE OR SIMILAR STRUCTURES. (6707)
19. IT IS THE INTENT OF THE ARCHITECTS TO TIE THE FINISH FLOOR ELEVATIONS WITH THE EXISTING SIDEWALK TO MEET APPLICABLE CODE AND ADA REQUIREMENTS. THE GRADES SHOWN WERE INTERPOLATED FROM THE SURVEY PROVIDED TO THE ARCHITECT AND CAN NOT BE VERIFIED FOR ACCURACY. THEREFORE, CONTRACTOR TO NOTIFY BOTH CIVIL ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
20. SITE DEVELOPMENT AND GRADING SHALL BE DESIGNED TO PROVIDE ACCESS TO ALL ENTRANCES AND EXTERIOR GROUND FLOOR EXITS, AND ACCESS TO NORMAL PATHS OF TRAVEL, AND WHERE NECESSARY TO PROVIDE ACCESS, SHALL INCORPORATE PEDESTRIAN RAMPS, CURB RAMPS, ETC.
21. CONCRETE STAIR REQUIREMENT: 11" MIN. TREADS- 7" MAX RISER. CONTRACTOR TO VERIFY GRADES AND ADJUST NUMBER OF RISERS REQUIRED, IF NECESSARY. STAIRS SHALL CONFORM WITH CODE REQUIREMENTS, SEE STRUCTURAL DRAWINGS AND ARCHITECTURAL DETAILS.
22. SEE LANDSCAPE DRAWINGS FOR IRRIGATION CONTROLLER LOCATION AND TYPE.
23. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE, LANDSCAPE AND COMMON SPACE FURNITURE LAYOUT.
24. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5
25. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH THE FOLLOWING.
    A. THE MINIMUM REQUIREMENTS IN THE CALIFORNIA ENERGY CODE FOR LIGHTING ZONES 0-4 AS DEFINED IN CHAPTER 10, SECTION 10-114 OF THE CALIFORNIA ADMINISTRATIVE CODE.
    B. BACKLIGHT (B) RATINGS AS DEFINED IN IES TM-15-11 (SHOWN IN TABLE A-1 IN CHAPTER 8);
    C. UPLIGHT AND GLARE RATINGS AS DEFINED IN CALIFORNIA ENERGY CODE (SHOWN IN TABLES 130.2-A AND 130.2-B IN CHAPTER 8);
    D. ALLOWABLE BUG RATINGS NOT EXCEEDING THOSE SHOWN IN TABLE 5.106.8 [N].
26. HARDSCAPE MATERIALS SHALL BE LIGHT COLORED AND WITH AN INITIAL SOLAR REFLECTANCE VALUE OF AT LEAST .30
27. BUILDING TO BE GRAYWATER READY (SEE PLUMBING DRAWINGS FOR RECYCLED WATER SUPPLY SYSTEM).
28. WHEN IT IS NECESSARY TO INTERRUPT ANY EXISTING UTILITY SERVICES TOMAKE CONNECTIONS AND/OR CONNECTION, A MINIMUM ADVANCE NOTICE SHALL BE GIVEN TO THE OWNER. INTERRUPTIONS IN UTILITY SERVICES SHALL BE OF THE SHORTEST POSSIBLE DURATION FOR THE WORK AT HAND AND SHALL BE APPROVED IN ADVANCE BY THE OWNER.
29. AN APPROVED SEISMIC GAS SHUTOFF VALVE SHALL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING PER ORDINANCE 170,158. FOR PERMIT INFORMATION CONTACT THE PLUMBING DIVISION AT (213) 485-2311.
30. CONTRACTOR TO PROVIDE SECURITY BY MEANS OF A MINIMUM EIGHT FOOT HIGH FENCE MAINTAINED AROUND THE ENTIRE SITE PRIOR TO START OF WORK.
31. BUILDING ADDRESS SHALL BE PROVIDED AT OR NEAR THE ENTRANCE OF THE BUILDING IN ACCORDANCE TO L.A.M.C. 57.09.11.
32. VERIFY LOCATION OF SECURITY GATES WITH OWNER. PROVIDE KEY BOX AT AN ACCESSIBLE LOCATION FOR FIRE DEPARTMENT EMERGENCY ACCESS. THE KEY BOX SHALL BE OF AN APPROVED TYPE & SHALL CONTAIN KEYS TO GAIN NECESSARY ACCESS AS REQUIRED BY FIRE DEPARTMENT.
33. ALL TRASH BINS SHALL BE COVERED.
34. ALL DOWNSPOUTS TO DRAIN TO PERMAVOID CUB PLANTERS (SEE CIVIL DWGS.)
35. ALL ROOF RUNOFF TO DRAIN TO PERMAVOID CUB PLANTERS (SEE CIVIL DWGS.)

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PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

SITE PLAN

SHEET NO:

A101

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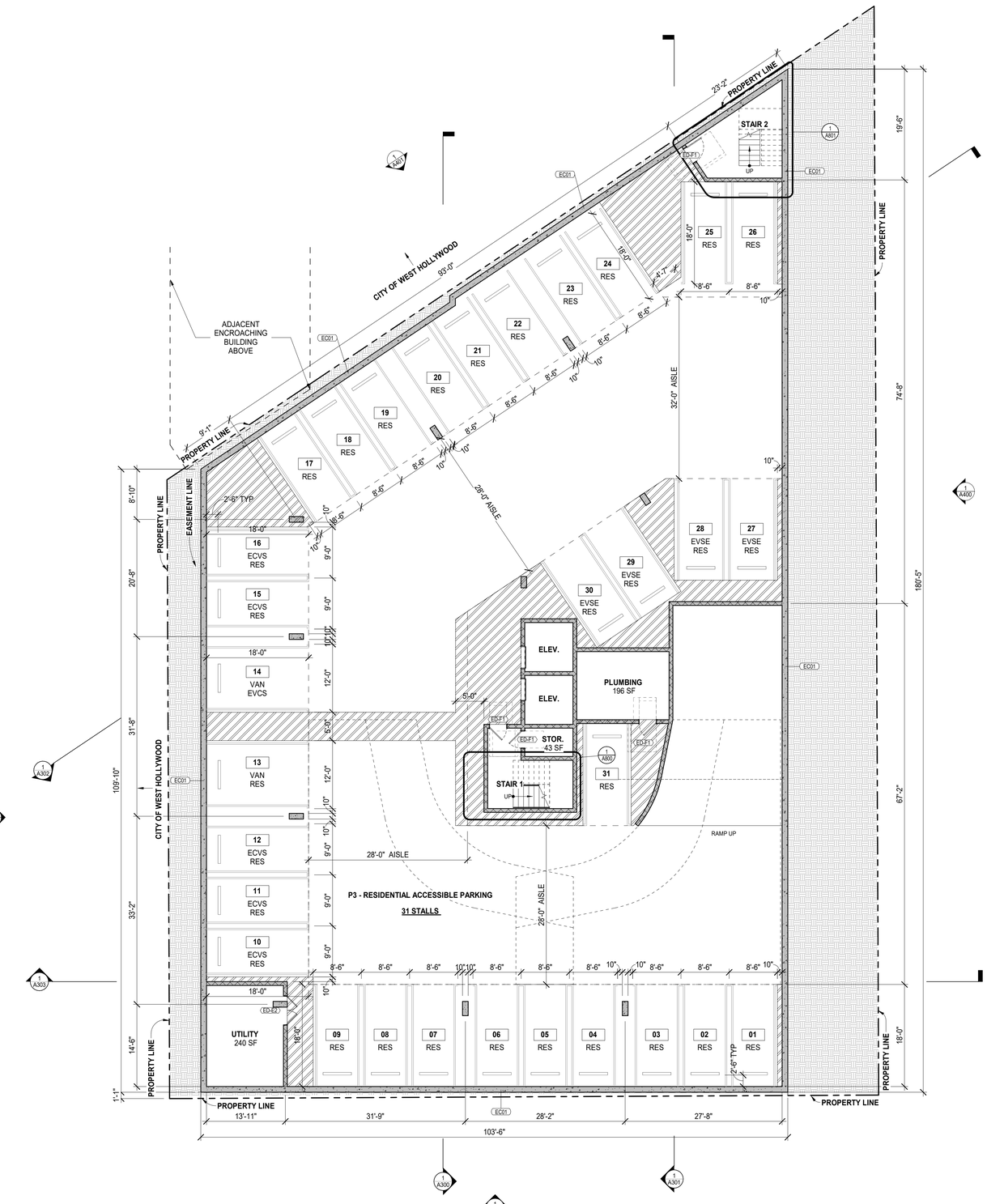

P3 FLOOR PLAN
1/8" = 1'-0"

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

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PROJECT NO: 198
DRAWING SCALE: 1/8" = 1'-0"
SHEET SIZE: 30X42
DRAWING TITLE:

P3 PARKING LEVEL

SHEET NO:
A200

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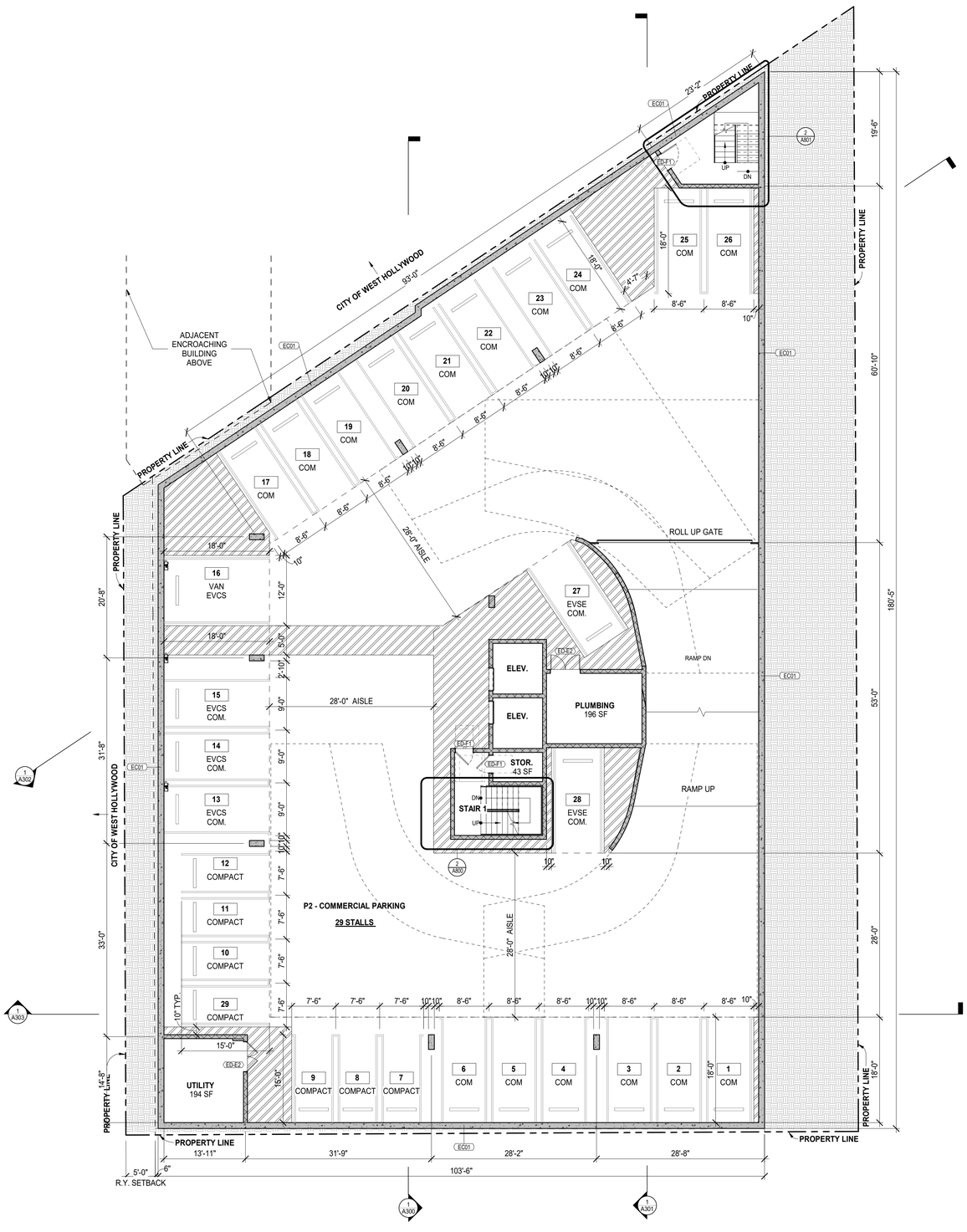

P2 FLOOR PLAN
1/8" = 1'-0"

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
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- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

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TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

P2 PARKING LEVEL

SHEET NO:

A201

FILE NAME: C:\Users\kw\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_lwe8W5K.rvt
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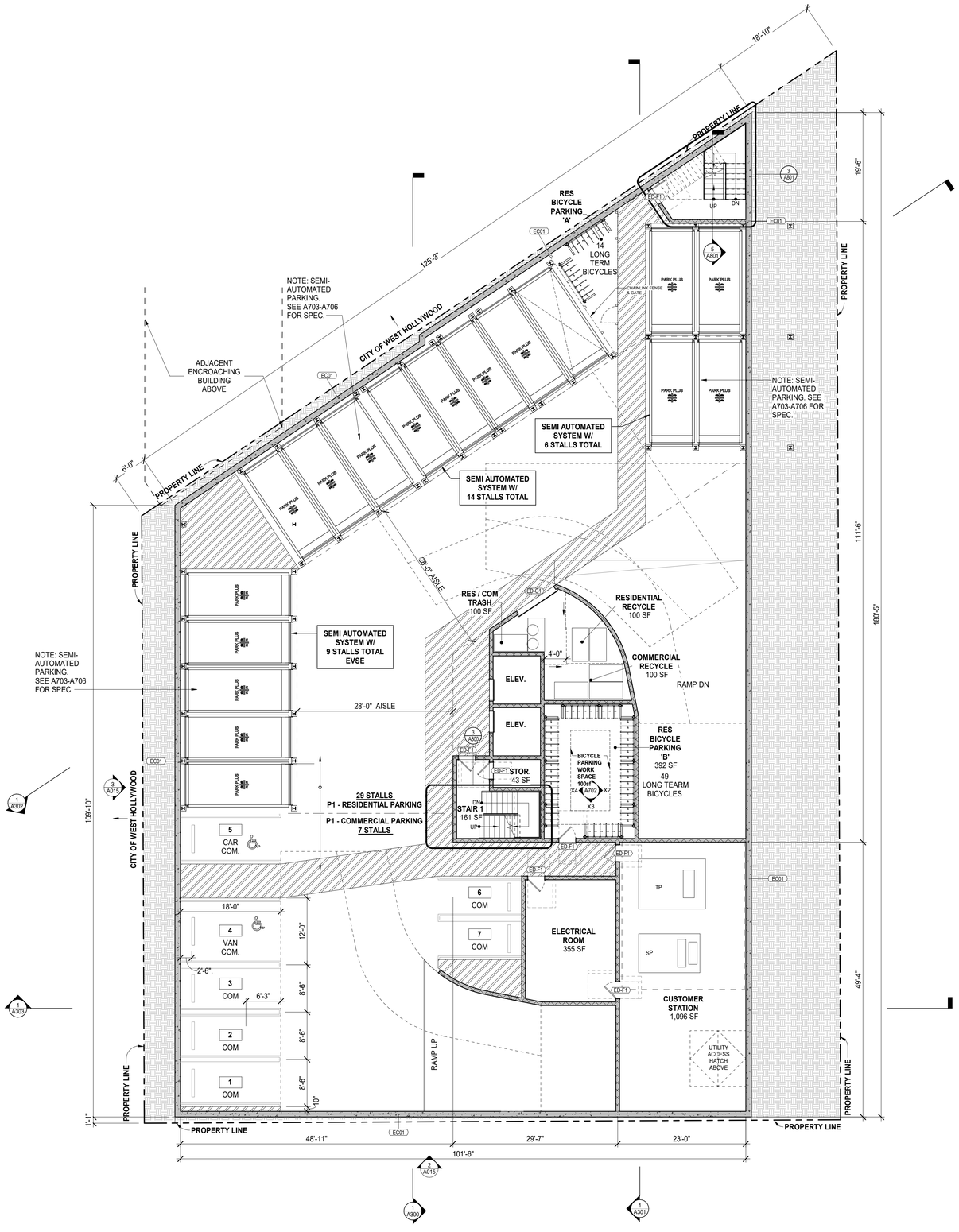

P1 FLOOR PLAN
1/8" = 1'-0"

1

FILE NAME: C:\Users\kw\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_IwdWS3K.rvt
DATE STAMP: 9/7/2023 12:47:24 PM

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
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3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

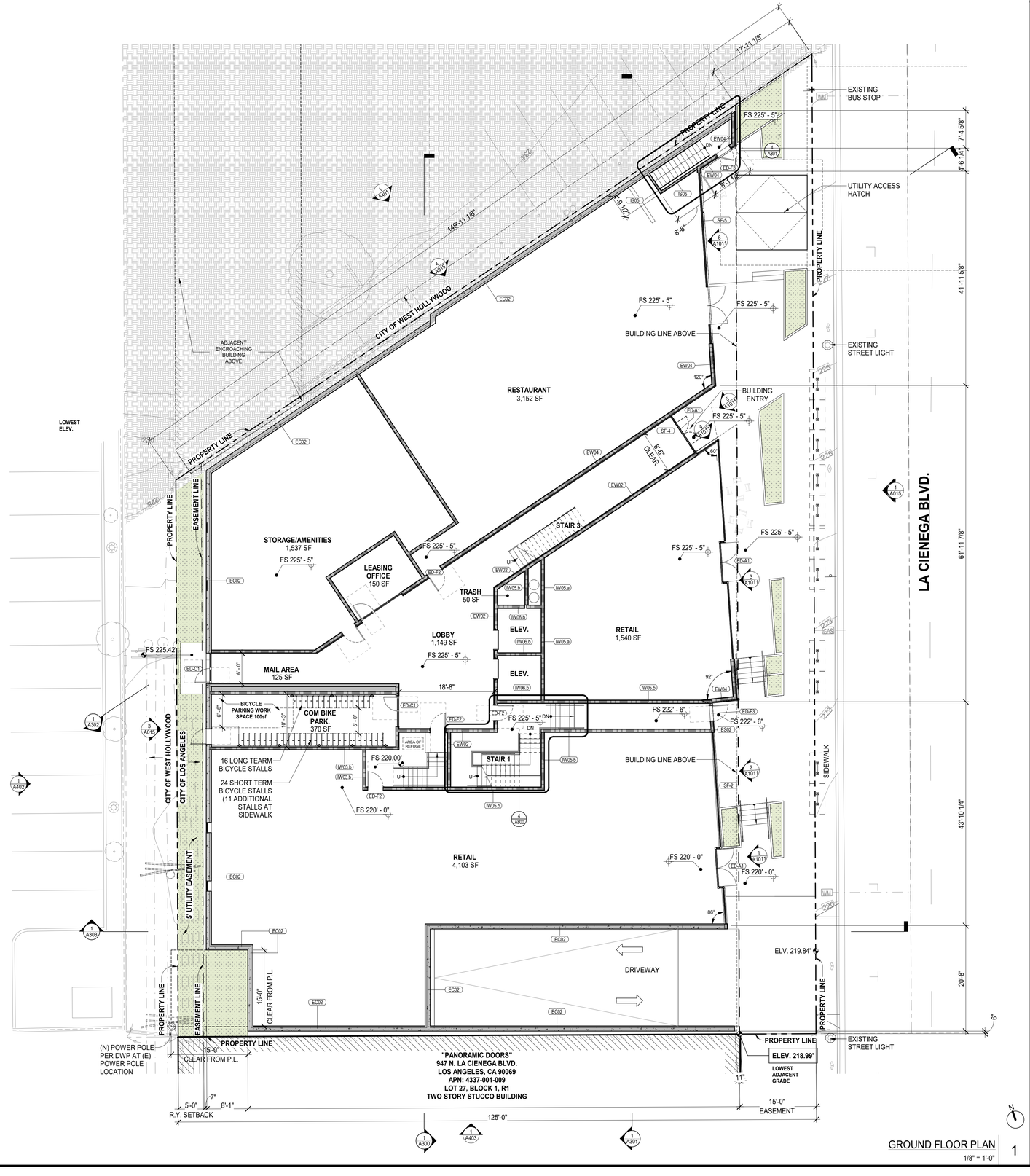
SHEET SIZE: 30X42

DRAWING TITLE:

P1 LEVEL

SHEET NO:

A202



GROUND FLOOR PLAN 1

1/8" = 1'-0"

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX ARCHITECTURE
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TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
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OWNER:
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6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

GROUND FLOOR PLAN

SHEET NO:

A203

FILE NAME: P:\198_961 La Cienega\12_BIM\00_ARCHIVE\20230906_198_961 La Cienega_ARCH_PZA Rev\198_961 La Cienega_ARCH_CF_20230906_PZA_R22.rvt
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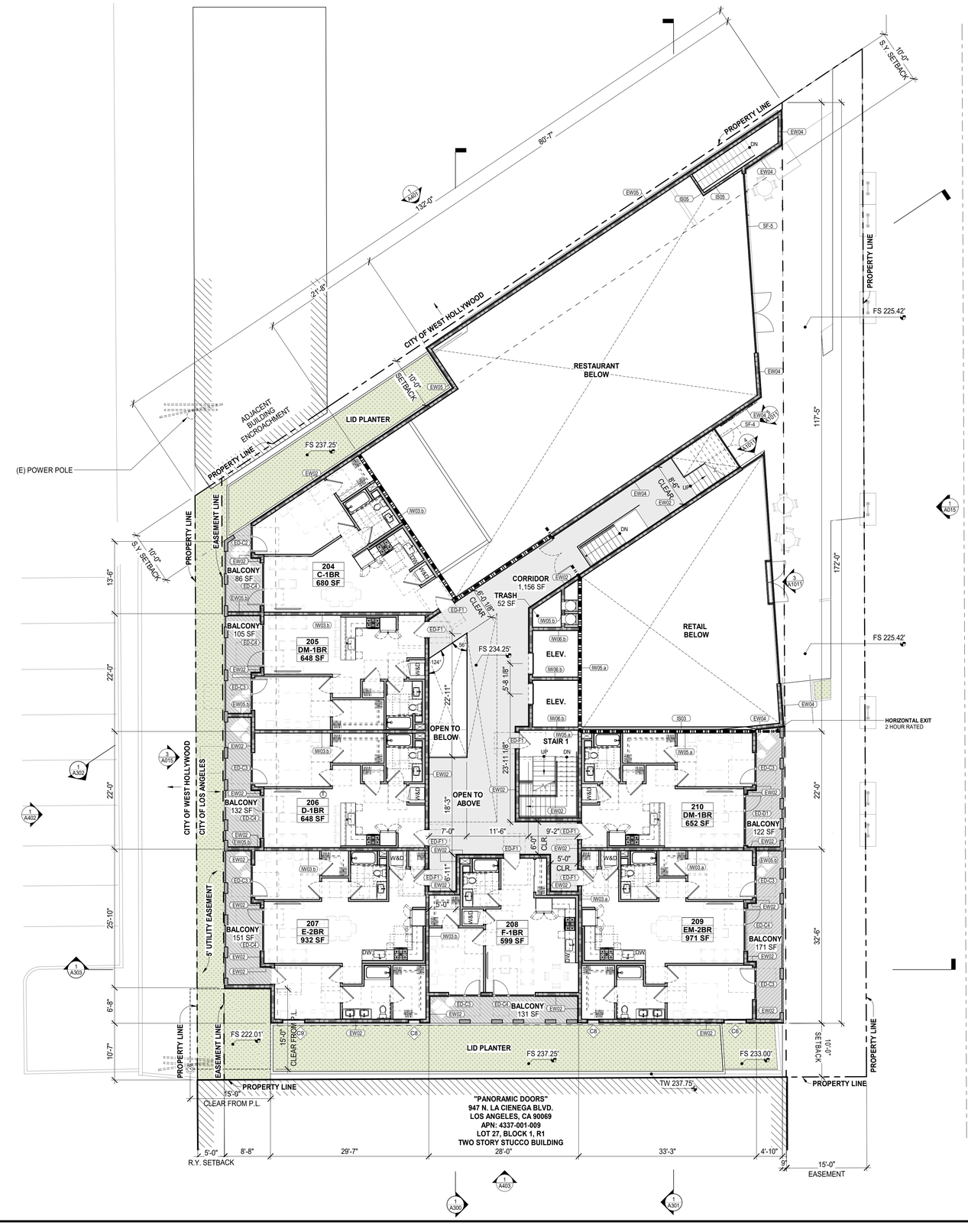


2ND FLOOR PLAN
1/8" = 1'-0"

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

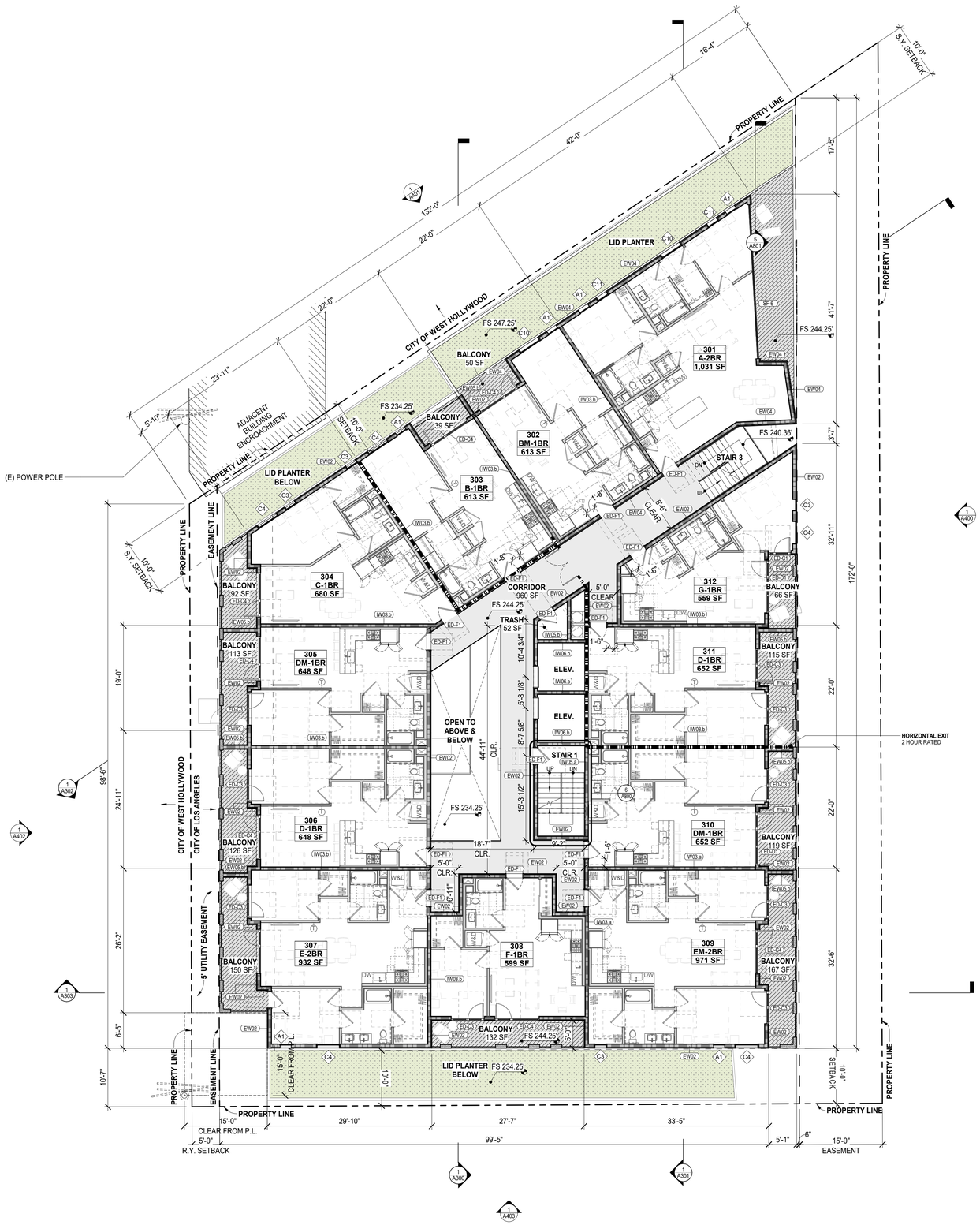
SHEET SIZE: 30X42

DRAWING TITLE:

SECOND FLOOR PLAN

SHEET NO:

A204



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

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA

LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

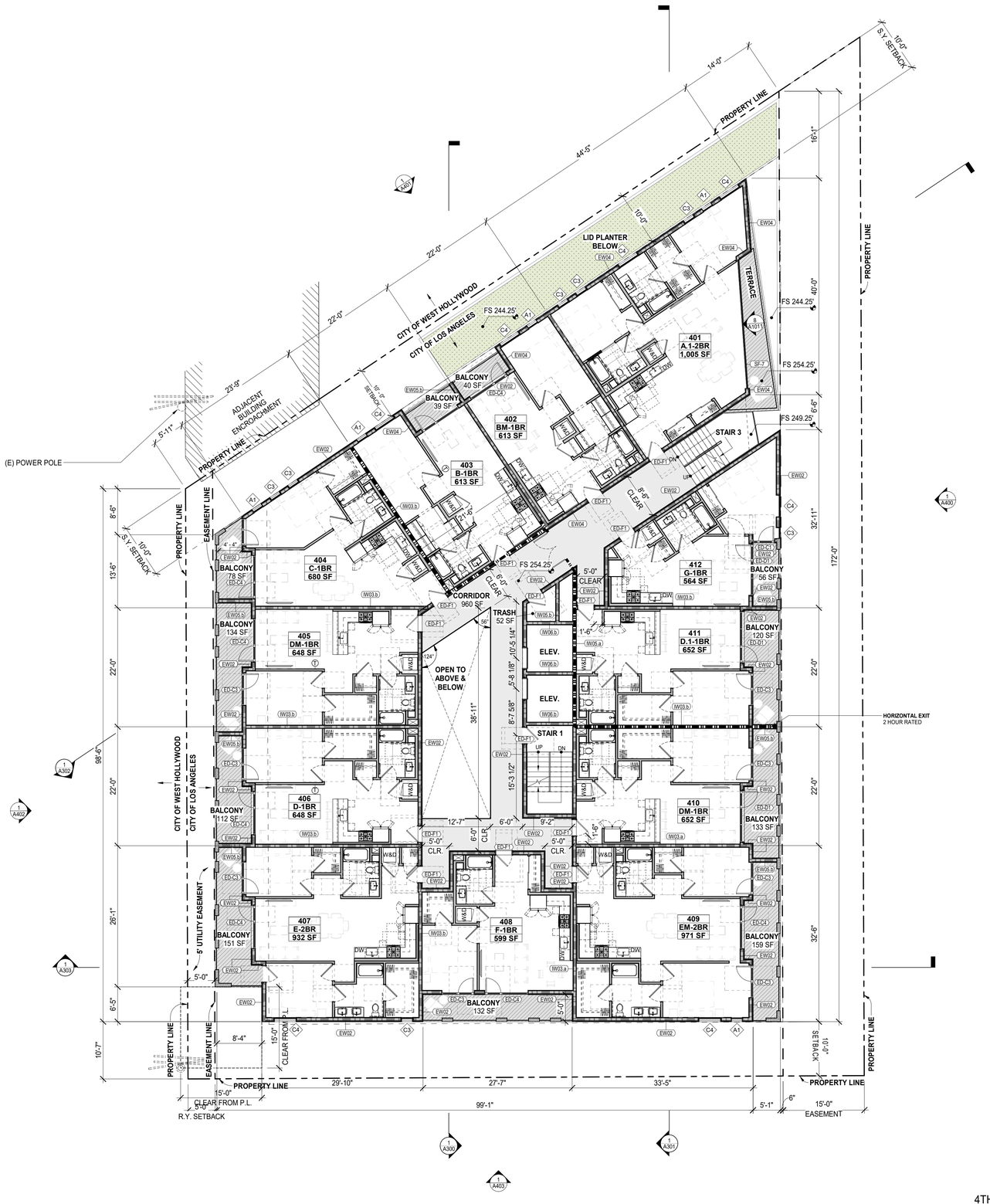
SHEET SIZE: 30X42

DRAWING TITLE:

THIRD FLOOR PLAN

SHEET NO:

A205



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

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

FOURTH FLOOR PLAN

SHEET NO:

A206

FILE NAME: C:\Users\ee\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_iee8W5SK.rvt
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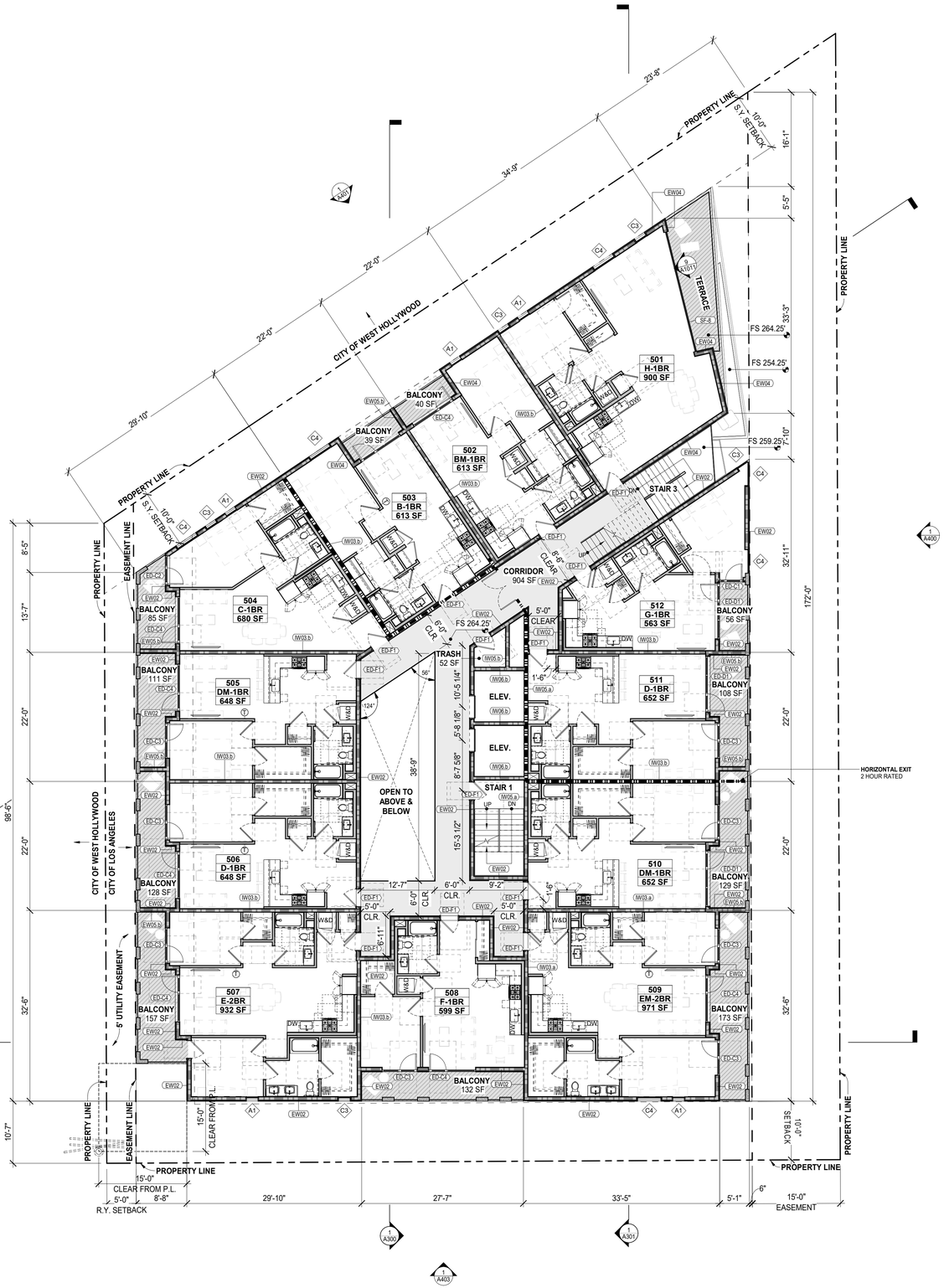

5TH FLOOR PLAN
1/8" = 1'-0"

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME # 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
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TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
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A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

FIFTH FLOOR PLAN

SHEET NO:

A207

FILE NAME: C:\Users\User\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_IweBW5SK.rvt
DATE STAMP: 9/7/2023 12:43:02 PM

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

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
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TEL: 1.213.568.3578
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OWNER:
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6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198
DRAWING SCALE: 1/8" = 1'-0"
SHEET SIZE: 30X42
DRAWING TITLE:
SIXTH FLOOR PLAN
SHEET NO:
A208

FILE NAME: C:\Users\ian\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_IanBWS5K.rvt
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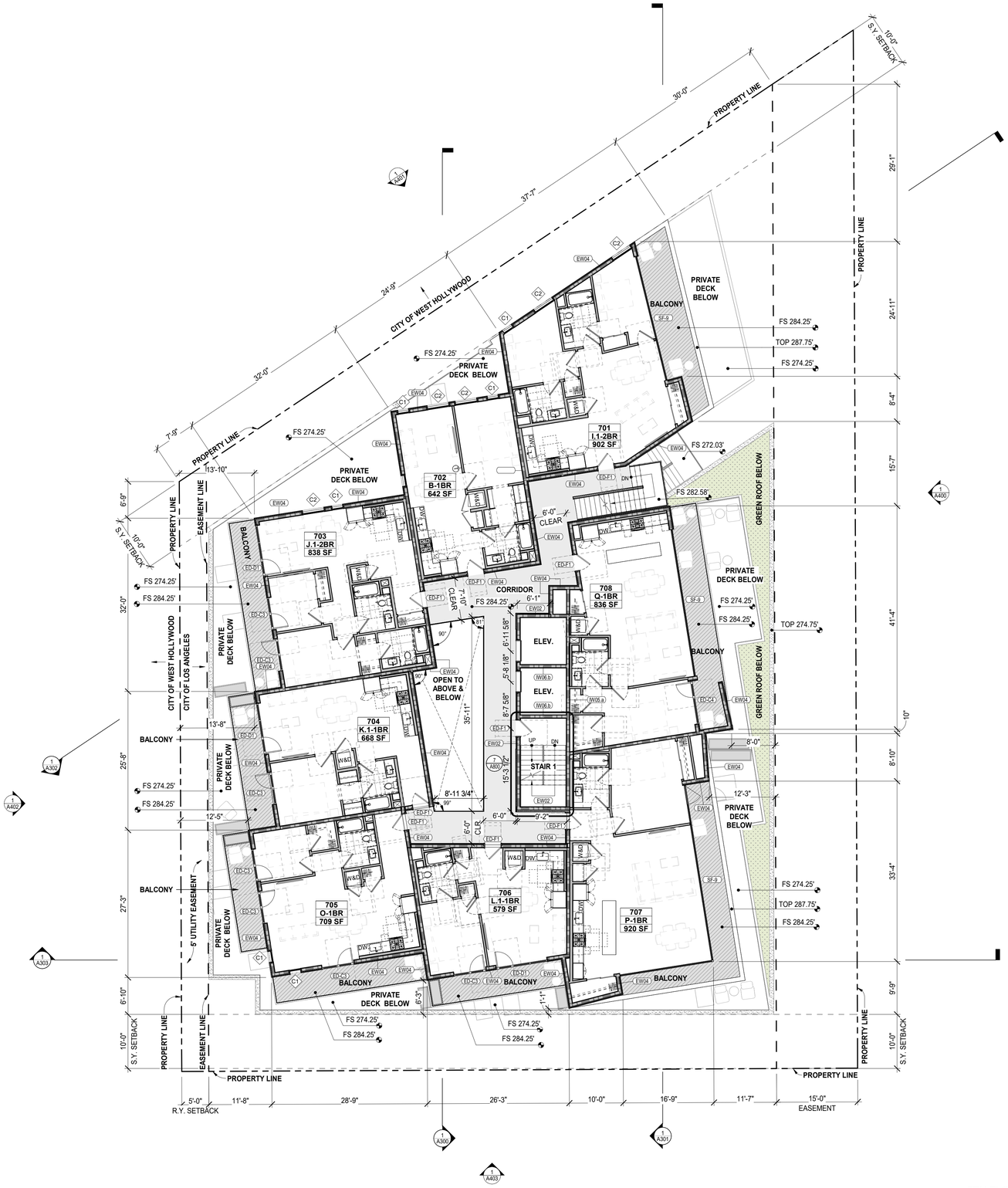

7TH FLOOR PLAN
1/8" = 1'-0"

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME # 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
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- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

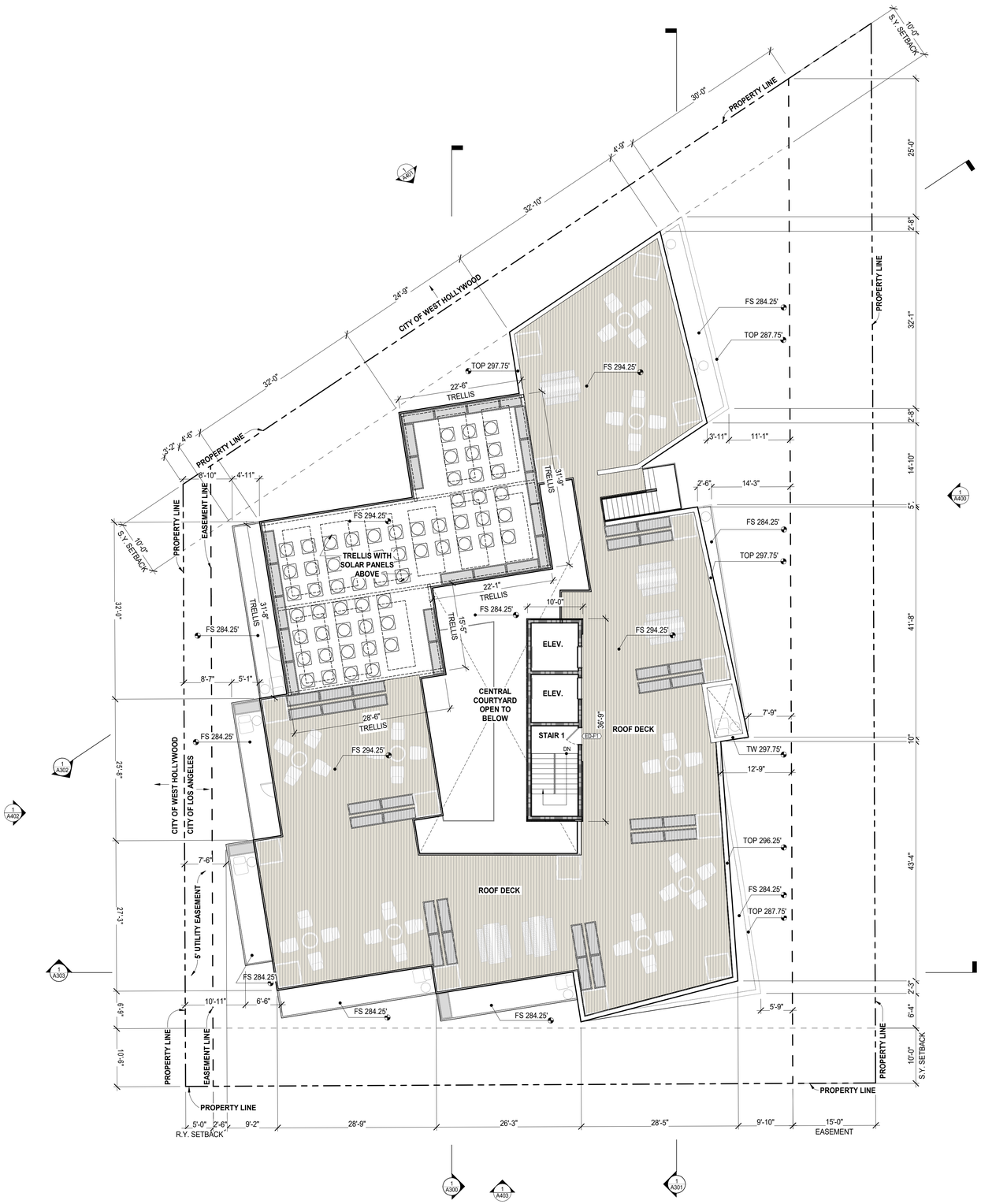
DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:
SEVENTH FLOOR PLAN

SHEET NO:
A209

FILE NAME: C:\Users\ieo\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_ieoBWSSK.rvt
DATE STAMP: 9/7/2023 1:24:22 PM



ROOF PLAN
1/8" = 1'-0"

1

LEGEND

- PROPERTY LINE
- UNIT INFORMATION:
  - ### — NUMBER
  - A-#BR — TYPE
  - ### SF — AREA
  - A-### — DETAIL PLAN SHEET
- RM NAME / # / 150 SF — ROOM INFORMATION
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WT## — WALL NUMBER (SEE WALL SCHEDULE, WALL TYPES, AND DETAILS)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)
- AREA/BALCONY/EMERGENCY DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- PLANTER DRAIN (SEE CIVIL AND PLUMBING DWGS.)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- TRAFFIC COATING (WATERPROOFING)
- TILE PAVING (SEE LANDSCAPE DWGS.) LIGHT COLOR SOLAR REFLECTANCE VALUE OF AT LEAST .30
- CORRIDOR CARPET FLOORING SEE FINISH SCHEDULE
- PLANTING AREA (SEE LANDSCAPE DWGS.)
- 2% MAX. SLOPE U.N.O.
- DROPCAP OVERHEAD (SEE STRUCTURAL DWGS.)
- CONCRETE COLUMN (SEE STRUCTURAL DWGS.)

PLAN NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

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PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

ROOF PLAN

SHEET NO:

A210

FILE NAME: C:\Users\ken\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_ken8WS3K.rvt
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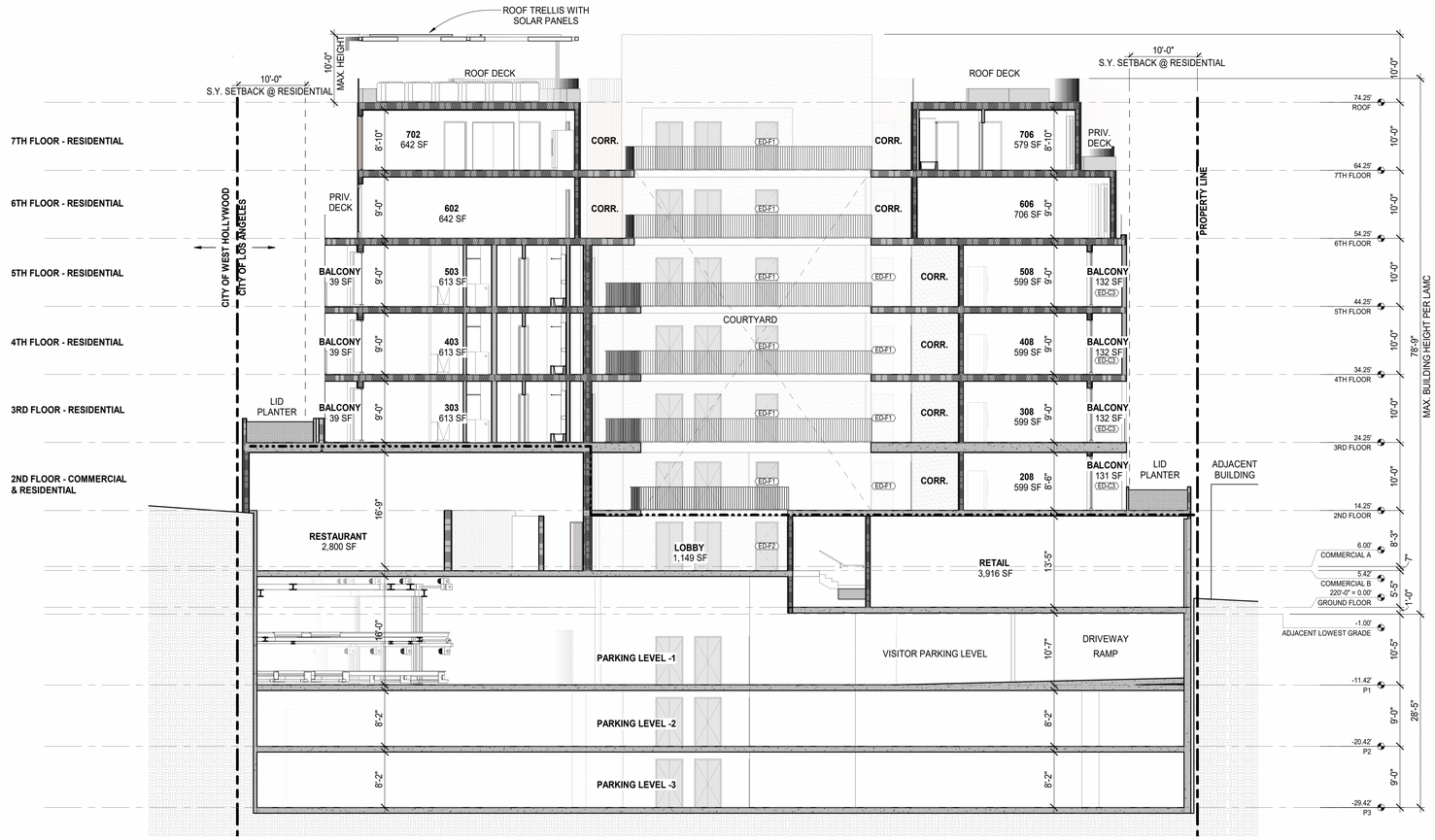
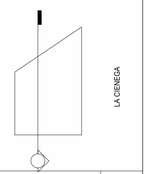


EAST SECTION
1/8" = 1'-0"

1

SECTION KEY:



LEGEND

- PROPERTY LINE
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- INSULATION (SEE ENERGY CALCULATIONS)
- ### DOOR NUMBER (SEE DOOR SCHEDULE)
- WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

NOTES

1. SEE A030 AND A031 FOR GENERAL NOTES.
2. SEE A040 AND A041 FOR GREEN BUILDING REQUIREMENTS.
3. SEE MECHANICAL DRAWINGS FOR ENERGY CALCULATIONS.
4. SEE SHEET A1000 FOR FINISHES AND FIXTURES SCHEDULES.
5. SEE SHEET A1010 FOR DOORS SCHEDULE.
6. SEE SHEET A1011 FOR WINDOWS SCHEDULE.
7. BUILDING ENVELOPE SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS. SEE SHEET A04, GRN 14 # 9.
8. SEE SHEET A100/A101 FOR GRADES AND SITE PLAN NOTES NOT CONTAINED IN THIS DRAWING.
9. LANDSCAPE DESIGN REQUIRES 100% DIP IRRIGATION WITHIN 5 FEET OF BUILDING PERIMETER FOOTING. SPRAY HEADS NOT ALLOWED IN THIS PROJECT.
10. SEAL EXTERNAL CRACKS, JOINTS, ETC. WITH CAULKING AND INSTALL PEST-PROOF SCREEN WHERE REQUIRED.
11. FUTURE COMMERCIAL: THE SPACE IS DESIGNED AS A CORE AND SHELL. SEPARATE BUILDING, ELECTRICAL, AND MECHANICAL PERMITS ARE REQUIRED FOR ALL FUTURE COMMERCIAL TENANT SPACE BUILD-OUTS NOT DETAILED ON THIS PLAN.
12. IF STAPLES ARE USED TO ATACH LATCH, ALL PENETRATIONS SHALL BE CAULKED AND SEALED.
13. APPLY 1-HOUR CEMENTITIOUS FIREPROOFING AT ALL STEEL U.N.O.
14. FIRE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION. 12.21A17(d)
15. INSTALL CONCEALED FIRE SPRINKLERS THROUGHOUT. INTERIOR AND EXTERIOR.
16. DISSIMILAR METALS: PROVIDE RUBBER GASKET AT DISSIMILAR METALS, TYPICAL THROUGHOUT.
17. SEE ACCESSIBILITY DIAGRAMS FOR MIN. 8'-2" ADA HEAD CLEARANCE. EVERYWHERE ELSE MAINTAIN 7'-0" MIN. CLEAR, U.N.O.
18. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5.
19. THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF A DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MSRKED AS "FOR FUTURE SOLAR ELECTRIC.
20. PROVIDE ADEQUATE LIGHTING TO ENSURE SAFE ACCESS TO BICYCLE PARKING FACILITIES IN ACCORDANCE WITH SECTION 12.21A.5(k)

KEYNOTES

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PROJECT:

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2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

BUILDING SECTIONS

SHEET NO:

A300

FILE NAME: C:\Users\tea\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_tea8WS3K.rvt
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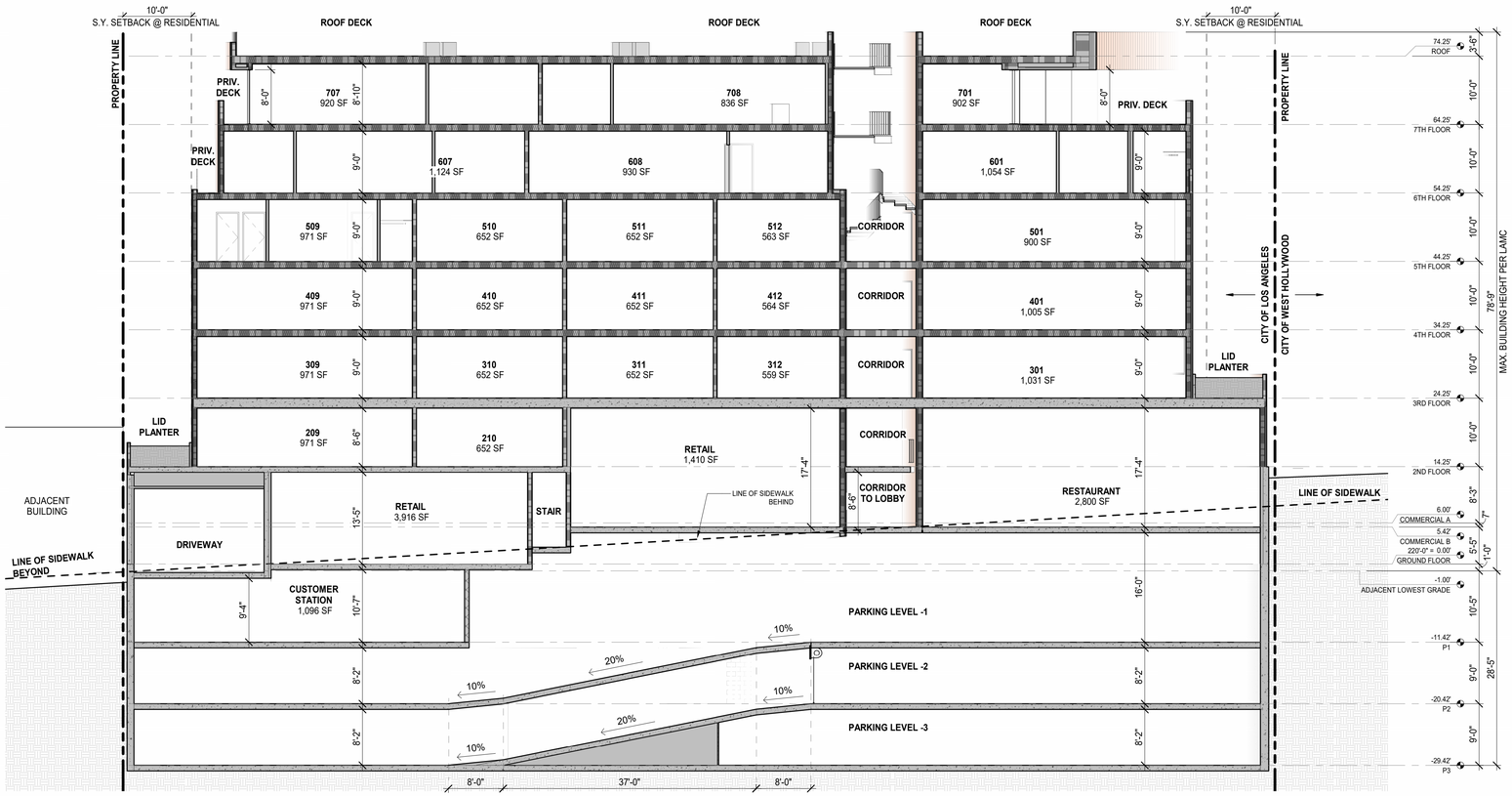

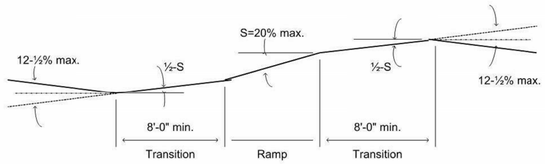

Note:
Where ramp intersects the public way, the transition shall be designed as required by the Department of Public Works.

FIGURE 11B: DRIVEWAY TRANSITIONS (SIMPLIFIED DIAGRAM)

LEGEND

- PROPERTY LINE
- CONCRETE WALL PER STRUCTURAL
- C.M.U. WALL PER STRUCTURAL
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- INSULATION (SEE ENERGY CALCULATIONS)
- ### DOOR NUMBER (SEE DOOR SCHEDULE)
- WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

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9. LANDSCAPE DESIGN REQUIRES 100% DIP IRRIGATION WITHIN 5 FEET OF BUILDING PERIMETER FOOTING. SPRAY HEADS NOT ALLOWED IN THIS PROJECT.
10. SEAL EXTERNAL CRACKS, JOINTS, ETC. WITH CAULKING AND INSTALL PEST-PROOF SCREEN WHERE REQUIRED.
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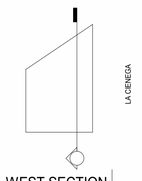
20. PROVIDE ADEQUATE LIGHTING TO ENSURE SAFE ACCESS TO BICYCLE PARKING FACILITIES IN ACCORDANCE WITH SECTION 12.21A.5(k)

KEYNOTES

SECTION KEY:



WEST SECTION 1
1/8" = 1'-0"

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CONSULTANT:

CERTIFICATION:

PROJECT:

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1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

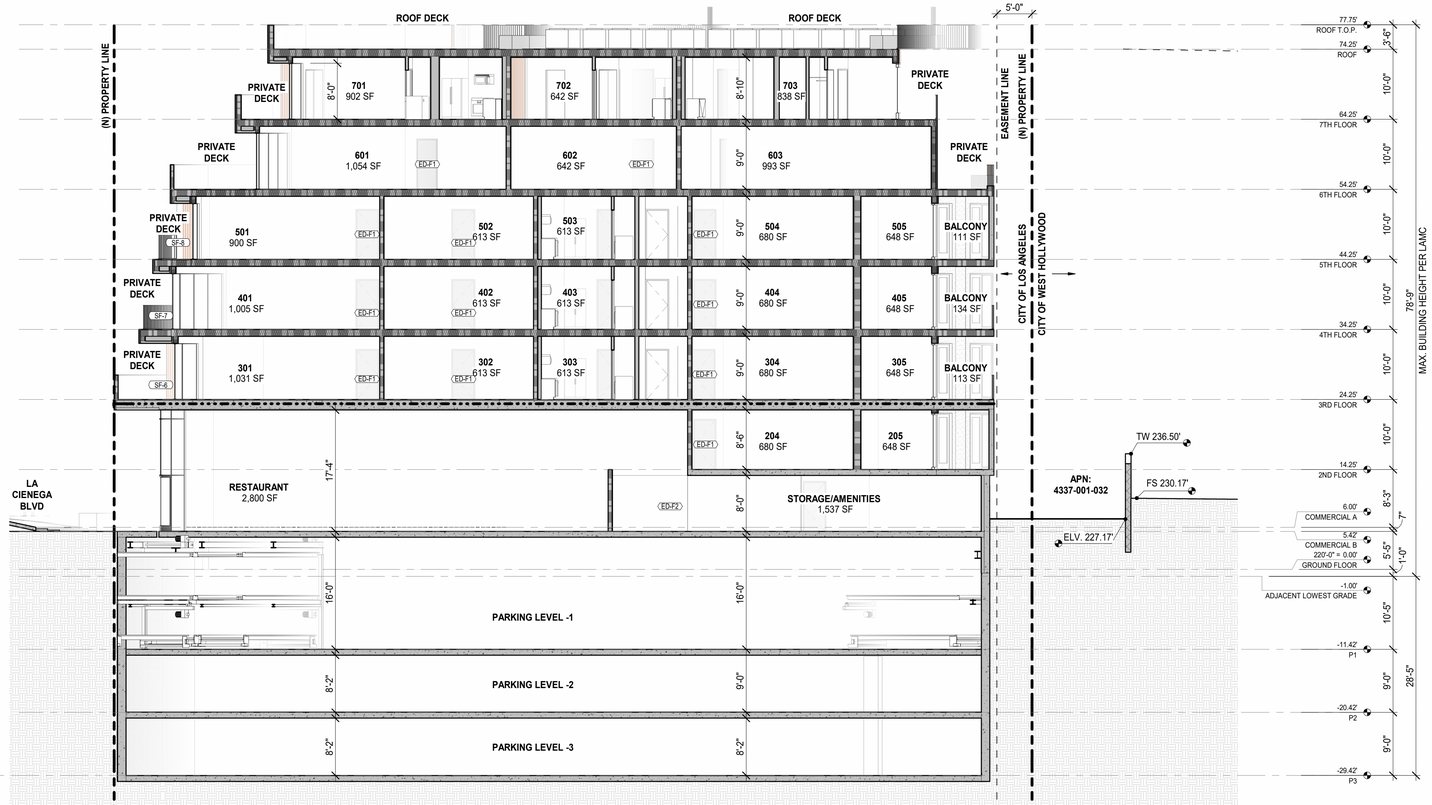
SHEET SIZE: 30X42

DRAWING TITLE:

BUILDING SECTIONS

SHEET NO:

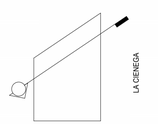
A301



NORTH SECTION
1/8" = 1'-0"

1

SECTION KEY:



LEGEND

- PROPERTY LINE
- CONCRETE WALL PER STRUCTURAL
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- 3 HOUR FIRE-RATED WALL
- INSULATION (SEE ENERGY CALCULATIONS)
- ### DOOR NUMBER (SEE DOOR SCHEDULE)
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- SF-# STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

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KEYNOTES

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ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:

BUILDING SECTIONS

SHEET NO:

A302

FILE NAME: C:\Users\revit\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_HeBWV5JK.rvt
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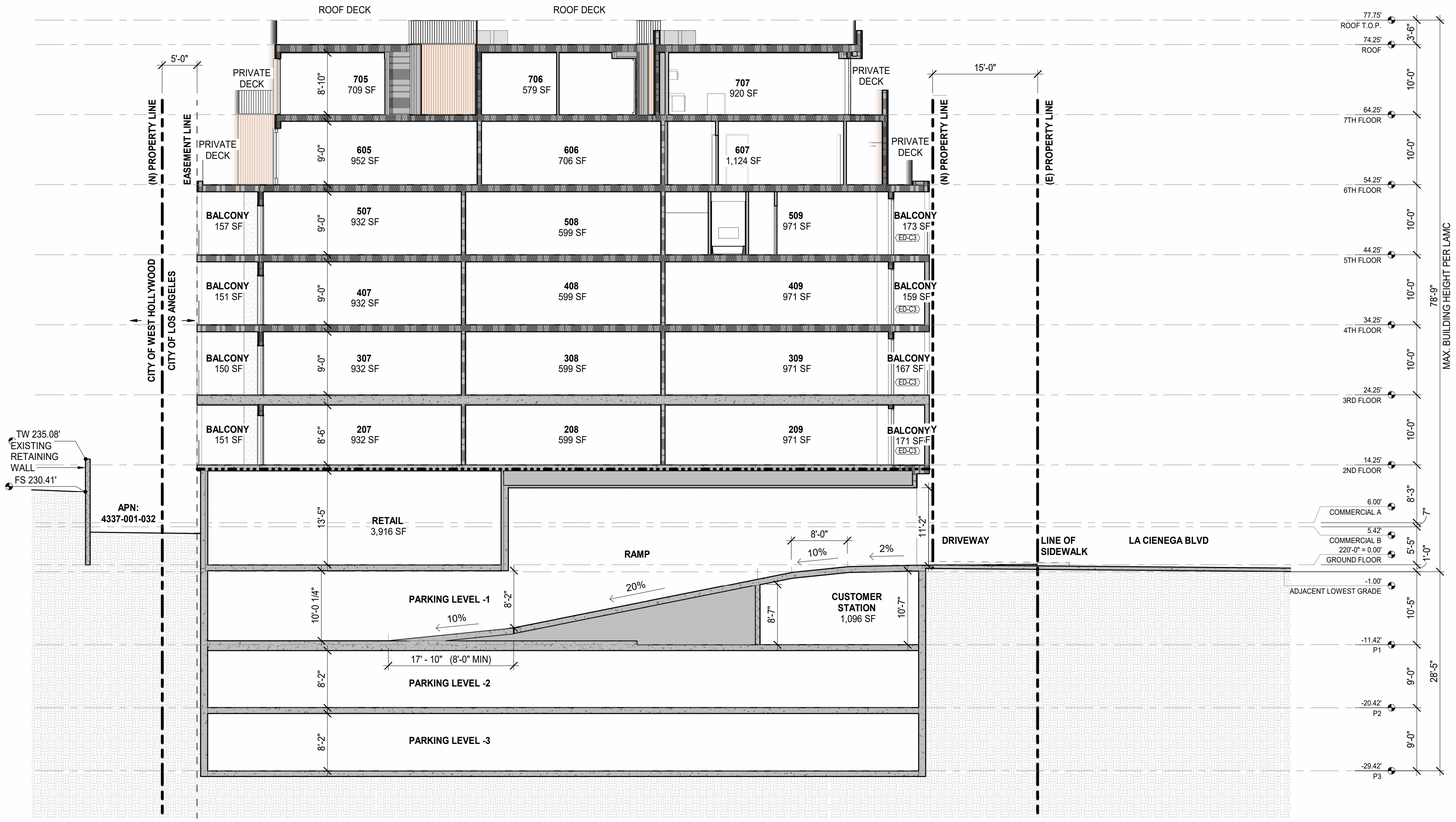
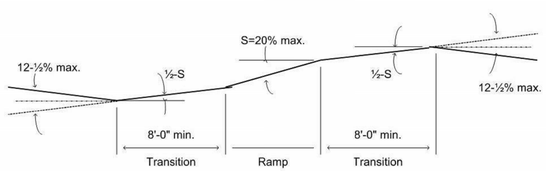




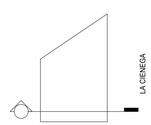
Note:
Where ramp intersects the public way, the transition shall be designed as required by the Department of Public Works.

FIGURE 11B: DRIVEWAY TRANSITIONS (SIMPLIFIED DIAGRAM)

NORTH SECTION 2
1/8" = 1'-0"

1

SECTION KEY:



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KEYNOTES

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2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

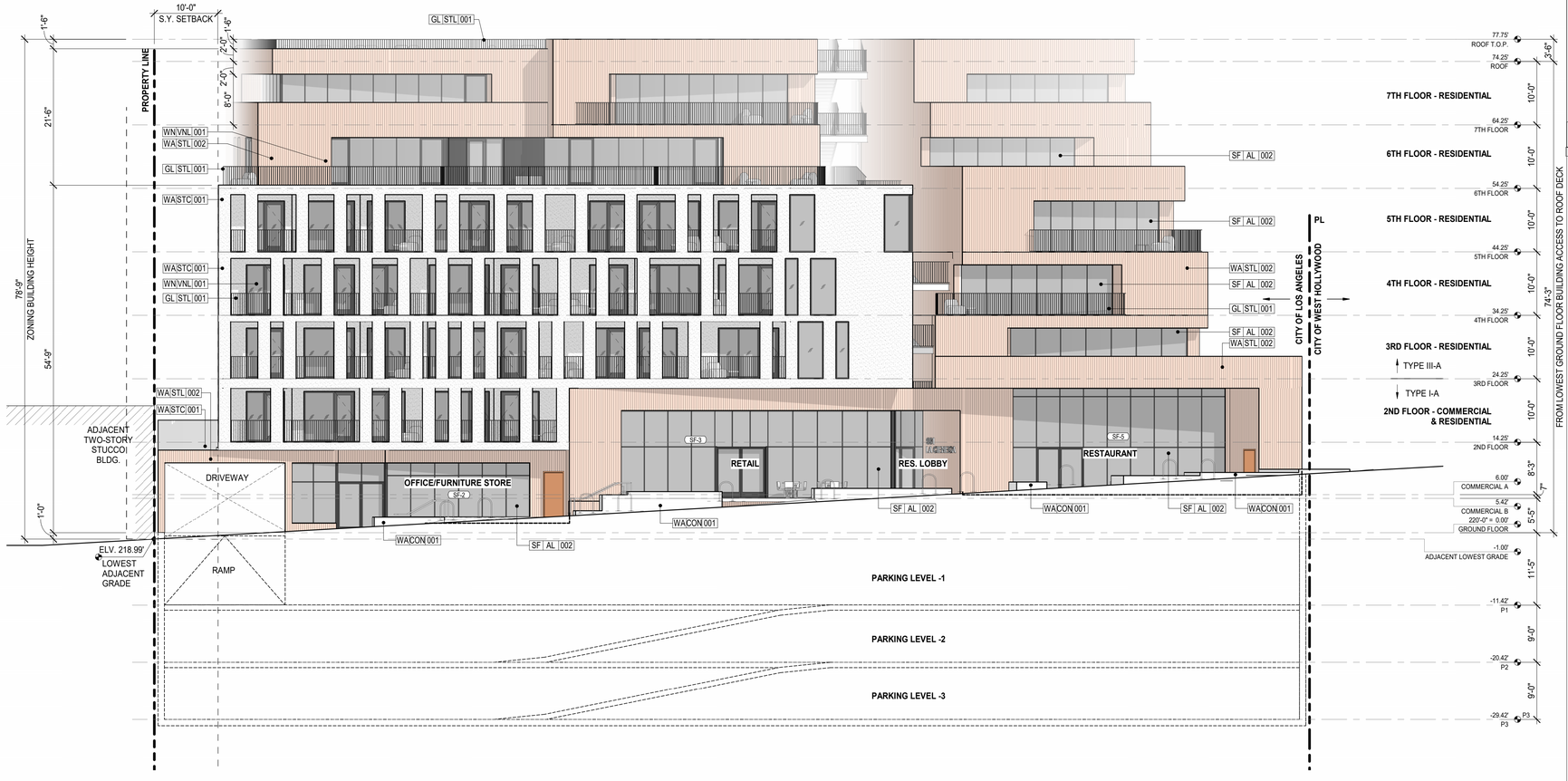
SHEET SIZE: 30X42

DRAWING TITLE:

BUILDING SECTIONS

SHEET NO:

A303



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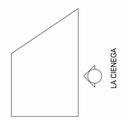


EAST ELEVATION
1/8" = 1'-0"

1

LEGEND

###	DOOR NUMBER (SEE DOOR SCHEDULE)
###	WINDOW NUMBER (SEE WINDOW SCHEDULE)
SF-#	STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

FINISH SYMBOL

WA STT 001

- WA — FINISH GROUP
- STT — FINISH TYPE
- 001 — FINISH NUMBER

FINISH LEGEND

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

KEYNOTES

#	BUILDING KEYNOTES TEXT

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

SHEET NOTES

1. SEE SHEET A040 FOR GENERAL NOTES.
2. SEE SHEET A050 FOR GREEN BUILDING REQUIREMENTS.
3. SEE SHEET A070 FOR SPECIFICATIONS.
4. SEE SHEET A1000 FOR FINISHES, FIXTURES AND APPLIANCES SCHEDULE.
5. SEE SHEET A1010 FOR DOORS SCHEDULE.
6. SEE SHEET A1011 FOR WINDOWS SCHEDULE.
7. BUILDING ENVELOPE SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS. SEE A005 FORM GRN 14 NOTE # 9
8. ALL TRASH BINS SHALL BE COVERED.
9. ALL DOWNSPOUTS TO DRAIN TO PERMAVOID CUB PLANTERS (SEE CIVIL DWGS.)
10. ALL ROOF RUNOFF TO DRAIN TO PERMAVOID CUB PLANTERS (SEE CIVIL DWGS.)

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA

LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
4	09.12.23	PZA APPLICATION - R3

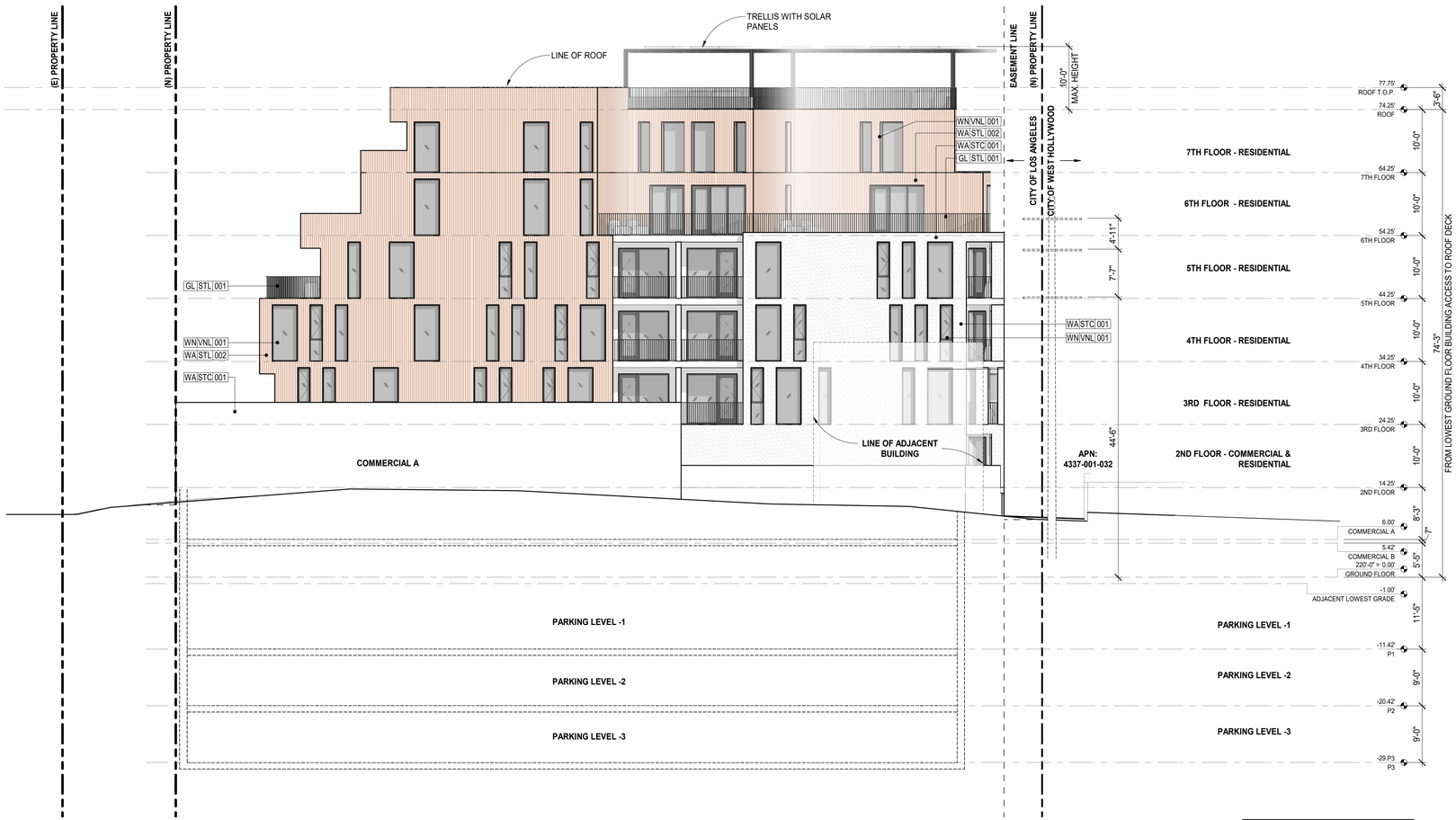
PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:
EXTERIOR ELEVATIONS

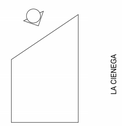
SHEET NO:
A400



NORTH ELEVATION
1/8" = 1'-0"

1

ELEVATION KEY:



LEGEND

- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

FINISH SYMBOL

WA|SST|001
- 001 — FINISH NUMBER
- SST — FINISH TYPE
- WA — FINISH GROUP

FINISH LEGEND

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
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WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

KEYNOTES

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SHEET NOTES

1. SEE SHEET A040 FOR GENERAL NOTES.
2. SEE SHEET A050 FOR GREEN BUILDING REQUIREMENTS.
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4. SEE SHEET A1000 FOR FINISHES, FIXTURES AND APPLIANCES SCHEDULE.
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LOS ANGELES, CA 90069

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4	09.12.23	PZA APPLICATION - R3

PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:
EXTERIOR ELEVATIONS

SHEET NO:
A401

FILE NAME: C:\Users\tea\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_tea8W53K.rvt
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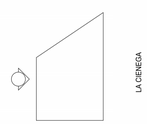

LEGEND

##	DOOR NUMBER (SEE DOOR SCHEDULE)
###	WINDOW NUMBER (SEE WINDOW SCHEDULE)
SF-#	STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

FINISH SYMBOL

WA | SST | 001

- 001 — FINISH NUMBER
- SST — FINISH TYPE
- WA — FINISH GROUP

FINISH LEGEND

GROUP	TYPE	NUMBER	DESCRIPTION
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WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

KEYNOTES

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SHEET NOTES

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WEST ELEVATION
1/8" = 1'-0"

1

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LOS ANGELES, CA 90069

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PROJECT NO: 198

DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:
EXTERIOR ELEVATIONS

SHEET NO:
A402

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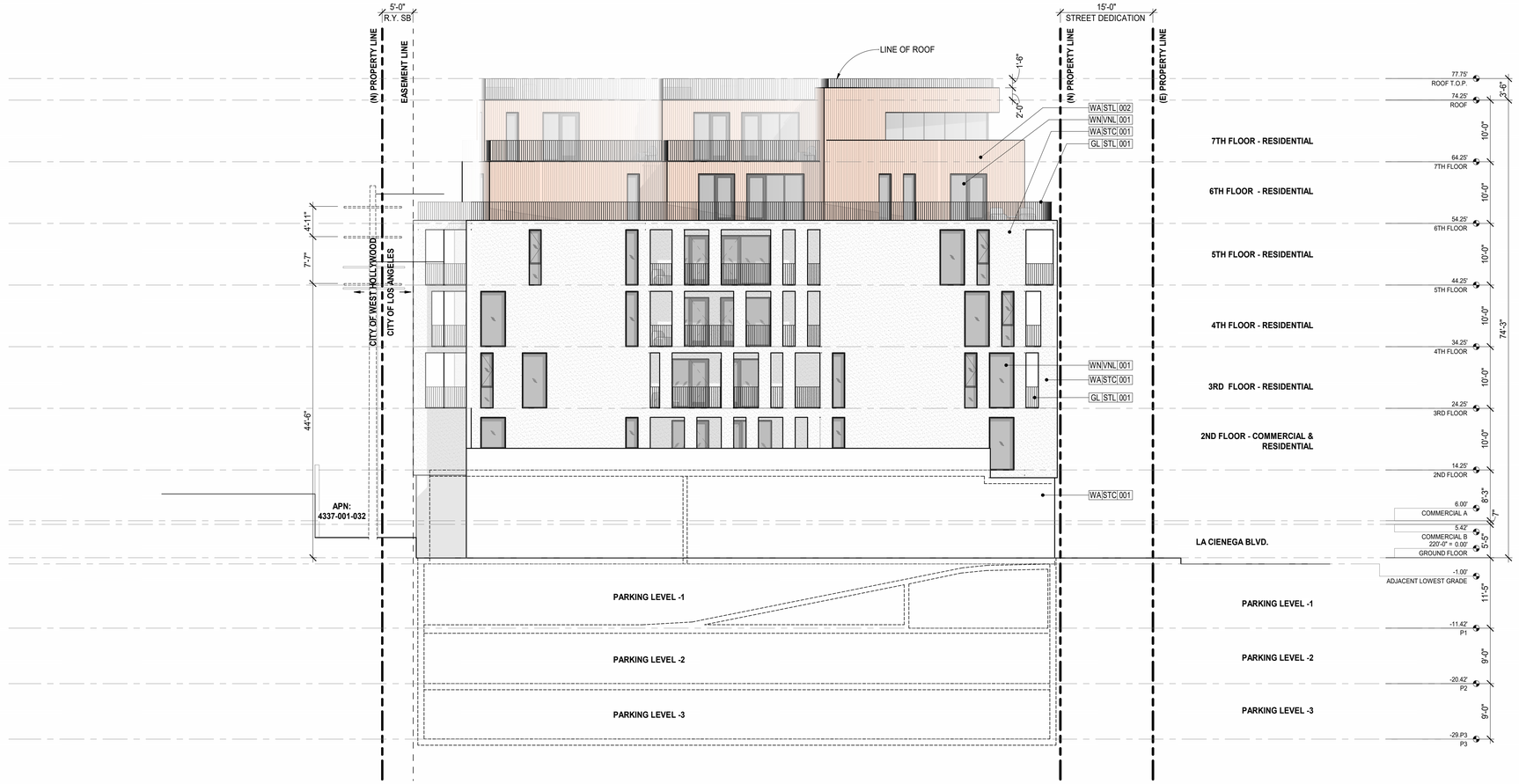

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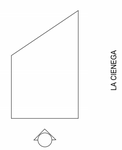

SOUTH ELEVATION
1/8" = 1'-0"

1

LEGEND

- ### — DOOR NUMBER (SEE DOOR SCHEDULE)
- ### — WINDOW NUMBER (SEE WINDOW SCHEDULE)
- SF-# — STOREFRONT NUMBER (SEE STOREFRONT SCHEDULE)

FINISH SYMBOL

WA|SST|001

- 001 — FINISH NUMBER
- SST — FINISH TYPE
- WA — FINISH GROUP

FINISH LEGEND

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
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SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
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GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

SHEET NOTES

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PROJECT NO: 198

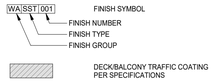
DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

DRAWING TITLE:
EXTERIOR ELEVATIONS

SHEET NO:
A403

UNIT FINISH PLAN LEGEND



FINISH SYMBOL

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT RCP LEGEND

10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)

DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.

8" DROPPED DRYWALL CEILING

10" DROPPED DRYWALL CEILING

12" DROPPED DRYWALL CEILING

14" DROPPED DRYWALL CEILING

LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)

RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS)

RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS)

S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)

DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)

CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING

CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING

WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL

WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL

EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR

J — JUNCTION BOX

ACCESSIBLE PLAN LEGEND

T — SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)

HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE

HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.

WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.

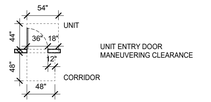
WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.

WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)

WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)

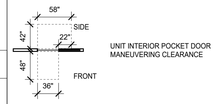
SWITCH (SEE ELECTRICAL DRAWINGS)

COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

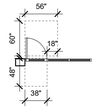


UNIT ENTRY DOOR MANEUVERING CLEARANCE

UNIT INTERIOR DOOR MANEUVERING CLEARANCE



UNIT INTERIOR POCKET DOOR MANEUVERING CLEARANCE



UNIT BALCONY DOOR MANEUVERING CLEARANCE

30" X 48" CLEAR SPACE

LAVATORY WITH CABINET 30" X 48" CLEAR SPACE PARALLEL AND FORWARD APPROACH

WATER CLOSET 48" + 36" IN FRONT. FLUSH HANDLE ON APPROACH SIDE

30" X 36" REMOTE WATER READER STANDING SPACE

UNIT BASE PLAN LEGEND

2X METAL OR WOOD STUD WALL, U.N.O.

1 HOUR FIRE-RATED WALL

1 HOUR FIRE RATED PARTY WALL - 50 STC

2 HOUR FIRE-RATED WALL

3 HOUR FIRE-RATED WALL

WT## # — WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)

— DOOR NUMBER (SEE DOOR SCHEDULE, A1010)

DECK/BALCONY TRAFFIC COATING (WATERPROOFING)

CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)

2% MAX. SLOPE U.N.O.

ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.

UNIT PLAN GENERAL NOTES

1. SEE A002 FOR UNIT AREAS.
2. SEE A030 AND A031 FOR GENERAL NOTES.
3. SEE A040 AND A041 FOR GREEN BUILDING REQUIREMENTS.
4. SEE MECHANICAL DRAWINGS FOR ENERGY CALCULATIONS.
5. SEE SHEET A1000 FINISH AND FIXTURE SCHEDULES.
6. SEE SHEET A1010 FOR DOOR SCHEDULE.
7. SEE SHEET A1011 FOR WINDOW SCHEDULE.
8. BUILDING ENVELOPE SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS. SEE SHEET A040, GRN 14 # 9. SEAL EXTERNAL CRACKS, JOINTS, ETC. WITH CAULKING AND INSTALL PEST-PROOF SCREEN WHERE REQUIRED.
9. FIRE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION. 12.21A17(d)
10. DISSIMILAR METALS: PROVIDE RUBBER GASKET AT DISSIMILAR METALS, TYPICAL THROUGHOUT.
11. SEE SHEETS A075-A079 FOR ACCESSIBILITY NOTES AND CODE REQUIREMENT INFORMATION
12. SEE BUILDING PLANS A200-A207 FOR ADDITIONAL INFORMATION
13. SEE SHEETS A970-A971 FOR INTERIOR DETAILING
14. SEE SHEETS A400-401 FOR EXTERIOR ELEVATIONS
15. SEE STRUCTURAL PLANS FOR ADDITIONAL INFORMATION ON ALL WALL TYPES AND FRAMING REQUIREMENTS
16. BASE PLAN DIMENSIONS SHOWN ARE TO THE FACE OF STUD U.N.O.
17. ALL WALLS ARE DRAWN AT ACTUAL SIZE
18. FIRE PARTITIONS AT UNITS INCLUDE PARTY WALLS AND CORRIDORS. SEE INTERIOR WALL SCHEDULE ON SHEET A925.
19. SEE SHEET A055 FOR ACOUSTICAL REPORT
20. ALL DOOR JAMBS TO BE 4" U.N.O.
21. PROVIDE SOLID BACKING AT ALL TELEVISIONS, TOWEL BARS, SHOWER CURTAINS, GRAB BARS, ETC.
22. PROVIDE SMOKE DETECTORS AT EACH SLEEPING ROOM AND AT SPACES OUTSIDE OF SLEEPING AREA PER CBC 907.2.11.2. WHERE MORE THAN 1 DETECTOR OCCURS THEY WILL BE INTERCONNECTED PER CBC 907.2.11.3. SMOKE DETECTORS TO BE HARDWIRED WITH BATTERY BACKUP. SEE ELECTRICAL PLANS FOR PRODUCT AND LOCATION.
23. CARBON MONOXIDE ALARMS SHALL BE INSTALLED PER CBC 420.6.1. SEE UNIT REFLECTED CEILING PLANS.
24. LAUNDRY CLOSETS AND ROOMS ARE TO BE PROVIDED SUPPLY AIR PER CMC SECTION 905.3 TYPE DRYER. VERIFY REQUIREMENTS WITH APPLIANCE MANUFACTURER. PROVIDE REQUIRED VENTILATION.
25. COORDINATE OPERABLE PORTION OF WINDOWS WITH MECHANICAL DRAWINGS. POINT OF DISCHARGE FOR MECHANICAL EXHAUST SHALL BE 3 FEET MINIMUM FROM ANY OPENING.
26. SOLAR READY EXCEPTION PER CALIFORNIA ENERGY CODE 110.10(b)
    EXCEPTION 4:
    A. ALL THERMOSTATS TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND ARE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING AN OCCUPANCY PERMIT BY THE ENFORCEMENT AGENCY
    B. INSTALL A DISHWASHER THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS WITH EITHER A REFRIGERATOR THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS OR A WHOLE HOUSE FAN DRIVEN BY AN ELECTRONICALLY COMMUTATED MOTOR

UNIT FINISH LEGEND

UNIT RCP LIGHT FIXTURES LEGEND

UNIT FINISH PLAN NOTES

1. REFER TO OWNER AND INTERIOR SPECIFICATIONS FOR MATERIALS, FINISHES, COLORS, MANUFACTURER'S AND MODEL NUMBERS
2. VERIFY ALL MANUFACTURED PRODUCT SIZES, CLEARANCES, AND INSTALLATION REQUIREMENTS PRIOR TO CONSTRUCTION AND INSTALL PER MANUFACTURER'S INSTRUCTIONS. NOTIFY ARCHITECT OF ANY CONFLICT BEFORE PROCEEDING. NO CHANGES ARE TO OCCUR WITHOUT ARCHITECT'S REVIEW.
3. ALL APPLIANCES AND FIXTURES ARE TO BE PER OWNER'S SPECIFICATIONS.
4. INTERIOR MATERIALS INCLUDING DECORATIVE MATERIALS AND FINISHES SHALL COMPLY WITH CBC CHAPTER 8 AND CFC. WALL, FLOOR, & CEILING SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN CBC TABLE 803.9
5. INSTALL CONCEALED FIRE SPRINKLERS THROUGHOUT. INTERIOR AND EXTERIOR.
6. DIMENSIONS SHOWN ON TYPICAL FINISH PLAN ARE TO FINISH MATERIAL U.N.O.

UNIT RCP NOTES

1. SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES.
2. REFER TO MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION
3. VERIFY ALL MECHANICAL SUPPLY, RETURN, AND EXHAUST GRILLES WITH MECHANICAL DRAWINGS
4. LIGHTING SHALL BE CENTERED ON THE CEILING SPACE FIRST OR BE PLACED PER PLAN DIMENSIONS. LIGHTING TO GOVERN OVER ALL OTHER CEILING ELEMENTS. ALL OTHER CEILING ELEMENTS SHALL CENTER ALIGN TO LIGHTING AND EACH OTHER, U.N.O.
5. VERIFY ALL RECESSED LIGHT FIXTURES WITH STRUCTURAL JOIST AND BEAM PRIOR TO INSTALLATION.
6. VERIFY ALL LIGHTING REQUIREMENTS WITH THE ELECTRICAL DRAWINGS AND INTERIOR ELEVATIONS
7. ALL FIRE SPRINKLER HEADS SHOWN ARE FOR DESIGN INTENT ONLY. ACTUAL QUANTITY AND LOCATION OF HEADS REQUIRED ARE TO BE DETERMINED BY THE DESIGN-BUILD SPRINKLER CONTRACTOR AS APPROVED BY THE AUTHORITY HAVING JURISDICTION
8. CEILING HEIGHTS INDICATED ARE FROM TOP OF STRUCTURE
9. CEILINGS ARE TO BE MADE FLUSH WHERE BEAM DROPS OCCUR, TYPICAL U.N.O. SEE CEILING PLANS FOR HEIGHTS OF CEILINGS AT STRUCTURAL BEAM LOCATIONS. NOTIFY ARCHITECT OF ANY BEAM DROPS.
10. ACCESS PANELS, COVER PLATES, LOUVERS, ETC. ARE TO MATCH THE COLOR OF THE WALL/CEILING IN WHICH THEY ARE LOCATED.
11. ACCESS PANELS AS DESIGNED ARE TO HAVE A 1" FLANGE AND DRYWALL FINISH
12. CEILING-MOUNTED EXHAUST FAN MUST BE ENERGY STAR COMPLIANT, DUCTED TO TERMINATE AT THE OUTSIDE OF THE BUILDING AND CONTROLLED BY HUMIDITY CONTROL
13. UNIT RCP DIMENSIONS SHOWN ARE TO THE FACE OF STUD U.N.O.

ACCESSIBLE PLAN NOTES

1. SEE SHEETS A075-A079 FOR ADDITIONAL ACCESSIBILITY INFORMATION AND REQUIREMENTS
2. DIMENSIONS SHOWN ON TYPICAL ACCESSIBILITY PLAN ARE TO FINISH MATERIAL U.N.O.
3. SEE 1/A604 FOR DOOR PUSH SIDE CLEARANCE RELATIVE TO CORRIDOR ELEMENTS
4. ALL DWELLING UNITS SHALL COMPLY WITH CBC SECTION 1134A.2 OPTION 2
5. ALL ELECTRICAL OUTLETS ARE TO BE ACCESSIBLE PER THE CALIFORNIA ELECTRICAL CODE (CEC) AND THE FAIR HOUSING AUTHORITY (FHA). REFER TO ELECTRICAL PLANS FOR OUTLET LOCATIONS

BATHROOM:

5. TOILET PAPER HOLDER TO BE MOUNTED +24" ABOVE FINISH FLOOR. PROVIDE 2X6 BACKING AT WALLS.
6. LAVATORY RIM TO BE 34" MAXIMUM ABOVE FINISH FOOR WITH A MAXIMUM 6.5" BOWL DEPTH. PROVIDE LEVER TYPE FAUCET HANDLE AND KNEE SPACE MOCKUP PRIOR TO PURCHASE.
7. LAVATORY BASE CABINET TO BE REMOVABLE, 21" DEEP AND 30" WIDE CLEAR. TOE BOARD AND SHELVING BELOW ARE TO BE REMOVABLE. EXTEND FINISH FLOORING BELOW.
8. TOWEL BARS/HOOKS TO BE MOUNTED +40" ABOVE FINISH FLOOR TO TOP. PROVIDE FLAT 2X6 BACKING
9. TO PREVENT ENCROACHMENT OF THE REQUIRED 30" X 48" CLEAR FLOOR SPACE FOR PARALLEL APPROACH AT THE TUB, THE OVERALL TOILET DEPTH SHALL NOT EXCEED 30"

KITCHEN:

10. TOP OF KITCHEN COUNTERTOP IS TO BE 36" MAXIMUM ABOVE FINISH FLOOR. PROVIDE A COUNTERTOP DEPTH OF 25 - 1/2" MAXIMUM FROM BACKSPLASH FINISH TO OUTER MOST EDGE.
11. KITCHEN SINK TO BE AN UNDERMOUNT SINGLE BOWL WITH A MAXIMUM 6.5" BOWL DEPTH. PROVIDE A LEVER TYPE FAUCET HANDLE.
12. SINK BASE CABINET IS TO BE REMOVABLE, 24" DEEP, AND 30" WIDE CLEAR SPACE. TOE BOARD AND SHELVING BELOW TO BE REMOVABLE. EXTEND FINISH FLOORING BELOW.
13. CUTTING BOARDS ARE TO BE 15" WIDE MINIMUM. PROVIDE TWO (2) AND MOUNT 34" MAXIMUM ABOVE FINISH FLOOR
14. PROVIDE ATLEAST ONE (1) POWER OUTLET A MINIMUM OF 36" FROM ALL KITCHEN COUNTER CORNERS (SEE ELECTRICAL DRAWINGS - NOTIFY ARCHITECT OF ANY DISCREPANCIES)

UNIT BASE PLAN KENOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
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2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

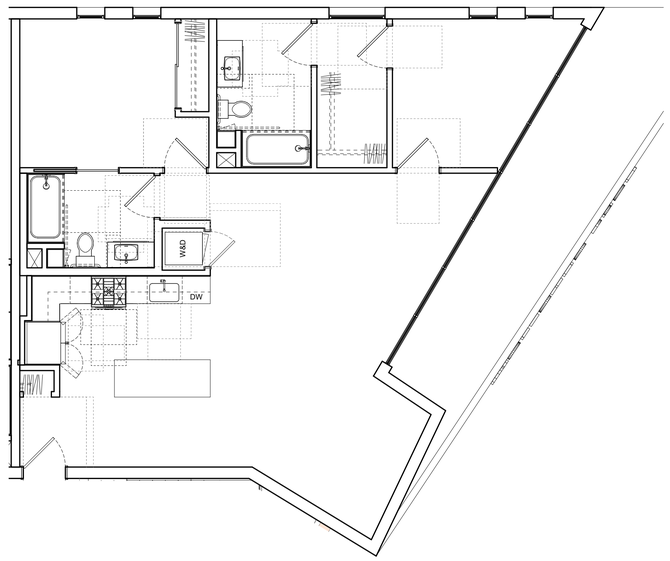
DRAWING SCALE: 1/8" = 1'-0"

SHEET SIZE: 30X42

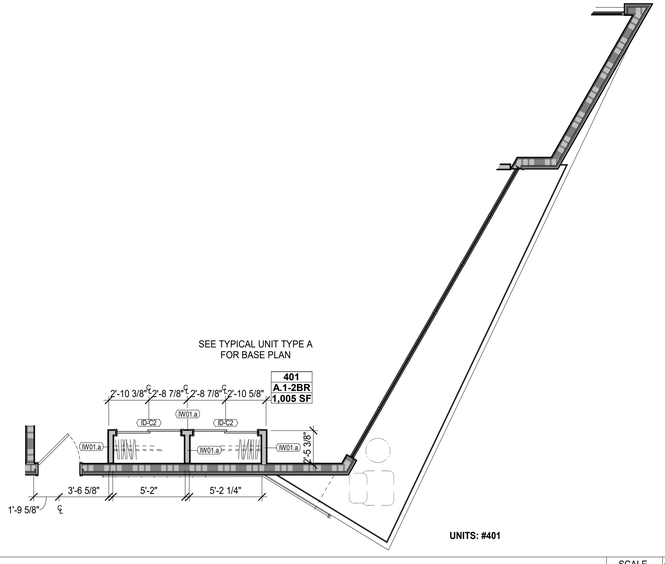
DRAWING: ENLARGED UNIT PLANS TYPICAL NOTES

SHEET NO: A610

FILE NAME: C:\Users\mcurd\Documents\198_961 La Cienega_ARCH_CF_Mcurd22VNJ.rvt
DATE STAMP: 12/29/2021, 12:09:29 PM

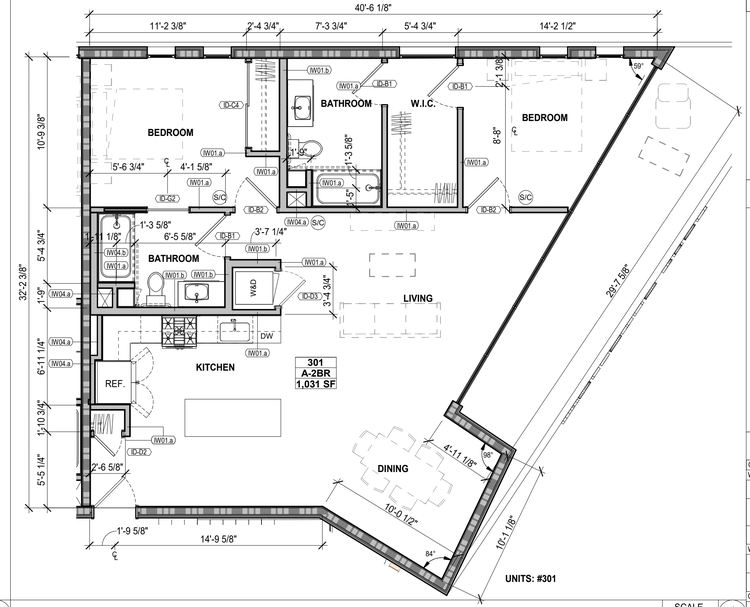


UNIT TYPE A - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 3



UNITS: #401

UNIT TYPE A.1 - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 2



UNITS: #301

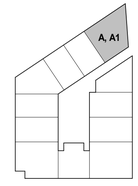
UNIT TYPE A - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

#	BUILDING KEYNOTES TEXT

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

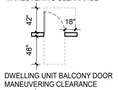
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- (W1##.#) — WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- (###) — DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

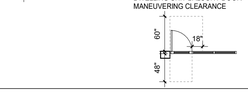
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

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ISSUE OR REVISION NOTES:

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2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
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PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE A)

SHEET NO:
A611

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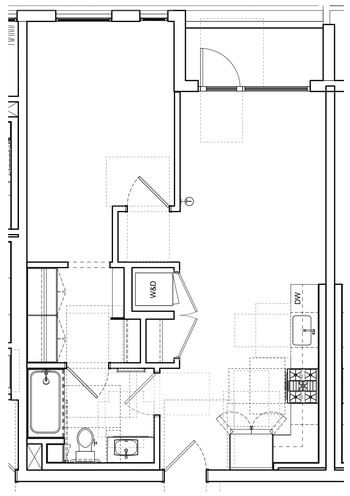
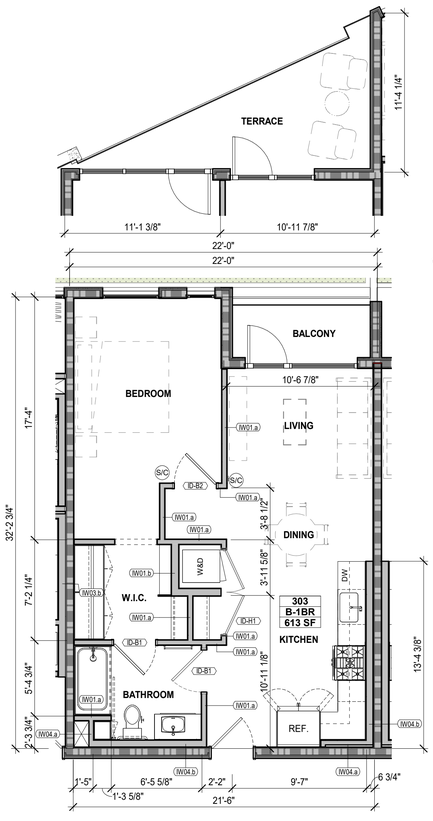
DATE: 5:34PM 12/29/2021 1:09:24 PM



UNIT TYPE B - TYPICAL FINISH & ACCESSIBILITY PLAN | SCALE 1/4" = 1'-0" | 2



6TH FLOOR PLAN | SCALE 1/4" = 1'-0" | 4

UNITS: #303, 403, 503
MIRRORED UNITS (BM): #302, 402, 502, 602

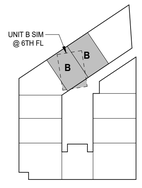
UNIT TYPE B - TYPICAL BASE PLAN | SCALE 1/4" = 1'-0" | 1

UNIT BASE PLAN KEYNOTES

#	BUILDING KEYNOTES TEXT

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

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- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- T — SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
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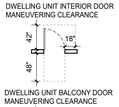
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE

UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- J — JUNCTION BOX

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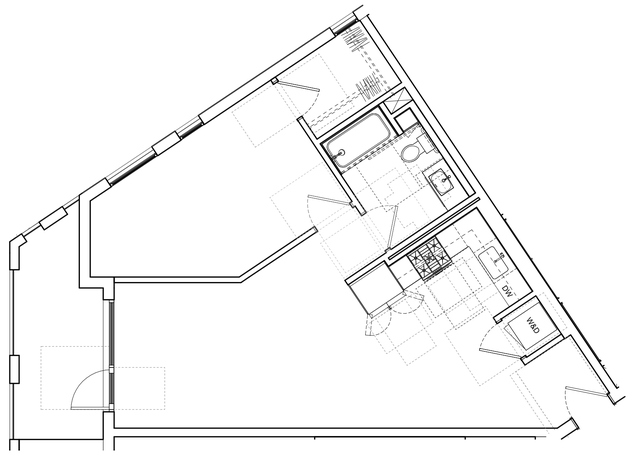
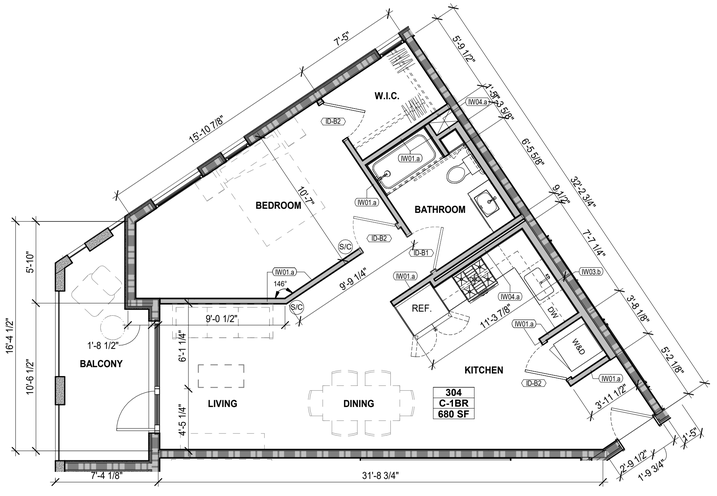
ENLARGED UNIT PLANS (UNIT TYPE B)

SHEET NO:
A612

FILE NAME: C:\Users\mcruz\Documents\198_961 La Cienega_ARCH_CF_McruzSZ4NUJ.rvt
DATE: 5/14/2021 12/29/2021 1:09:23 PM



UNIT TYPE C - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



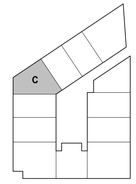
UNITS: #202, 304, 404, 504

UNIT TYPE C - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

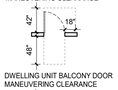
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

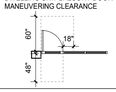
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

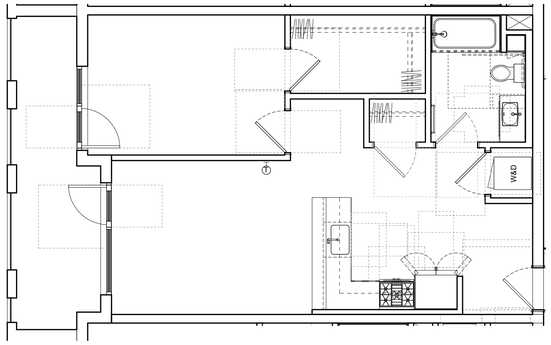
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

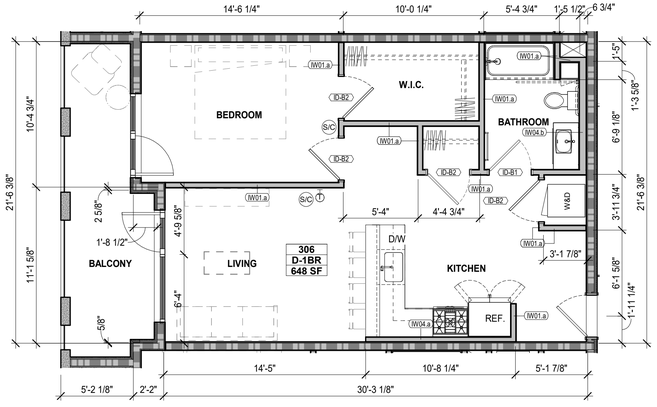
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE C)

SHEET NO:
A613

FILE NAME: C:\Users\mcouts\Documents\198_961 La Cienega_ARCH_CF_MoursS2VNU.rvt
DATE & TIME: 12/29/2021 1:09:23 PM



UNIT TYPE D - TYPICAL FINISH & ACCESSIBILITY PLAN | SCALE 1/4" = 1'-0" | 2



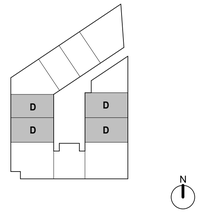
UNITS: #204, 306, 311, 406, 411, 506, 511
MIRRORED UNITS: #203, 208, 305, 310, 405, 410, 505, 510

UNIT TYPE D - TYPICAL BASE PLAN | SCALE 1/4" = 1'-0" | 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- W1 88 B — WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- 888 — DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

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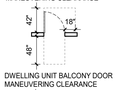
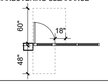
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- T — SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- J — JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
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LIC: CA C-32742 / EXP: 07.31.21

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CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

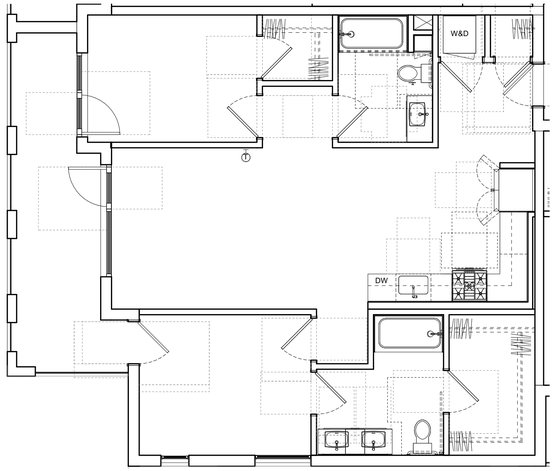
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

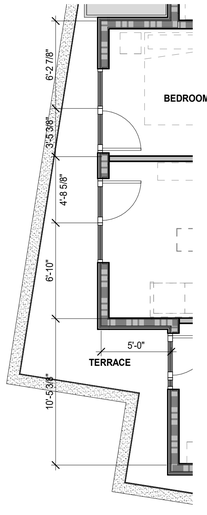
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE D)

SHEET NO:
A614

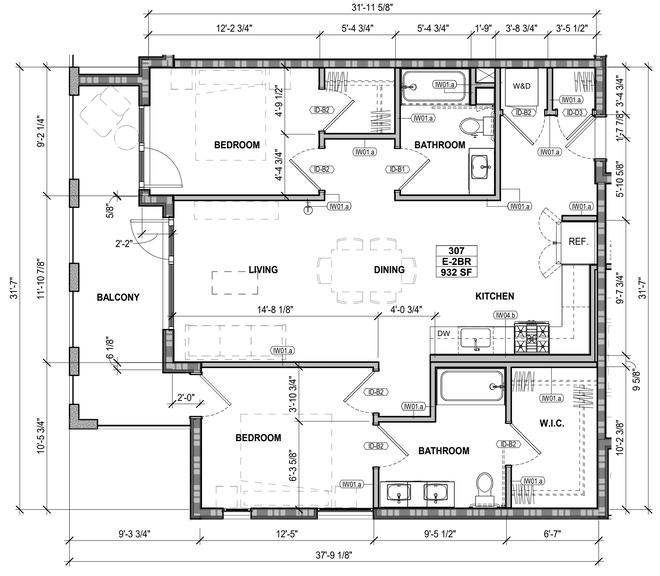
FILE NAME: C:\Users\mcruz\Documents\198_961 La Cienega_ARCH_CF_MurrizSZ4NUJ.rvt
DATE & TIME: 12/29/2021 1:09:24 PM



UNIT TYPE E - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 4

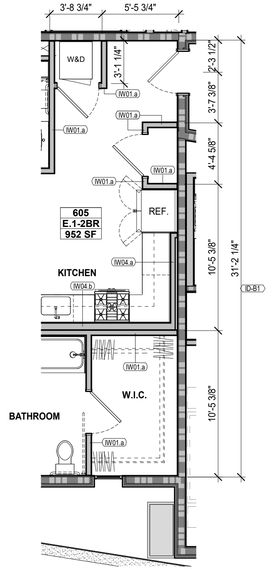


UNIT TYPE E.1 @ 6TH FLOOR — SCALE 1/4" = 1'-0" — 2



UNITS: #207, 309, 409, 509
MIRRORED UNITS (EM): #205, 307, 407, 507

UNIT TYPE E - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

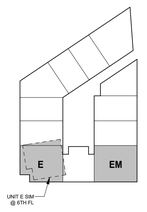


UNIT TYPE E.1 @ 6TH FLOOR — SCALE 1/4" = 1'-0" — 3

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

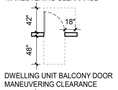
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- W1##.# — WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- ### — DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

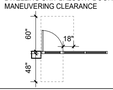
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- T — SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- J — JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

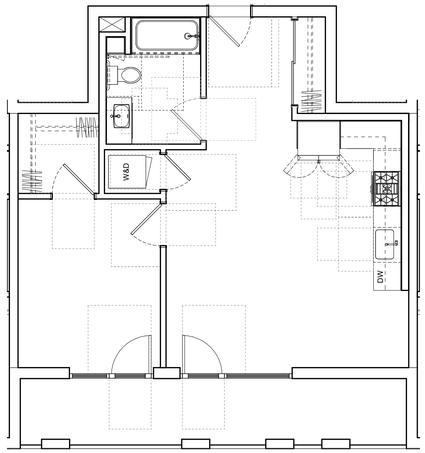
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

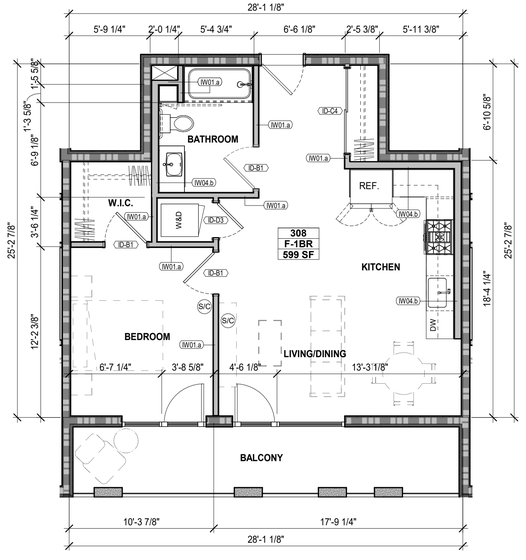
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE E)

SHEET NO:
A615

FILE NAME: C:\Users\mcura\Documents\198_961 La Cienega_ARCH_CF_McuraS2vNU.rvt
DATE: 5:54PM 4/20/2021 1:09:39 PM



UNIT TYPE F - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



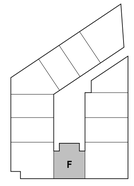
UNITS: #206, 308, 408, 508

UNIT TYPE F - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- W1 88 B — WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- 888 — DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

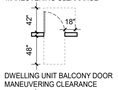
FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

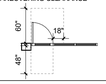
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- T — SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- J — JUNCTION BOX

AUX ARCHITECTURE
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LOS ANGELES, CA 90057
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LIC: CA C-32742 / EXP: 07.31.21

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6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
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LOS ANGELES, CA 90069

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PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE F)

SHEET NO:
A616

FILE NAME: C:\Users\mcoud\Documents\198_961 La Cienega_ARCH_CF_MoursS2VNU.rvt
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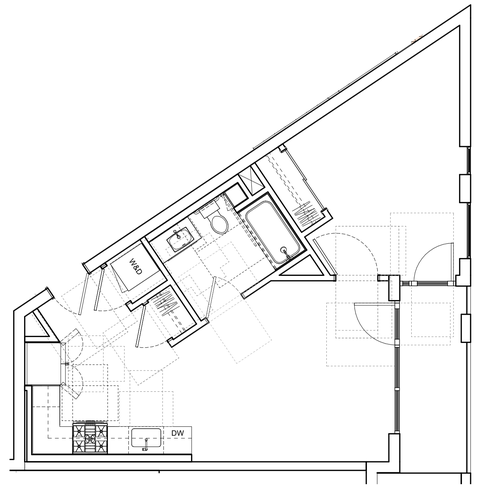
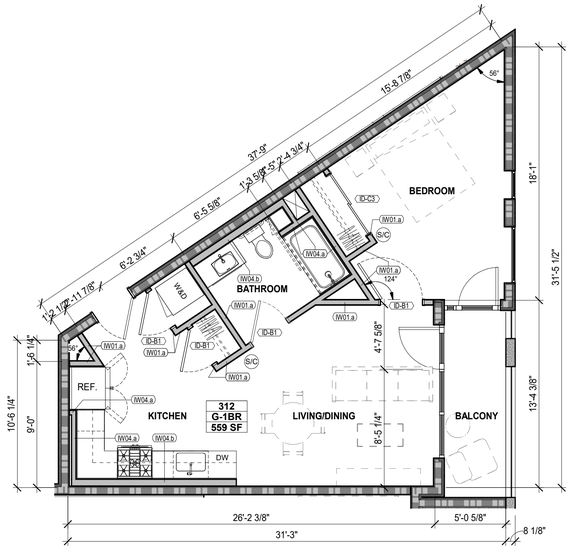


UNIT TYPE G - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



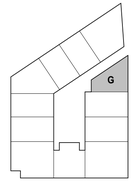
UNITS: #312, 412, 512

UNIT TYPE G - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

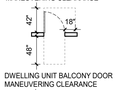
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

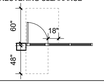
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- T — SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
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Application No. 21010-10001-05159

PROJECT NO: 198

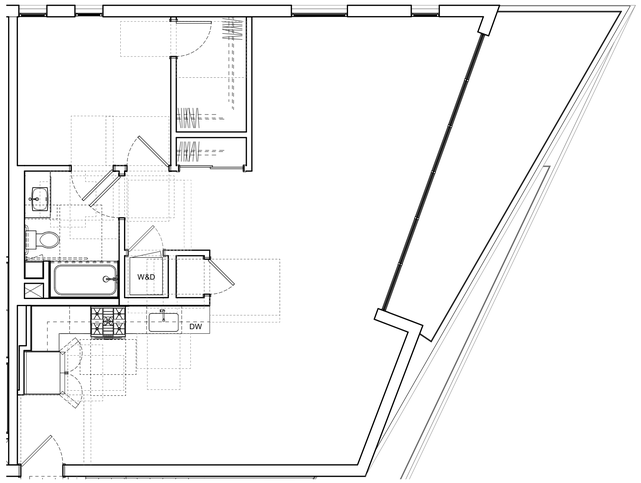
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

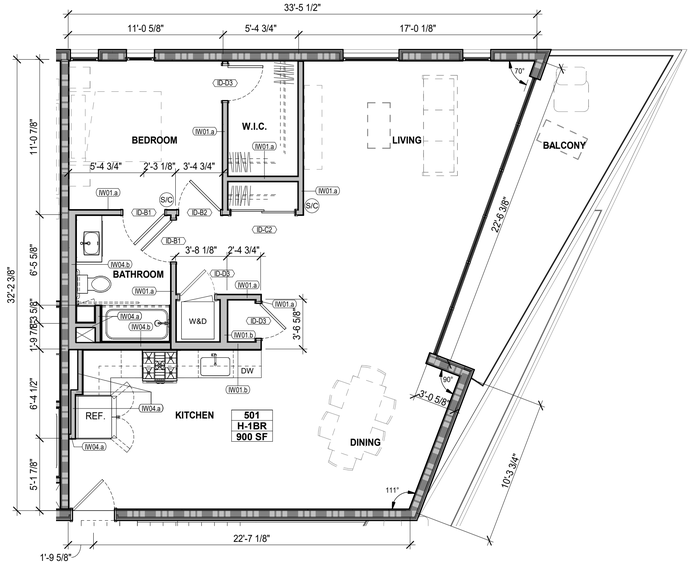
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE G)

SHEET NO:
A617

FILE NAME: C:\Users\mcurd\Documents\198_961 La Cienega_ARCH_CF_MurrdS2VNUJ.vt
DATE & TIME: 12/29/2021 1:09:45 PM



UNIT TYPE H - TYPICAL FINISH & ACCESSIBILITY PLAN | SCALE 1/4" = 1'-0" | 2



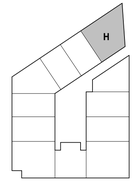
UNITS: #501

UNIT TYPE H - TYPICAL BASE PLAN | SCALE 1/4" = 1'-0" | 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

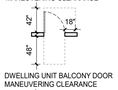
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

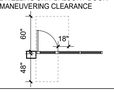
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- J — JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

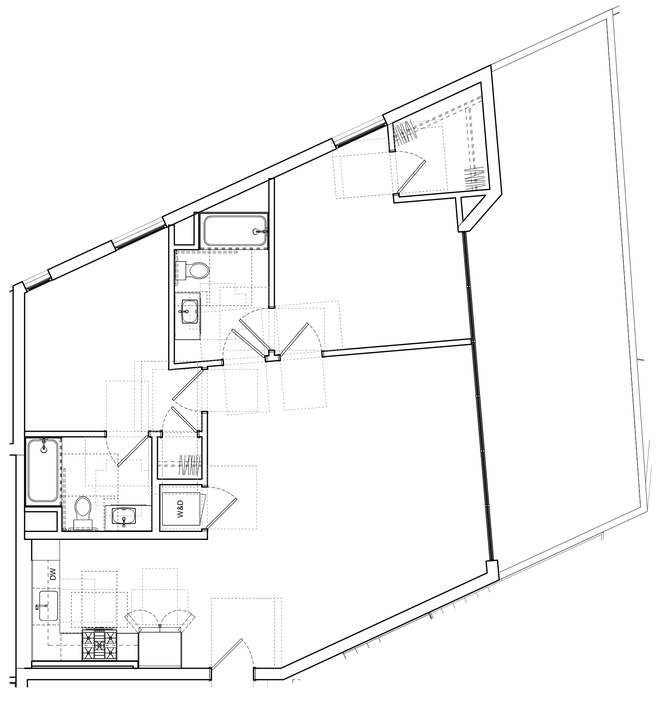
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

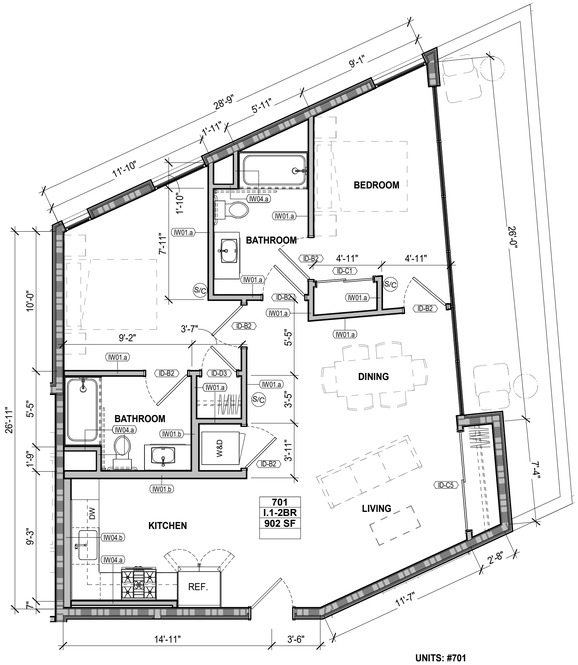
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE H)

SHEET NO:
A618

FILE NAME: C:\Users\mcurd\Documents\198_961 La Cienega_ARCH_CF_Mcurd2kVNU.rvt
DATE: 5/4/2021 12:00:00 | 12:06:48 PM

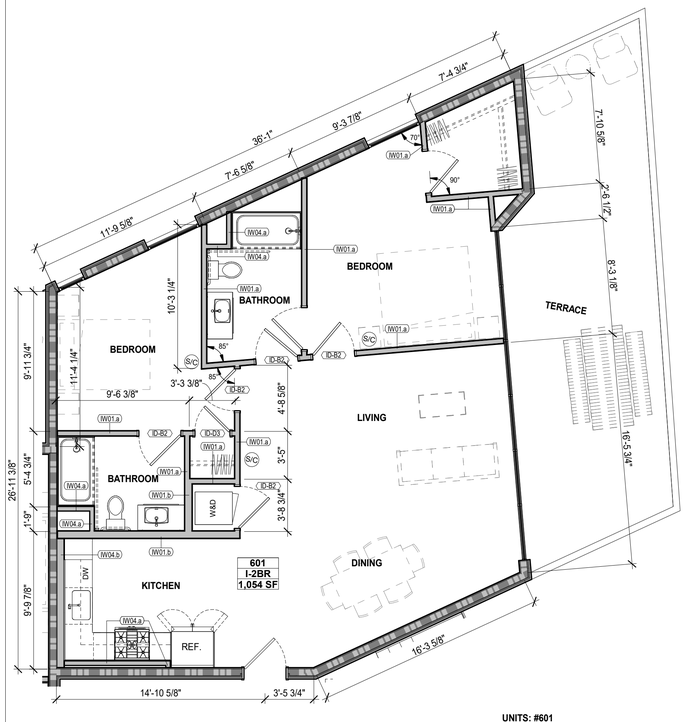


UNIT TYPE I - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



UNITS: #701

UNIT TYPE I.1 - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 3



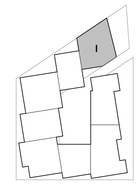
UNITS: #601

UNIT TYPE I - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

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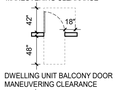
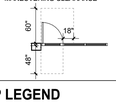
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- J — JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
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OWNER:
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6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE I)

SHEET NO:
A619

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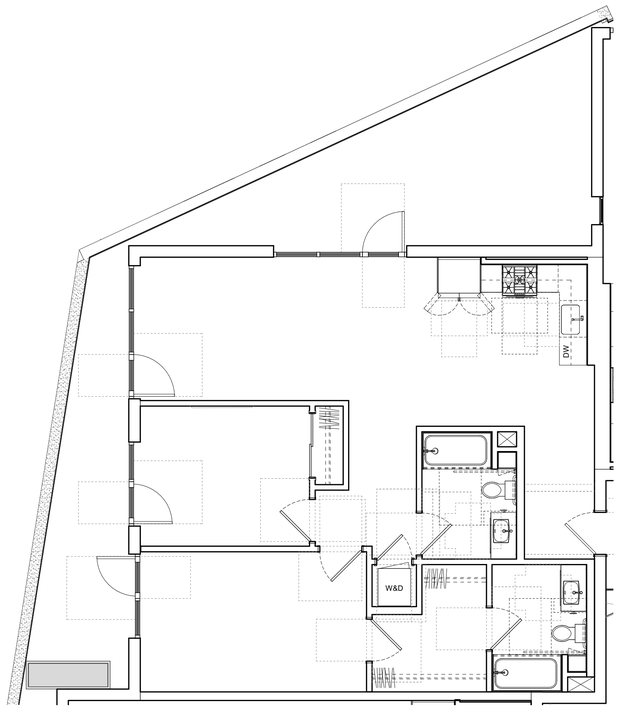
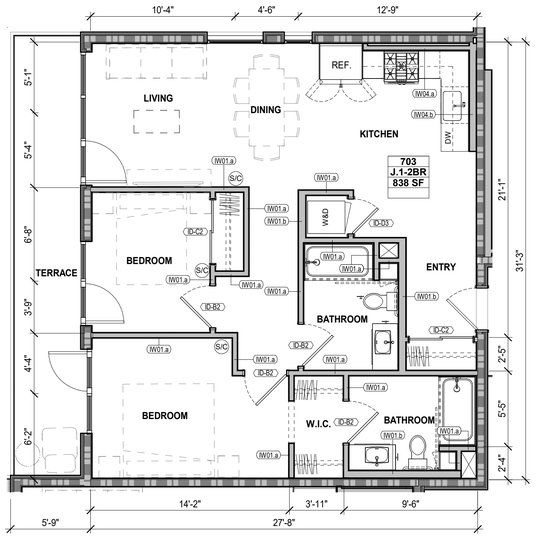
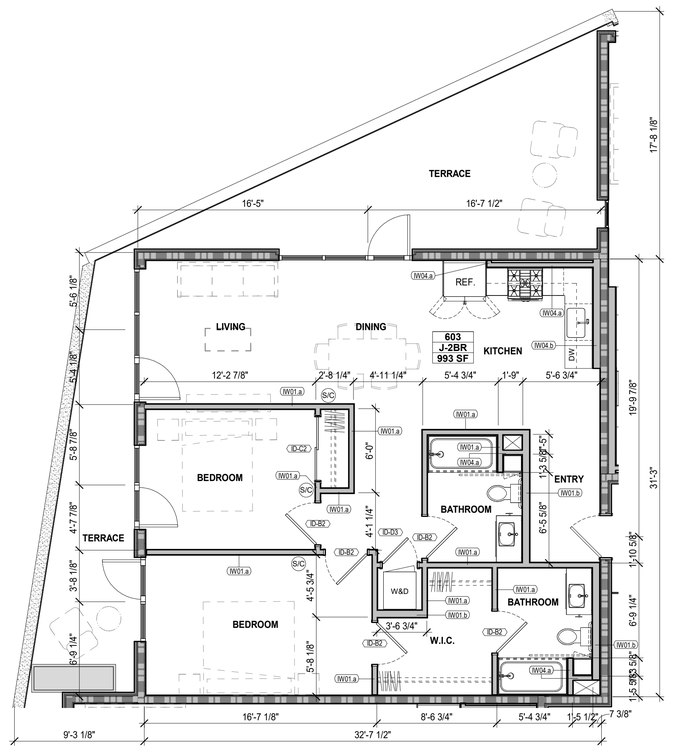


UNIT TYPE J - TYPICAL FINISH & ACCESSIBILITYPLAN — SCALE 1/4" = 1'-0" — 2



UNITS: #703

UNIT TYPE J.1 - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 3



UNITS: #603

UNIT TYPE J - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN

UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST.001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH. INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

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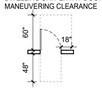
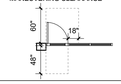
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE



DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE

DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS) 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
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- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
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- JUNCTION BOX

AUX ARCHITECTURE
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By: Rodolfo Arias
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Application No. 21010-10001-05158

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE J)

SHEET NO:
A620

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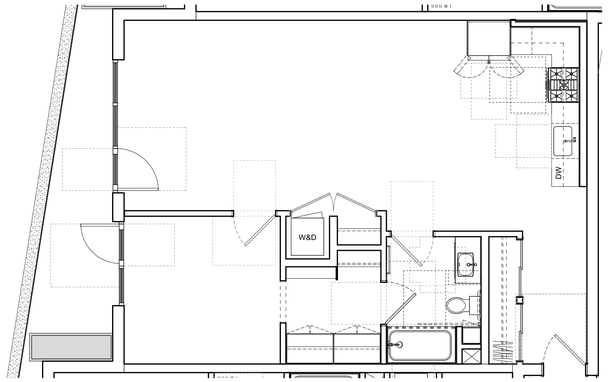
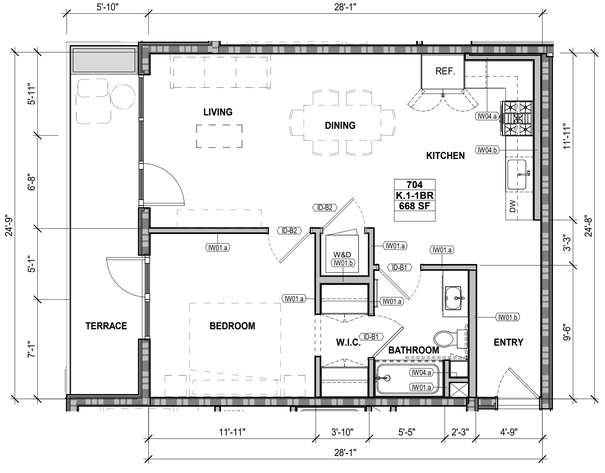
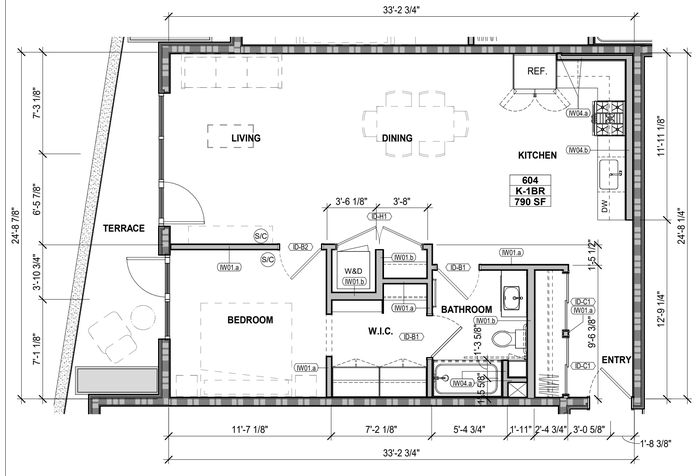


UNIT TYPE K - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



UNITS: #704

UNIT TYPE K.1 - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 3



UNITS: #604

UNIT TYPE K - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN

UNIT BASE PLAN & ACCESSIBILITY LEGEND

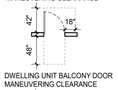
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

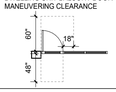
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA|SST|001
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

- DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS
- AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

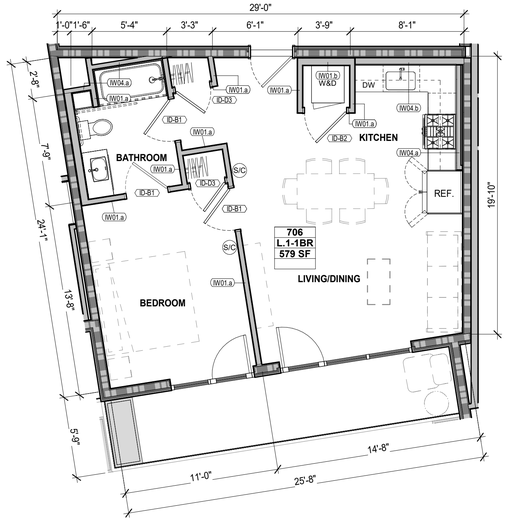
SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE K)

SHEET NO:
A621

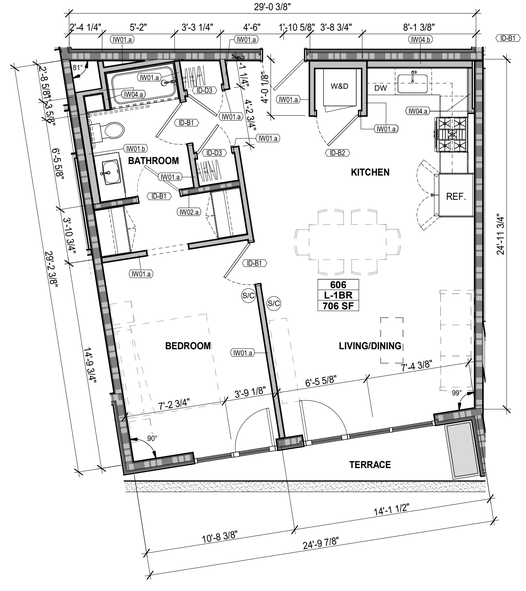
FILE NAME: C:\Users\mouza\Documents\198_961 La Cienega_ARCH_CF_MouniSZ4VNU.rvt
DATE & TIME: 12/29/2021 1:10:01 PM

UNIT TYPE L - TYPICAL FINISH & ACCESSIBILITY PLAN | SCALE 1/4" = 1'-0" | 2



UNITS: #706

UNIT TYPE L.1 - TYPICAL BASE PLAN | SCALE 1/4" = 1'-0" | 3



UNITS: #606

UNIT TYPE L - TYPICAL BASE PLAN | SCALE 1/4" = 1'-0" | 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN

UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

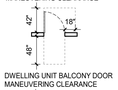
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

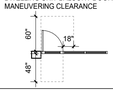
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
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OWNER:
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CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

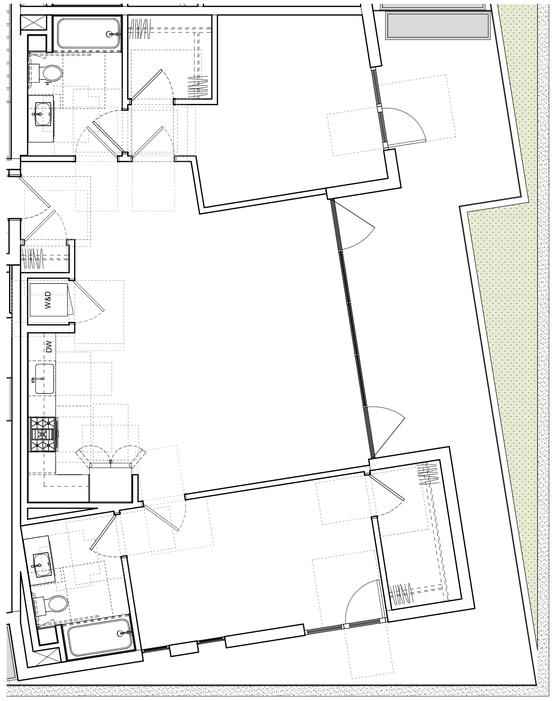
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

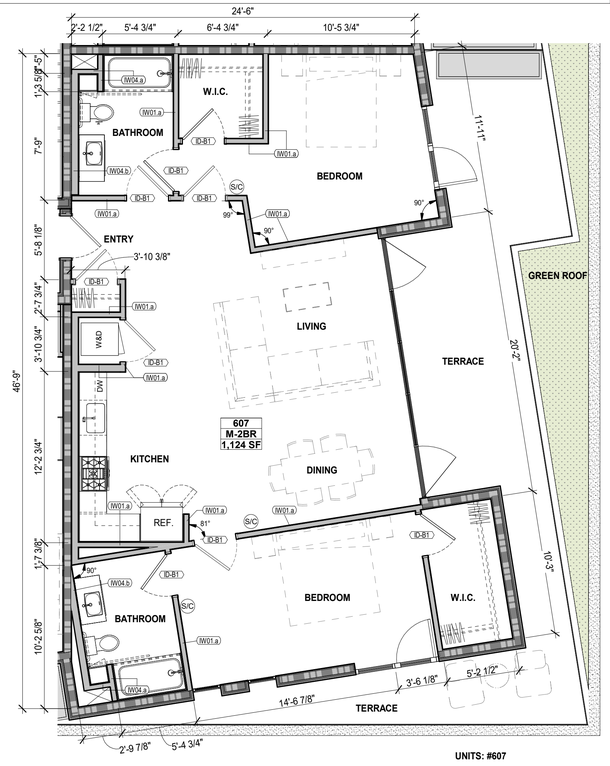
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE L)

SHEET NO:
A622

FILE NAME: C:\Users\mcouz\Documents\198_961 La Cienega_ARCH_CF_Mcouz52XNU.rvt
DATE & TIME: 12/29/2021 10:10:54 PM



UNIT TYPE M - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



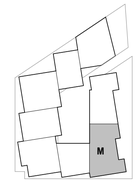
UNITS: #607

UNIT TYPE M - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA | SST | 001 — FINISH SYMBOL
FINISH NUMBER
FINISH TYPE
FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

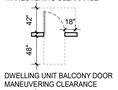
- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

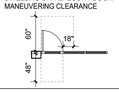
  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ES — ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

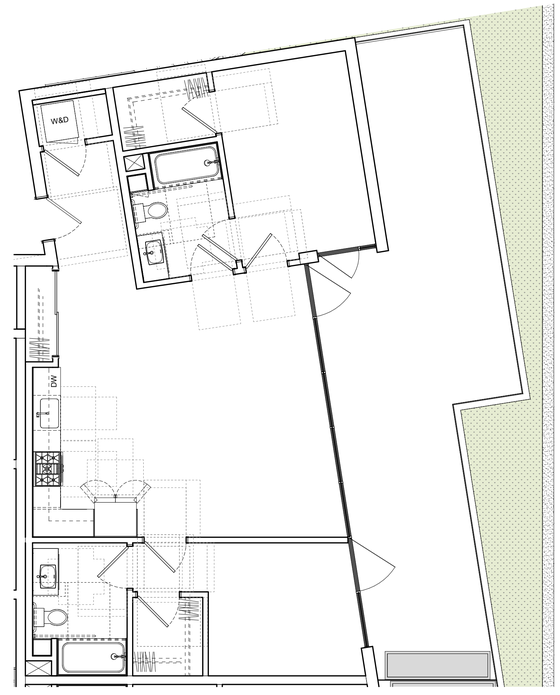
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

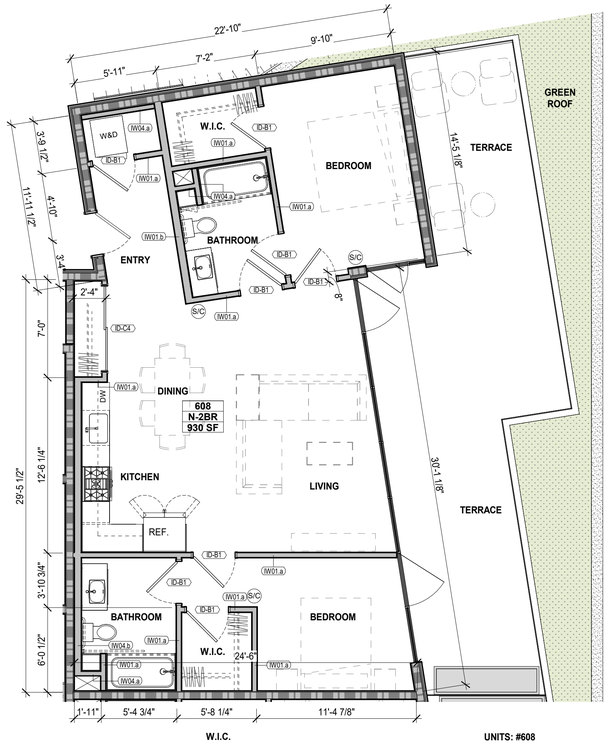
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE M)

SHEET NO:
A623

FILE NAME: C:\Users\mcouch\Documents\198_961 La Cienega_ARCH_CF_Mcouch2kVNU.rvt
DATE & TIME: 12/29/2021 10:10:08 PM



UNIT TYPE N - TYPICAL FINISH & ACCESSIBILITY PLAN SCALE 1/4" = 1'-0" 2



UNIT TYPE N - TYPICAL BASE PLAN SCALE 1/4" = 1'-0" 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN

UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

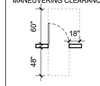
UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

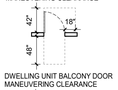
  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

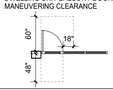
DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE



DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

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ISSUE OR REVISION NOTES:

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City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE N)

SHEET NO:
A624

FILE NAME: C:\Users\mcruz\Documents\198_961 La Cienega_ARCH_CF_Mcruz52WNJ.rvt
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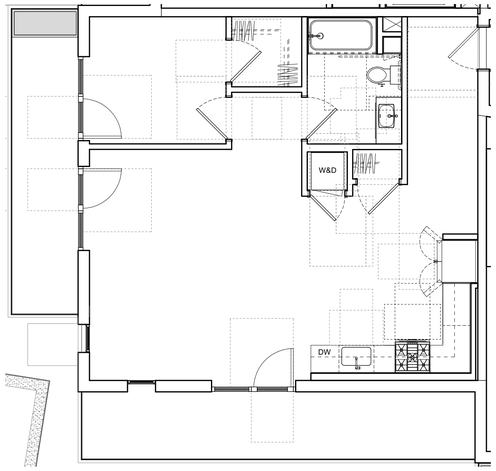
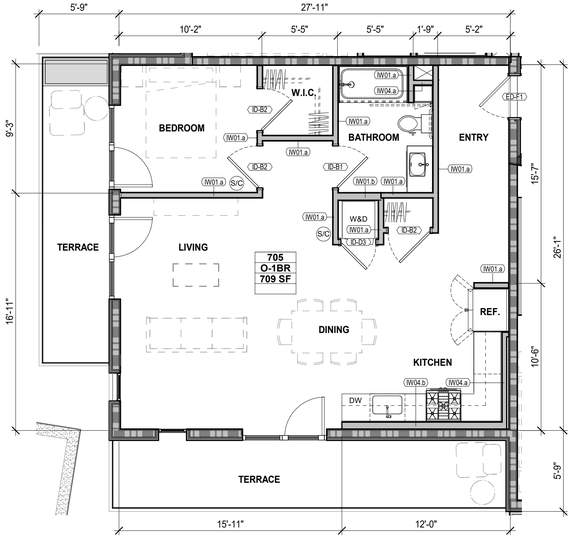


UNIT TYPE O - TYPICAL FINISH & ACCESSIBILITY PLAN — SCALE 1/4" = 1'-0" — 2



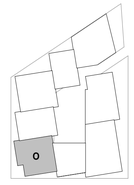
UNITS: #705

UNIT TYPE O - TYPICAL BASE PLAN — SCALE 1/4" = 1'-0" — 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

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- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
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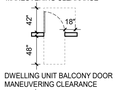
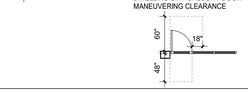
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING. DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
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CONSULTANT:

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Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

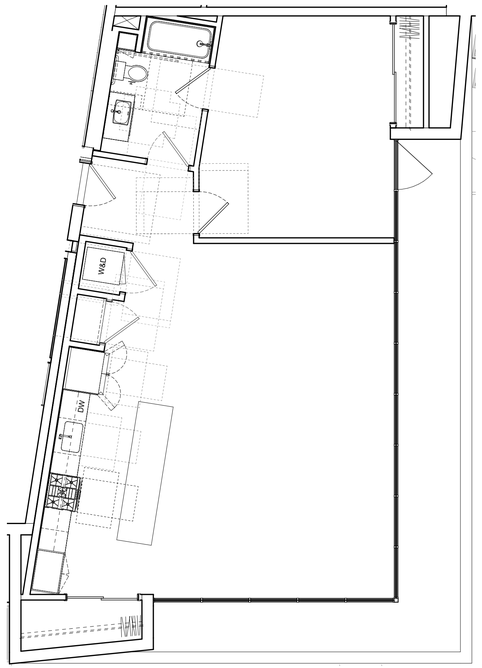
DRAWING SCALE: As indicated

SHEET SIZE: 30X42

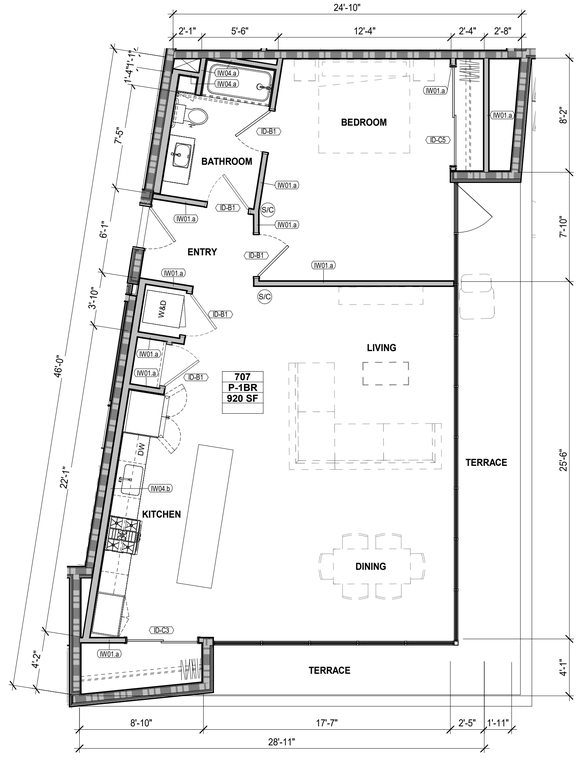
DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE O)

SHEET NO:
A625

FILE NAME: C:\Users\mcoa\Documents\198_961 La Cienega_ARCH_CF_Mcoa52cNU.rvt
DATE & TIME: 12/29/2021 1:01:13 PM



UNIT TYPE P - TYPICAL FINISH & ACCESSIBILITY PLAN | SCALE 1/4" = 1'-0" | 2



UNITS: #707

UNIT TYPE P - TYPICAL BASE PLAN | SCALE 1/4" = 1'-0" | 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN

UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001 — FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
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WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
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WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
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- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
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- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
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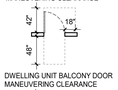
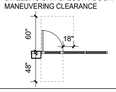
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE

DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



UNIT RCP LEGEND

- 10" DROPPED BALCONY STUCCO CEILING, 8' - 0" A.F.F., FLUSHED WITH TOP OF BALCONY OPENING (SEE OVERALL REFLECTED CEILING PLANS FOR CEILING FINISHES)
- DRYWALL CEILING AT BOTTOM OF FLOOR ASSEMBLY, 8' - 9 1/2" A.F.F.
- LINED JOIST BAY(S) AS REQUIRED PER DETAIL (SEE STRUCTURAL AND MECHANICAL DRAWINGS)
- RECESSED LIGHT FIXTURE PER LEGEND (SEE ELECTRICAL DRAWINGS). 8" DROPPED DRYWALL CEILING
- RECTANGULAR VANITY WALL SCONCE LIGHT PER LEGEND (SEE ELECTRICAL DRAWINGS) 10" DROPPED DRYWALL CEILING
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 14" DROPPED DRYWALL CEILING DRYWALL INLAY WITH MUD IN FLANGE ACCESS PANEL (SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)
- CEILING-MOUNTED SUPPLY DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- CEILING-MOUNTED RETURN DIFFUSER (SEE MECHANICAL DRAWINGS). PAINT TO MATCH CEILING
- WALL-MOUNTED SUPPLY GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- WALL-MOUNTED RETURN/EXHAUST GRILLE (SEE MECHANICAL DRAWINGS). PAINT TO MATCH WALL
- EXTERIOR WALL EXHAUST (SEE MECHANICAL DRAWINGS). PAINT TO MATCH EXTERIOR
- JUNCTION BOX

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

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6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE P)

SHEET NO:
A626

FILE NAME: C:\Users\mcou\Documents\198_961 La Cienega_ARCH_CF_MouraSZ4NU.rvt
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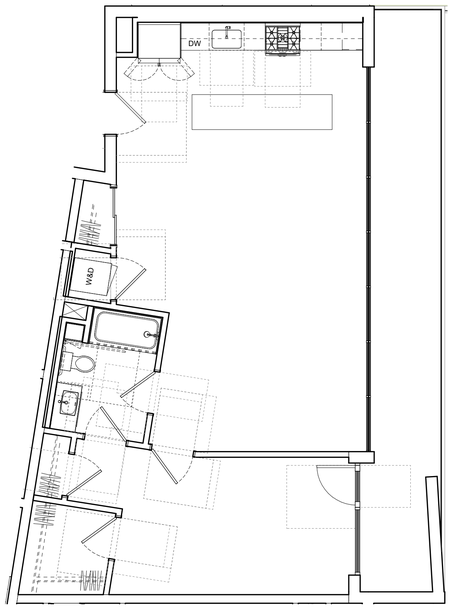
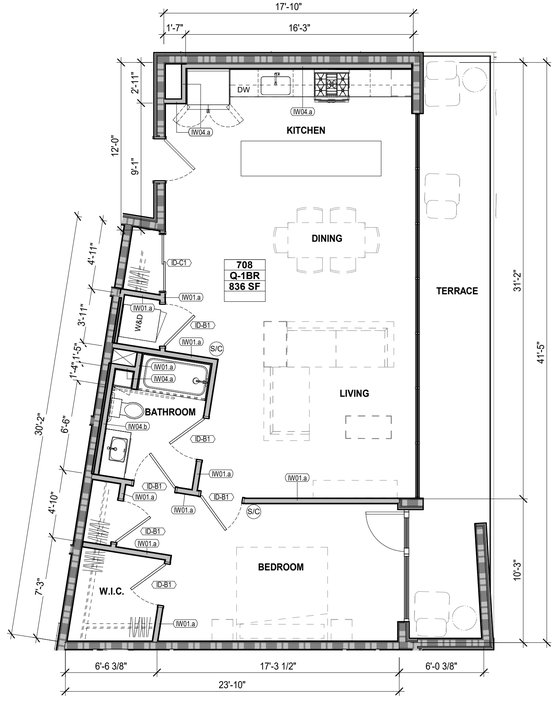


UNIT TYPE Q - TYPICAL FINISH & ACCESSIBILITY PLAN SCALE 1/4" = 1'-0" 2



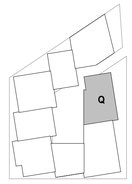
UNITS: #708

UNIT TYPE Q - TYPICAL BASE PLAN SCALE 1/4" = 1'-0" 1

UNIT BASE PLAN KEYNOTES

NOTE: KEYNOTES ARE TYPICAL - ALL MAY NOT OCCUR, TYPICAL.

UNIT KEY PLAN



UNIT RCP LIGHT FIXTURES SCHEDULE

UNIT FINISH PLAN LEGEND

WA SST 001
- FINISH SYMBOL
- FINISH NUMBER
- FINISH TYPE
- FINISH GROUP

DECK/BALCONY TRAFFIC COATING PER SPECIFICATIONS

AREAS WITHOUT FINISH FLOORING MATERIALS

UNIT FINISH SCHEDULE

GROUP	TYPE	NUMBER	DESCRIPTION
WALLS			
WA	CON	001	CONCRETE_WOOD BOARD FORMED_HORIZONTAL 2X6 BOARDS_COLOR NATURAL CEMENT & WOOD TEXTURE
WA	STC	001	STUCCO_7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER SMOOTH TROWEL FINISH, INTEGRAL COLOR WHITE
WA	STL	002	CORTEN STEEL PLATE RAIN SCREEN, 12" WIDE x FULL HEIGHT PANELS
WINDOWS			
SF	AL	002	STORE FRONT SYSTEM_ANODIZED ALUMINUM_OFFSET GLAZING_COLOR MEDIUM GREY
WN	VNL	001	WINDOW_INSULATED CLEAR GLAZING_VINYL MULLIONS_COLOR MEDIUM GREY
GENERAL			
GL	STL	001	BALUSTRADE_PAINTED STEEL_COLOR DARK GREY

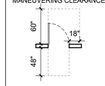
UNIT BASE PLAN & ACCESSIBILITY LEGEND

- 2X METAL OR WOOD STUD WALL, U.N.O.
- 1 HOUR FIRE-RATED WALL
- 1 HOUR FIRE RATED PARTY WALL - 50 STC
- 2 HOUR FIRE-RATED WALL
- 3 HOUR FIRE-RATED WALL
- WALL NUMBER (SEE INTERIOR WALL SCHEDULE, TYPES, AND DETAILS, A925 THROUGH A927)
- DOOR NUMBER (SEE DOOR SCHEDULE, A1010)
- DECK/BALCONY TRAFFIC COATING (WATERPROOFING)
- CEILING-MOUNTED EXHAUST FAN (SEE UNIT RCP NOTES, SEE MECHANICAL DRAWINGS)

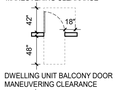
  FANS SHALL BE 'ENERGY STAR' COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.

  FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
- 2% MAX. SLOPE U.N.O.
- ENERGY STAR APPLIANCE FOR EXCEPTION 4. SEE A084 FOR SPECIFICATION.
- SMART THERMOSTAT - 48" A.F.F. MAX (SEE MECHANICAL DRAWINGS)
- HOT & COLD WATER REMOTE READER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). TO BE LOCATED VISIBLE TO TENANT WITH A 30" X 36" CLEAR STANDING SPACE
- HOT & COLD WATER SUBMETER INSIDE WALL-RECESSED PANEL (SEE PLUMBING DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED ELECTRICAL PANEL (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL-RECESSED LOW VOLTAGE BOX (SEE ELECTRICAL DRAWINGS). PROVIDE PANEL TO MATCH WALL COLOR. MOUNT +48" MAXIMUM TO THE TOP OF THE BOX.
- WALL- RECESSED COLD-WATER BIB AND SHUT-OFF. FOR ICE-MAKER (SEE PLUMBING DRAWINGS). PROVIDE ELECTRICAL OUTLET AT +42" (SEE ELECTRICAL DRAWINGS)
- WALL-RECESSED WASHER/DRYER WATER SHUT-OFF. PROVIDE SHUT-OFF AND DRAIN CONNECTION IN NON-BEARING WALL. LOCATE SHUT-OFF AT FRONT OF CLOSET WHEN POSSIBLE (SEE PLUMBING DRAWINGS)
- SWITCH (SEE ELECTRICAL DRAWINGS)
- COUNTER ELECTRICAL DUPLEX (SEE ELECTRICAL DRAWINGS). +44" MAX. A.F.F. & 36" MIN. FROM CORNERS

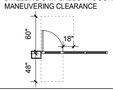
DWELLING UNIT ENTRY DOOR MANEUVERING CLEARANCE



DWELLING UNIT INTERIOR DOOR MANEUVERING CLEARANCE



DWELLING UNIT BALCONY DOOR MANEUVERING CLEARANCE



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- S/C — CEILING-MOUNTED SMOKE/CARBON MONOXIDE COMBINATION DETECTOR PER SPECIFICATIONS. PROVIDE A 3'-0" MINIMUM SEPARATION FROM ALL MECHANICAL SUPPLY/RETURN (SEE MECHANICAL DRAWINGS)
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LIC: CA C-32742 / EXP: 07.31.21

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Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED UNIT PLANS (UNIT TYPE Q)

SHEET NO:
A627

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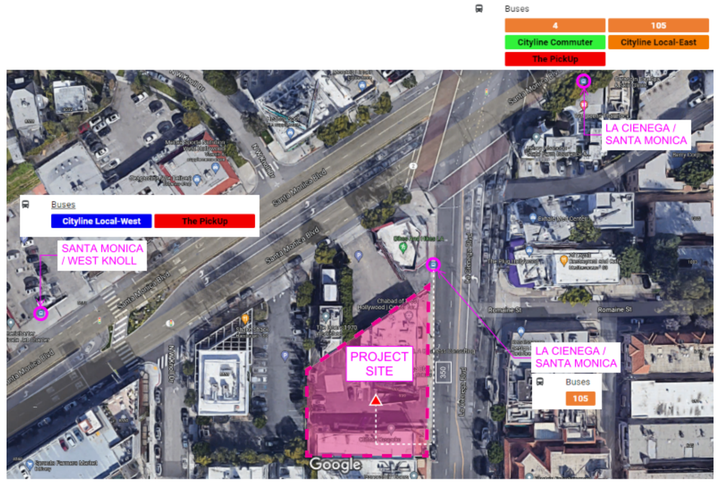
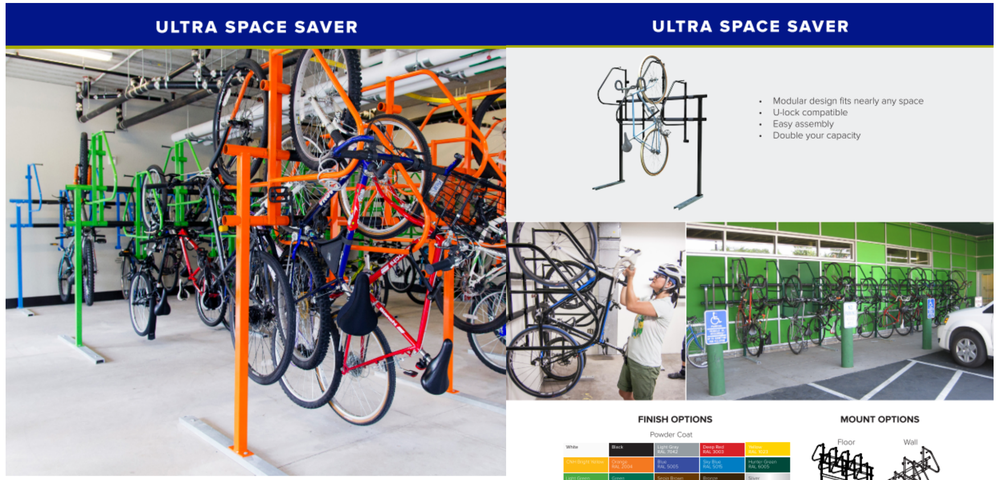
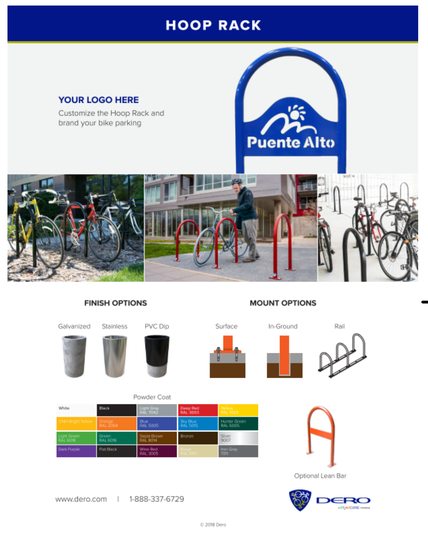
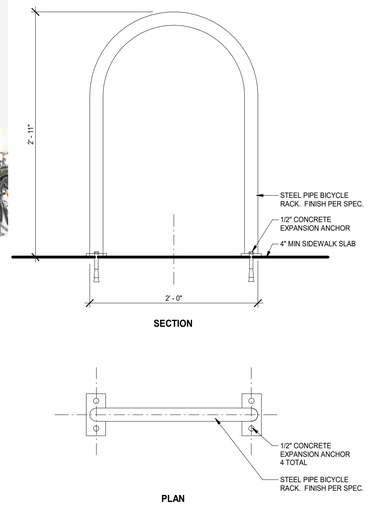
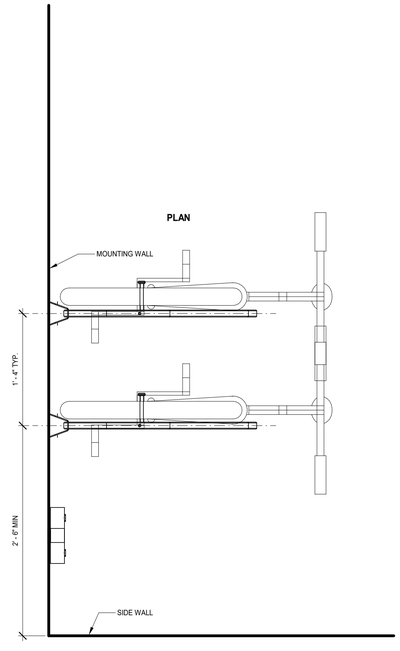


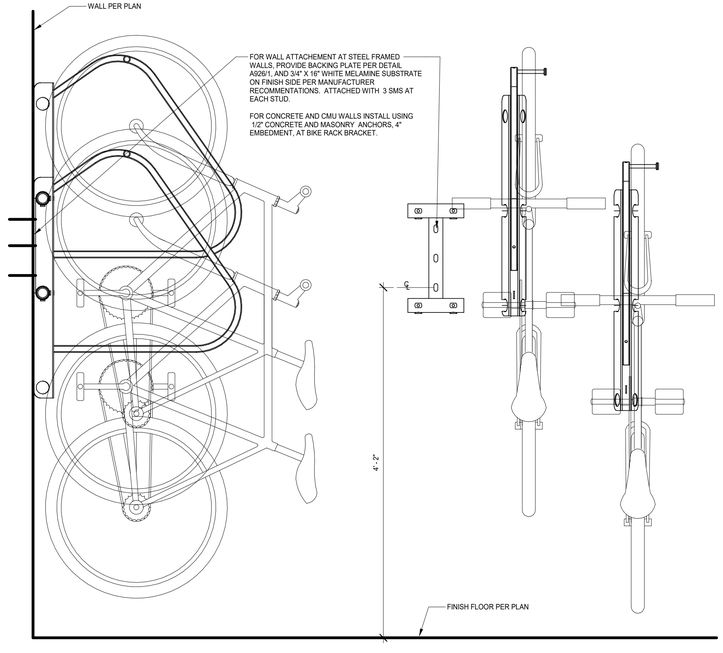






SHORT-TERM BICYCLE PARKING_SURFACE MOUNT | SCALE 1 1/2" = 1'-0" | 2





TYP. WALL MOUNTED BICYCLE PARKING | SCALE 1 1/2" = 1'-0" | 1

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DATE STAMP: 12/30/2021 12:10:10 PM

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
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By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05158

PROJECT NO: 198

DRAWING SCALE: As indicated

SHEET SIZE: 30X42

DRAWING TITLE:
ENLARGED BICYCLE PARKING

SHEET NO:
A702

- **Cost-Effective, Multi-Layered Parking Solution**
- **In-house Design, Manufacturing, Installation & Service**
- ***Minimal Moving Parts – Reduced Maintenance***
- ***Self Parking – No Attendant Required***

PARKPLUS LS Lift-Slide Semi-Automated Parking System | Version 08.2020

PARKPLUS
HIGH DENSITY PARKING SYSTEMS

SPEC SHEET

Version 08.2020

PARKPLUS LS LIFT-SLIDE PUZZLE PARKING

Operation

Each module requires an empty stack – allows for shifting of platforms.
User will always park & retrieve car from same position on grade.
Dedicated spaces/platforms can be assigned.

PARKING / STORAGE

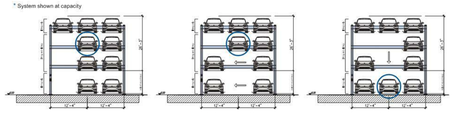
- User requests platform by keypad/push-button control, key fob remote control and or mobile app.
- System prepares platform and presents at grade level
- Safety gate opens when platform is in position
- Driver pulls vehicle onto platform
- Driver engages parking brake, shuts off vehicle
- Driver exits vehicle and completes storage command at keypad
- Safety gate closes
- Vehicle is transferred to specified storage position

RETRIEVAL

- User requests retrieval at keypad
- Process is followed in reverse
- System presents vehicle at same position of loading
- Driver enters vehicle, starts and drives away
- Safety gate closes
- System returns to neutral

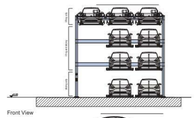
A system of safety feature ensures normal operation of each cycle.

* System shown at capacity

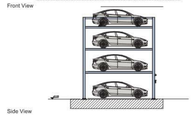


1. Stand by mode, Vehicle requested. 2. Side-motion initiated. 3. Vehicle presented at ground level.

* Typical LS System



Front View



Side View

The **PARK**PLUS Semi-Automated Lift-Slide Puzzle Parking System is a multi-level customizable vehicle storage and retrieval system for storing cars in vertical and horizontal arrays. The Lift-Slide uses Programmable Logic Control (PLC) software to move stacked cars on platforms to receive and present vehicles at grade, providing direct access to stacked vehicles without removing other vehicles from the system.

Entire assembly comes pre-welded and is assembled in the field. System is designed to be mounted on grade with an engineered foundation. System can be designed to stack up to 5 vehicles above grade and up to 2 vehicles below grade, with a maximum vertical stacking capacity of 7 vehicles in the space usually occupied by a single vehicle. There are no horizontal limitations to the system.

The **PARK**PLUS Lift-Slide Puzzle Parking System is designed to be installed indoors and outdoors. System can be customized with external cladding/siding, garage doors and roof, per project specifications. Platform height is set at fixed height between 5'-2" min. and 7'-0" max. Each city may have minimum height requirements and different clear requirements for code required parking. Owner/Architect should review with local planning and building departments. **MEP coordination with project team must meet code requirements and satisfy equipment clearances.**

Suitable for

- Standard passenger vehicles
- SUVs

**Custom Solutions Available*

Specifications

Load per Platform:	**6,000 lbs.**
Weight of Unit:	**(Determined by Model)**
Length of Stall:	**19'-9"**
Width of Stall:	**8'-2 1/2"**
Height of Unit:	**(Determined by Model)**

**Excludes certain dimensions of structural framework*
**Custom Dimensions Available*

Operation:	**Electric** **Control Panel** **Programmable Logic Control (PLC)** **Automatic with Manual Override**
Control:	**Push Button Control** **Key Fob** **Remote Control (Optional)** **Mobile App (Optional)**

Power

Lift Motor: 3 HP – 5 HP
Traversing Motor: 3 HP

Electrical

1 Disconnect required per system module
3 PH 208V (100Amp)-480V (60Amp) / 60HZ
All control wiring is a Class 2 Circuit 24V
Power & Electrical specifications vary per Product Model

ADDITIONAL INFORMATION

Safety

System is equipped with limit switches which limit motions to correct system levels and positions. Motion detectors and lasers detect obstructions within system and stop operation in emergency. System requires operator reset to check safety and obstruction removal. System is equipped with safety locking system. The safety hook system holds full weight of vehicle on platform in locked position. System is equipped with a secondary (anti-fall) safety system. System is equipped with Visual and Audible alarms and Emergency Stops. Safety Gates are required for Self Parking and In-ground units.

Fire Protection

In most metropolitan areas, car stacker systems are reviewed as similar to high piled storage and non-building structures. Fire rating of structural components is not required. Sprinklers may be required per following section. Each city may have fire department guidelines.

Fire Sprinklers

Outdoor: 1. Most cities do not require fire sprinklers. **2.** May need to conform to additional zoning regulations and building code requirements.
Indoor: 1. Installation shall be in a sprinklered garage. In tandem array, additional sprinkler requirements may apply. **2.** Sprinkler Plans filed and approved by local municipality. **3.** Sprinkler system designed as required by NFPA 13 and local building codes. **4.** Clear building height within parking area must accommodate height of equipment plus additional requirements for adequate coverage of fire sprinklers.

Temperature

This device is designed to operate between 20° and 120° F.

Loading

Structural design and loading is provided on a project by project basis and is dependant on seismic zones, soil conditions and other environmental conditions.

Warranty

12-month Standard Manufacturer's Warranty on new equipment.
Extended Warranty is available at time of purchase.

Service

At end of 12-month warranty period a service contract is available upon request.
Rental option includes Service & Maintenance for full term.

Approvals

- OTCR Certified, City of New York
- LAETI, Approved, LARR#Pending, City of Los Angeles
- ISO Compliant
- California Seismic Code Compliant
- Miami Dade County Compliant
- Approved in Multiple U.S. Cities

Applications

Lift-Slide System can be installed in attended/valet applications and self-park applications:

- **Multi-Family Residential Buildings**
- **Indoor & Outdoor Installations**
- **Low & High Rise Buildings**
- **Commercial Buildings**
- **Surface Lots**

PARKPLUS, INC. **HEADQUARTERS**
83 BROAD AVENUE, SUITE 2
FAIRVIEW, NJ 07022

PARKPLUS **CALIFORNIA**
8640 TAMARACK AVENUE
LOS ANGELES, CA 91352

PARKPLUS **FLORIDA, INC.**
1111 OLD GRIFFIN ROAD
DANIA BEACH, FL 33004

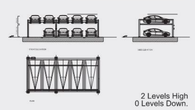
PARKPLUSINC.COM

PARKPLUS HIGH DENSITY PARKING SYSTEMS

8-444-PARKPLUS

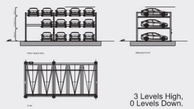
PRODUCT MODELS

MODEL LS2h0d



2 Levels High
0 Levels Down.

MODEL LS3h0d



3 Levels High,
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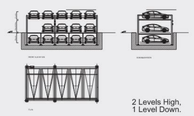
MODEL LS2h1d5w



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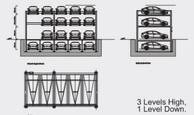
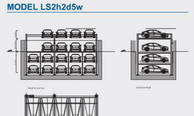
1 Level Down.

MODEL LS3h1d5w



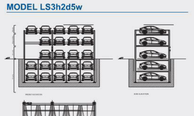
3 Levels High,
1 Level Down.

MODEL LS2h2d5w



2 Levels High,
2 Levels Down.

MODEL LS3h2d5w



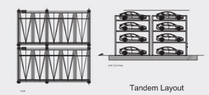
3 Levels High,
2 Levels Down.

Layout

PARKPLUS LS Lift-Slide Puzzle Parking System can be arranged in single or tandem arrays, with or without Pit, on either side of a drive aisle.

TYPE	Sedan	SUV
Pit Depth	7'-3"	9'-0"
On Grade	6'-8"	6'-8"
Above Grade	5'-2"	6'-8"

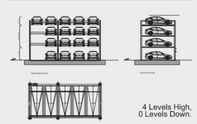
**Custom dimensions available.*



Tandem Layout

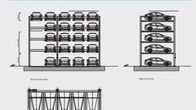
PRODUCT MODELS

MODEL LS4h0d5w



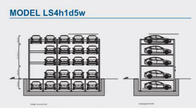
4 Levels High,
0 Levels Down.

MODEL LS5h0d5w



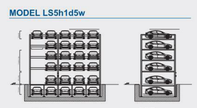
5 Levels High,
0 Levels Down.

MODEL LS4h1d5w



4 Levels High,
1 Level Down.

MODEL LS5h1d5w

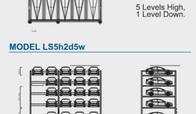


5 Levels High,
1 Level Down.

MODEL LS4h2d5w

4 Levels High,
2 Levels Down.

MODEL LS5h2d5w



5 Levels High,
2 Levels Down.

PARKPLUS HIGH DENSITY PARKING SYSTEMS

PARKPLUSINC.COM
INFO@**PARK**PLUSINC.COM

Q. MECHANICAL AUTOMOBILE PARKING LIFTS

Mechanical automobile parking lifts can be used to provide required parking spaces with the following conditions:

1. Types of mechanical automobile parking lifts that are covered by this section are:
   a. 2- post lifts
   b. Scissor lifts
   c. 4-post lifts

   Other types of mechanical automobile parking lift system may be considered on case-by-case bases. *See **Figure 12** below for graphical representation of the typical lifts.*

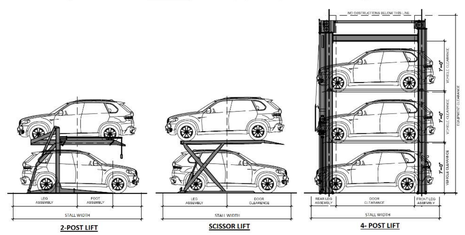


FIGURE 12- TYPES OF MECHANICAL AUTOMOBILE PARKING LIFTS

2. The platform of the mechanical lift on which the automobile is first places shall be individually and easily accessible and shall be placed so that the location of the platform and vehicular access to the platform meets the LAMC Section 12.21A5(a), (b), and (i) requirements.

3. Electrical Testing Laboratory approval is required for a mechanical automobile parking lifts. All of the conditions of approval shall be complied with.

4. Mechanical automobile parking lifts must maintain the following clear width between vertical supports or any obstructions:
   a. Minimum 8'- 0" clear width for standard stalls
   b. Minimum 7'- 0" clear width for compact stalls.

   *See **Figure 13** below for additional information.*

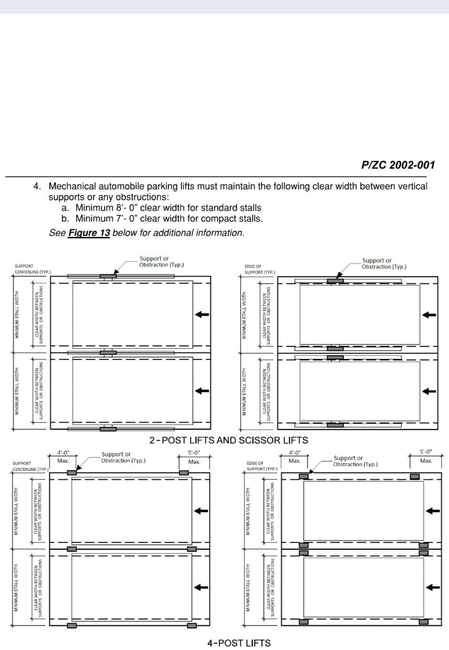
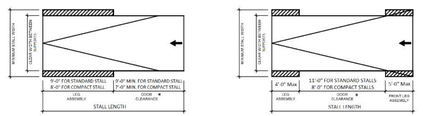


FIGURE 13- MINIMUM CLEAR WIDTH BETWEEN SUPPORTS AND OBSTRUCTIONS

5. The stall heights within the mechanical automobile parking lifts shall be as follows:
   a. Minimum clear height of 7'-0" for standard stalls
   b. Minimum clear height of 6'-0" for compact stalls

   *See **Figure 14** below for additional requirements.*

6. Mechanical automobile parking lifts must provide adequate door clearance for an attendant to exit a vehicle per manufactures specifications. *See **Figure 12 and Figure 15** for additional information.*



2-POST/SCISSOR LIFTS 4-POST LIFTS

* Obstructions are not allowed within this area

FIGURE 15- VEHICLE DOOR CLEARANCES

7. Mechanical automobile parking lifts shall be arranged in such a manner as to allow full operation of the sprinkler system. The required ceiling height may be reduced by up to 18 inches if the mechanical automobile parking lift is installed in a non-sprinklered garage, or when approval has been obtained from the Mechanical Plan Check for wall mounted Fire sprinklers **prior to Building Plan Check approval**. Additional headroom may be required to accommodate installation of roll-up garage doors.

8. Mechanical automobile parking lifts are considered tandem parking. Therefore, they shall not be installed where tandem parking is prohibited, such as within a commercial corner lot development, mini-shopping center, for recreational vehicles or guest parking.

9. In a private garage or private parking area, the tandem parking shall not be more than two-cars in depth [LAMC Section 12.21 A.5 (h)(2)]. Therefore, no parking spaces are permitted at the front and/or back of mechanical automobile parking lifts.

10. A "Covenant and Agreement to Provide Parking Attendant" shall be recorded with LA County Recorder's Office for tandem parking in public parking areas.

11. When tandem parking is provided, parking area shall be capable of accommodating required onsite queuing spaces for the shuffling of cars. The queuing spaces shall be arranged so to that the required driveway access aisle is not reduce to less than 10' wide. Each of the queuing spaces shall be minimum 8' wide and 18' long.

12. A "Covenant and Agreement Regarding Maintenance of Vehicle Lift System" shall be recorded with LA County Recorder's Office to maintain vehicle lift system in operable conditions at all times. Affidavit# 43A for a 2- level lifts and Affidavit# 43B for 3-level lifts. The copies of the forms can be obtained from www.LADBS.org.

13. Installation of the mechanical automobile parking lift shall comply with the applicable provisions of the Los Angeles City Codes (Building, Electrical, Mechanical, Plumbing, and Fire Codes).

14. Mechanical automobile parking lift shall comply with Los Angeles Fire Department (LAFD), Fire Prevention Bureau Requirement No. 101. Refer to LAFD for additional information.

15. Separate permit and approvals shall be obtained for the mechanical and electrical work.

16. The mechanical automobile parking lift shall be installed on a level surface. The supporting structure and connections to the supporting structure shall be designed by the State of California licensed civil or structural engineer.

AUX ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05158

PROJECT NO: 198

DRAWING SCALE:

SHEET SIZE: 30X42

DRAWING TITLE:
PARKPLUS PARKING SYSTEM

SHEET NO:
A703

FILE NAME: C:\Users\mcura\Documents\198_961 La Cienega_ARCH_CF_Mours52vNJ.rvt
DATE: START 12/30/2021 12:01:12 PM

PARKPLUS MODEL: LS2H1D LIFT SLIDE SYSTEM

STRUCTURAL DESIGN CRITERIA:

THE GENERAL STRUCTURAL ADEQUACY OF THE MECHANICAL PARKING SYSTEM COMPONENTS WAS VERIFIED IN ACCORDANCE WITH THE LOCAL BUILDING CODE FOR A SPECIFIC REGION, MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES (ASCE 7-10), AND THE STEEL CONSTRUCTION MANUAL, 14TH EDITION (AISC 360-10), SITE SPECIFIC ENGINEERING IS REQUIRED FOR EACH PROJECT. STRUCTURAL INFORMATION PROVIDED IS FOR GENERAL USE ONLY.

THE REACTIONS PROVIDED ARE NOT INCLUSIVEOF VEHICLES AT THE LOWER LEVEL, AND SHALL BE SUPERIMPOSED WITH TYPICAL GROUND DISTRIBUTED LIVE LOADS.

DEAD LOAD: (D)
LIFT WEIGHT = 3050#
LEG WEIGHT = 600#
CAR WEIGHT = 5000#

NOTE: CAR WEIGHT IS ASSUMED TO BE ADDITIVE TO THE SEISMIC MASS OF THE SYSTEM, BUT IS TREATED AS A LIVE LOAD.

LIVE LOAD: (L)
WEIGHT OF THE CAR SHALL BE CONSIDERED A LIVE LOAD. THE DESIGN CAR WEIGHT SHALL BE 5000#, WITH THE TIRE SPACING OF 6 FEET. 6 FEET IS THE DESIGN TIRE SPACING PROVIDED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS (AASHTO)

SEISMIC LOAD: (E)
SEISMIC PARAMETERS AND PROCEDURES ARE DERIVED FROM ASCE 7-16 CHAPTER 15. SEISMIC PERAMETERS AND FORCES RESISTING SYSTEMS FOR EACH DIRECTION ARE PROVIDED BELOW IN TABLE 1.2:

TABLE 1.2 - SEISMIC DESIGN PARAMETERS (PER ASCE 7 TABLE 15.4-2)

PARAMETER	DESIGN VALUE	DESCRIPTION
R	2	RESPONSE MODIFICATION COEFFICIENT (OTHER SELF-SUPPORTING STRUCTURES)
Cd	2.5	DEFLECTION AMPLIFICATION FACTOR
Cs	TBD	SEISMIC RESPONSE COEFFICIENT (MAX ACHIEVED)
Sds	TBD	DESIGN SPECTRAL RESPONSE (MAX ACHIEVED)

STEEL NOTES:

THE MECHANICAL PROPERTIES OF THE PARKING SYSTEM UNITS WERE ASSUMED TO BE (TABLE 1.1 MATERIAL PROPERTIES)

BOLT NOTES:

COMPONENTS OF THE MECHANICAL PARKING SYSTEM UNITS WERE FASTENED WITH GRADED 8.8 HEX HEAD BOLTS. MATERIAL PROPERTIES OF GRADE 8.8 HEX BOLTS WERE ASSUMED TO BE:
TENSILE YIELD STRESS: Fy = 92 ksi
TENSILE ULTIMATE STRESS: Fu = 116 ksi
DESIGN SHEAR STRESS: Fv = 55 ksi

BOLTS SHALL BE INSTALLED USING THE TURN-OF-THE-NUT METHOD, UNLESS NOTED OTHERWISE. ALL BOLTED CONNECTIONS REQUIRE A SPRING WASHERPLACED BETWEEN THE NUT AND THE OUTE EDGE OF THE CONNECTING PLATE UNLESS A NYLOC NUT IS USED.

EPOXY ANCHOR BOLTS (AS REQUIRED):

ALL LIFTS MUST BE SECURED WITH EPOXY ANCHOR BOLTS, PER APPROVED SITE SPESIFIC DRAWINGS. A TYPICAL MINIMUM 3/4" DIAMETER HILTI HIT-RE500 V3 + HAS-V36 (ASTM F1554 GR. 36) ADHESIVE ANCHORS INSTALLED PER MANUFACTURES INSTRUCTIONS. TOTAL (2) PER LEG. ICC-ES ESR-3814 (PERIODIC DEPUTY INSPECTION REQUIRED). TYPICALLY A MINIMUM 6" EMBED INTO THE SLAB OR FOOTING IS REQUIRED WITH A MAXIMUM +/-10° EMBEDMENT. DO NOT DAMAGE OR CUT EXISTING REBAR. FOUNDATION SYSYEM DESIGNED TO SUPPORT PARK PLUS DP003 UNITS TO BE VERIFIED BY THE BUILDING ENGINEER OF RECORD. FOUNDATIONS TO BE PROVIDED BY OTHERS.
THE REQUIRED SPECIAL INSPECTION WILL BE PROVIDED BY A REGISTERED DEPUTY INSPECTOR APPROVED BY THE ENGINEER OF RECORD AND THE JHA TO PERFOM SPECIAL INSPECTIONS. THE SPECIAL INSPECTOR SHALL BE EMPLOYED BY THE OWNER, THE ENGINEER OR ARCHITECT OF RECORD, BUT NOT BY THE CONTRACTOR OR ANY OTHER PERSON RESPONSIBLE FOR THE CONSTRUCTION WORK.

GENERAL NOTES:

1. ALL WORK TO BE PREFORMED UNDER THIS CONTRACT SHALL COMPLY WITH THE MOST RECENT EDITION OF THE LOCAL BUILDING CODE, CITY LABOR LAWS, CITY ORDINANCES, CITY/COUNTY ZONING CODES, RULES AND REGULATIONS, AND ANY APPLICABLE CODES THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS TO CARRY OUT THE WORK DESCRIBED IN THE CONSTRUCTION DOCUMENTS.
2. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS. THE GENERAL CONTRACTOR AGREES TO REPORT ANY DISCREPANCIES WITH THE DRAWINGS, DIMENSIONS OR OTHERWISE TO PARK PLUS INC. PRIOR TO INSTALLATION.
3. THE GENERAL CONTRACTOR SHALL BECOME FAMILIAR WITH ALL EXISTING CONDITIONS AT THE SITE RELATIVE TO THE SCOPE OF WORK RELATING TO THE MECHANICAL PARKING SYSTEM.
4. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES IN RELATION TO THE MECHANICAL PARKING SYSTEM TO BE INSTALLED.
5. IN THE EVENT OF ANY UNFORESEEN CONDITIONS AFFECTING THE INSTALLATION OF THE MECHANICAL PARKING SYSTEM, THE GENERAL CONTRACTOR SHALL NOTIFY THE DELEGATED ENGINEER OF THE EVENT.

COORDINATION NOTES:

1. THE GENERAL CONTRACTOR SHALL MAKE CERTAIN THAT NO FLOOR MARKINGS, INCLUDING STRIPING SHALL OCCUR UNTIL MECHANICAL CAR LIFT(S) ARE COMPLETELY INSTALLED.

ELECTRICAL NOTES:

1. PARK PLUS INC. DOES NOT SUPPLY OR CONDUCT ANY ELECTRICAL WORK SUPPLYING POWER TO EACH HYDRAULIC POWER UNIT. ALL PARK PLUS MECHANICAL CAR LIFTS SHALL BE CONNECTED TO EXISTING ELECTRICAL SYSTEMS INSTALLED AND PROVIDED BY OTHERS.
2. PARK PLUS SHOWS LOCATIONS FOR DISCONNECT SWITCHES ON OUR PLANS AS THEY ARE TO BE LOCATED WITHIN 5'-0" OF THE HYDRAULIC POWER PACK AND IN LINE OF SITE TO EACH HYDRAULIC POWER PACK (PER LOCAL CODE).

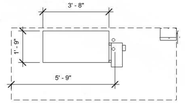
SPRINKLER NOTES:

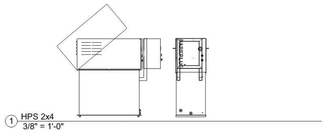
1. FIRE SPRINKLERS SHALL BE DESIGNED BY OTHERS.
2. FIRE SPRINKLERS SHALL RUN BETWEEN PARKING LIFT PLATFORMS AND CLEAR OF THEIR MOVEMENT.
3. THE GENERAL CONTRACTOR SHALL COORDINATE ALL PIPE ELEVATIONS AND HEAD LOCATIONS WITH ALL OTHER TRADESAND SHALL NOT INTERFERE WITH THE OPERATION OF THE LIFTS.
4. SPRINKLER DESIGN APPROACH: BOTH NFPA 88A (STANDARD ON FIRE PROTECTION IN PARKING STRUCTURES) AND NFPA 13 ACKNOWLEDGE THAT CAR STACKERS REQUIRED ADDITIONAL RESAERCH TO DETERMINE A CODE MINIMUM/STANDARD BASED DESIGN APPROACH. SPRINKLER ENGINEER SHOULD CONSULT WITH THE LOCAL JURISDICTION HAVING AUTHORITY OVER THE PROJECT.

   TYPICALLY THE JHA REQUIRES THAT THE DESIGN OF AUTOMATIC FIRE SPRINKLER SYSTEMS BE IN ACCORDANCE WITH NFPA 13 FOR EXTRA HAZARD GROUP 2 (0.4 GPM/MIN* SQ. FT.OVER 2500 SQUARE FEET). LOCATE SPRINKLERS SUCH THAT VEHICLES ARE AT LEAST 18" BELOW SPRINKLER DEFLECTORS. SPACE SPRINKLERS IN ACCORDANCE WITH THE REQUIREMENTS FOR EXTRA HAZARD GROUP 2 WHILE PRIORITIZING SPRINKLER PLACEMENT ADJACENT TO VEHICLES IN AISLE-ACCESSWAYS SPACES TO FACILITATE SPRINKLER OPERATION AND PLACEMENT OF WATER ON VEHICLES AND BELOW THE ELEVATED CAR STACKER PLATFORMS TO LIMIT THE SPREAD FOR FIRE FROM THE VEHICLE OF INCIDENCE TO ADJACENT VEHICLES.

NOTE - ELECTRIC VEHICLE CHARGING STATIONS GREEN CODE SECTION 6

F. FOR NEW MULTI FAMILY DWELLINGS AND OCCUPANCIES (INCLUDING HOTELS & MOTELS 30% OF THE TOTAL PARKING SPACES , BUT NO LESS THAN ONE, SHALL BE ELECTRIC VEHICLE CHARGING SPACES (EV SPACES), AND 10% OF THE TOTAL NUMBER OF PARKING SPACES PROVIDED SHALL BE EV CHARGING STATIONS. EV SPACES SHALL BE CAPABLE OF SUPPORTING FUTURE ELECTRIC VEHICLE SUPPLE EQUIPMENT (EVSE). CALCULATION FOR THE REQUIRED NUMBER OF EV SPACES SHALL BE ROUND UP TO THE NEAREST WHOLE NUMBER. SHOW THE FOLLOWING ON THE PLANS.
   A. WHERE ONLY ONE EV SPACE IS REQUIRED, INSTALL A MINIMUM 1-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MIAN SERVICE OR SUB PANEL AND TERMINATEN CLOSE PROXIMITY TO THE EV SPACE INTO A LISTED CABINET, BOX OR ENCLOSURE.
   B. WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, SHOW RACEWAY TERMINATION POINTS.
   C. THE MINIMUM LENGTH OF EACH EV SPACE SHALL BE 28 FEET.
   D. THE MINIMUM WIDTH OF EACH EV SPACE SHALL BE 9 FEET.
   E. ONE IN EVERY 25 EV SPACES, BUT NOT LESS THAN ONE, SHALL COMPLY WITH THE FOLLOWING:
      1. 8 FT. WIDE AISLE NEXT TO THE 9 FT. WIDE EV SPACE OR A 5 FT. WIDE AISLE NEXT TO A 12 FT. WIDE EV SPACE
      2. THE SURFACE SLOPE FOR THIS EVCS AND THE AISLE SHALL NOT EXCEED 1 UNIT VERTICAL IN 48 UNITS HORIZONTAL (2.083 PERCENT SLOPE) ON ANY DIRECTION.
      3. THE EV SPACE SHALL EITHER BE LOCATED ADJACENT TO AN ACCESSIBLE PARKING SPACE MEETING THE REQUIREMNTS OF LABC CHAPTER 11A TO ALLOW THE USE OF THE EV CHARGER FORM THE ACCESSIBLE ROUTE TO THE BUILDING AS DEFINEDIN CHAPTER 2 OF THE LABC.
   F. NOTE: "THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPERATE ELECTRICAL PERMIT IS REQUIRED"
   G. NOTE: "THE SERVICE PANEL OR SUB PANEL 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." (4.106.4.2, 4.106.4.3)





1 HPS 2x4
3/8" = 1'-0"

DRAWING LIST:
MP-0.0 - COVER SHEET
MP-1.0 - PARKING LAYOUT
MP-2.0 - 2H 1 LS DETAILS

CONSULTANTS:

BRAD SMITH
BW SMITH STRUCTURAL ENGINEER
P.O. BOX 1064
OJAI CA 93024

ARCHITECTS/ENGINEER'S STAMP:

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THE INFORMATION CONTAINED HEREIN REPRESENTS PROPRIETARY AND CONFIDENTAL INFORMATION OF PARK PLUS CALIFORNIA. THE IONFORMATION CONTAINED HEREIN SHALL BE DISCLOSED ONLY TO THE BUILDING OWNER, GENERAL CONTRACTOR, ARCHETECT OF RECORD, ENGINEERING CONSULTANTS, AND BUILDING OFFICIALS SPECIFICALL INVOLVED WITH THIS CONSTRUCTION PROJECT.

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PARK PLUS INC. 2020©

No.	Description	Date

CLIENT SIGNATURE:

PARKPLUS
HIGH DENSITY PARKING SYSTEMS

PARK PLUS CALIFORNIA
8640 TAMARACK AVE.
LOS ANGELES, CA 91352
TEL: + 1-800-459-2604
www.parkplusinc.com

PROJECT ADDRESS:
961 LA CIENEGA

DRAWING DESCRIPTION:
COVER SHEET

PARK PLUS INC. 2020©

SUPPLIMENTAL & PERMITTING:

PROJECT NUMBER:	MK21028
DATE:	05/03/2021
DRAWN BY: SF	CHECKED BY: MOB

DWG. NUMBER: MP-0.0

AUX
ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA
961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
2	12.30.21	PZA APPLICATION - R1

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

PROJECT NO: 198

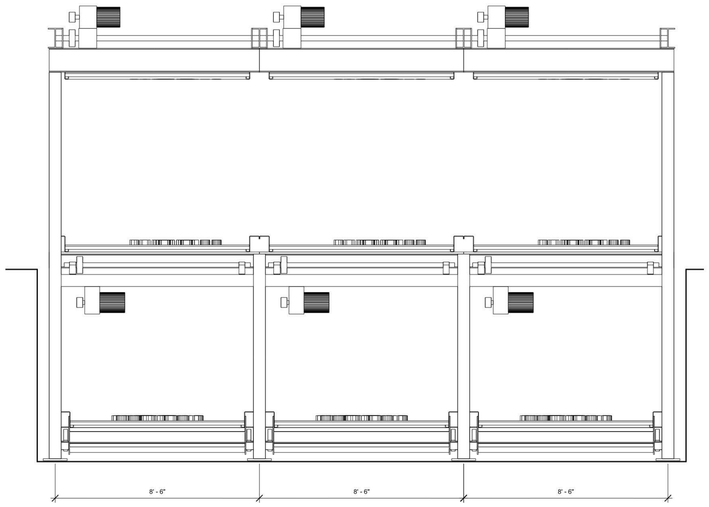
DRAWING SCALE:

SHEET SIZE: 30X42

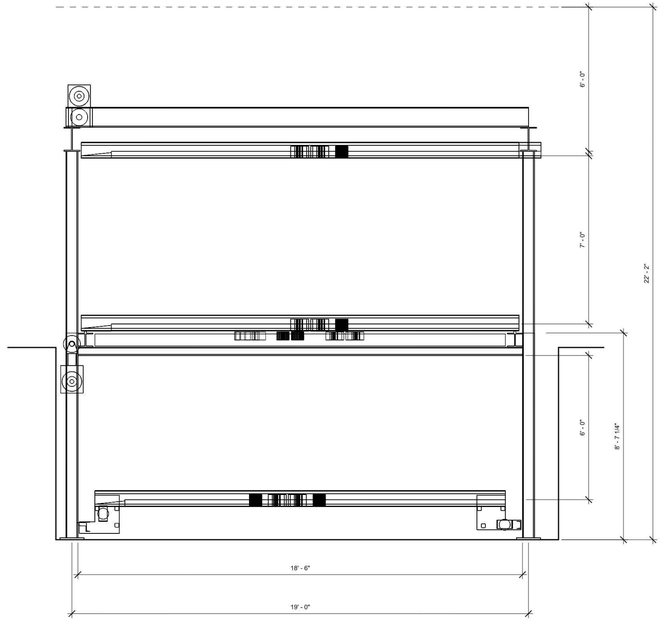
DRAWING TITLE:
PARKPLUS PARKING SYSTEM

SHEET NO:
A704

FILE NAME: C:\Users\mous\Documents\198_961 La Cienega_ARCH_CF_Mousa92VNJ.rvt
DATE STAMP: 12/29/2021 12:12:20 PM



1 FRONT ELEVATION TYP
1/2" = 1'-0"



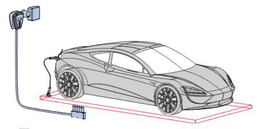
2 SIDE ELEVATION TYP
1/2" = 1'-0"

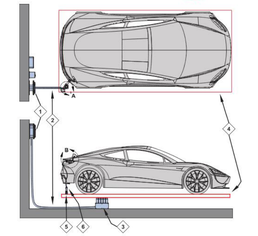
SPEC SHEET

PARKPLUS PPEVC EV CHARGING SYSTEM

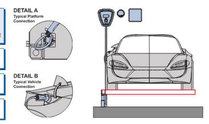
Version 07.2020

Patents Pending





Pages 1-3 Overview EVC Station Multi-Channel
Page 4 Lift-Side
Page 5 AGV
Page 6 Rack & Rail



PARKPLUS Electric Vehicle Charging (**PPEVC**) is an integrated solution to provide project-specific EVC capacity to **PARK**PLUS Automated (APS) and Semi-Automated Parking Systems (SAPS).

The **PPEVC** solution is designed for pallet-based parking systems and parking platforms that include power for manual connection when parking. Charging power is connected upon manual connection (SAPS), or when platform arrives at designated parking space in the garage (APS). Parking spaces allowing for EV charging are dedicated for individual owners. EVC spaces can be metered, billing and reimbursement is direct from building to tenant based on a monthly subscription.

Coordination with project and base building engineers must consider the number of EV charging stations.

Suitable for

- **PARK**PLUS Lift-Slide Semi-Automated Parking System
- **PARK**PLUS AGV Automated Parking System
- **PARK**PLUS Rack & Rail Automated Parking System

PPEVC works with all SAE J1772-compliant vehicles and Tesla vehicles via adapter provided by Tesla.

System Components

1. **Charging Station**
2. **Electrical Conduit**
3. **Power Dock**
4. **Parking Platform***

* *See system-specific pages for product application.*

5. **Charging Port**
6. **Charging Cable**

Power Requirements

EVC Power is separate from Parking System power. EVC power is provided by the base building and designed around quantity of EV Charging Stations required. Typically, electrical requirement is a multiple of power requirements of each charging station (i.e. X times 7.2W plus electrical reticulation). Multi-channel control units can decrease power requirements, see page 3.

Operation

User parks vehicle on Parking Platform/Tray and connects vehicle to platform using Charging Cable. No further action required by driver. For SAPS, charging power is automatically connected. For APS, charging power is connected on arrival of platform at designated parking space in garage storage vault.

Vehicle shown is 2019 Tesla Model 3

PARKPLUS
HIGH DENSITY PARKING SYSTEMS

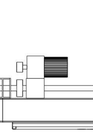
PARKPLUS, INC. **HEADQUARTERS**
83 BROAD AVENUE, SUITE 2
FAIRVIEW, NJ 07022

PARKPLUS **CALIFORNIA**.
9640 TAMARACK AVENUE
LOS ANGELES, CA 91352
CSLB# 1018794

PARKPLUS **FLORIDA, INC.**
1111 OLD GRIFFIN ROAD
DANIA BEACH, FL 33004

PARKPLUSINC.COM | INFO@PARKPLUSINC.COM | 844-472-7575

Charging Station: Siemens VersiCharge



The **Siemens VersiCharge Electric Vehicle AC Charging Station** is a Level 2 (240 VAC) hardwired charging station that provides automatic charging when connected to an electric vehicle. The VersiCharge is typically post-mounted for SAPS and wall-mounted for APS. The EVSE (Electric Vehicle Supply Equipment) power output can be adjusted to match available electrical infrastructure at installation site.

The VersiCharge works with all SAE J1772-compliant vehicles and Tesla vehicles via adapter provided by Tesla. The charging station establishes communication with the vehicle, determines it is safe to allow power to flow through the cord, and removes power from the cord when charging is done. This ensures the charge cable is only energized when necessary and safe.

Technical Information

	Attribute	Standard-Hardwired	Smart Grid (SG)
Essentials	Part Number	VC30GRYHW	VC5S30GRYUW
	Amperage	30 Amps	
	Input Voltage	208-240V	
	Wall Weight	12.5 lbs	14.5 lbs
	Dimensions	14.5" W x 16.0" H x 6.5" D	
	Output Power	1.8 kW to 7.2 kW	
	Enclosure	NEMA 1	NEMA 4
	Plug in Installation	No	Yes
	Permanent Installation	Yes	
Electrical	Circuit Requirement	40 Amperes*	
	Input Power Connections	Line 1, Line 2, Earth Ground	
	Recommended Branch Breaker	40 Ampere double pole (Siemens: Q240 plug in type, 8240 bolt on type)	
Mechanical	Connector/Coupler	SAE J1772	
Safety & Operational	Standards Compliance	UL, CSA, SAE 1772, NEC 625	UL, SAE 1772, NEC 625
	EMC	FCC Part 15 Class B	
	Operating Temperature	-22° F to 122° F	
	Storage Temperature	-40° F to 140° F	
	Operating Humidity	Maximum 95% non-condensing	
	Ground fault detection	5 mA CCID with auto retry	

* *Adjustment of amperage output possible via dial in unit, will affect power output of charger*

VersiCharge Smart Grid (SG) Connectivity	
Communication Hardware	CEA2045 compliant module (included)
Network Connection	Wi-Fi
Radio	High Performing 2.4 GHz IEEE 802.11 b/g/n
Connectivity	Communicates through local wireless network to VersiCharge SG Cloud
Metering Accuracy	+/- 0.5% standard (custom precision variant available)
Reporting Parameters	Power Consumption, Energy, Events
Demand Response Compatible	Yes, with Opt-in

Siemens VersiCharge SG App

The VersiCharge SG App is iOS and Android compatible and available via a web browser. Available on the App Store and Google Play, the App is compatible with iPhone 4,5,6, on iOS 8 or newer, and all Android phones and tablets.

Pages 1-3 Overview EVC Station Multi-Channel
Page 4 Lift-Side
Page 5 AGV
Page 6 Rack & Rail

User can monitor and control charging statue, schedule, and power level remotely through VersiCharge SG App or web pages.

User can actively engage to shape and shift EV power consumption.

Kilowatt usage displayed in daily, weekly, monthly, and yearly format in real time.

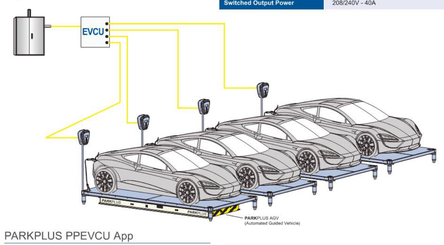
4-Channel Electric Vehicle Control Unit (EVCU)

The **EV-Control Unit** sequentially channels single input power to feed up to 4 individual EV Charging Stations. The device cycles through the 4-channel switching process according to default or user-defined parameters, allowing up to 4 electric vehicles to be charged from 1 power source.

The EVCU is installed into a UL-compliant electrical box, onto a back panel assembly with busbar and electrical wire. The device is network-enabled to allow communication over a computer network.

EVCU is compatible with Siemens VersiCharge Standard-Hardwired (Part Number VC30GRYHW) and any other non-networked chargers.

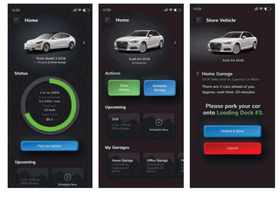
Part Number	EC1107
Certifications	UL916, Energy Management Equipment CAN/CSA 22.2 No. 205-12, Standard for Signal Equipment
Output Ratings	277 Vac, 30A; 250 Vac 2 hp, Motor Load; 40A/240 Vac
# of Stations	4: 7.7kw to 9.6kw Level 2; 8: 3.8kw Level 2
Input Power	208/240V - 40A
Switched Output Power	208/240V - 40A



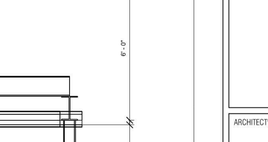
PARKPLUS PPEVCU App

The **PARK**PLUS **PPEVCU App** is iOS and Android compatible and available via a web browser. The App integrates with EV-Control Unit to manage and schedule charging. Additionally, the App can be integrated with **PARK**PLUS APS App (AGV and Rack & Rail) to manage the scheduling, storage and retrieval of vehicles.

Pages 1-3 Overview EVC Station Multi-Channel
Page 4 Lift-Side
Page 5 AGV
Page 6 Rack & Rail



PPEVC for PARKPLUS Lift-Slide Semi-Automated Parking System

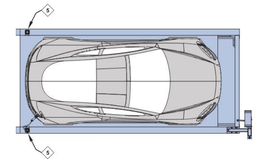


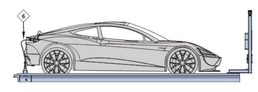
The **PARK**PLUS Semi-Automated Lift-Slide Puzzle Parking System is a multi-level customizable vehicle storage and retrieval system for storing cars in vertical and horizontal arrays. The Lift-Slide uses Programmable Logic Control (PLC) software to move stacked cars on platforms to receive and present vehicles at grade, providing direct access to stacked vehicles without removing other vehicles from the system.

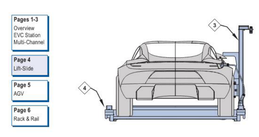
Entire assembly comes pre-welded and is assembled in the field. System is designed to be mounted on grade with an engineered foundation. System can be designed to stack up to 5 vehicles above grade and up to 2 vehicles below grade, with a maximum vertical stacking capacity of 7 vehicles in the space usually occupied by a single vehicle. There are no horizontal limitations to the system.

The **PARK**PLUS Lift-Slide Puzzle Parking System is designed to be installed indoors and outdoors. System can be customized with external cladding/siding, garage doors and roof, per project specifications.

Lift-Slide EV Charging System shown travels with platform. Charging Station can also be wall-mounted without post.

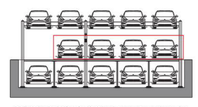




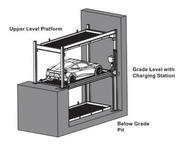


Lift-Side EVC Components

1. **Charging Station**
2. **Connection Box**
3. **Charging Post**
4. **Lift-Side Parking Platform**
5. **Charging Port Options**
6. **Charging Cable**



PPEVC for PARKPLUS **Lift-Slide is currently available for all grade-level parking spaces.**



Pages 1-3 Overview EVC Station Multi-Channel
Page 4 Lift-Side
Page 5 AGV
Page 6 Rack & Rail

AUX
ARCHITECTURE
2404 WILSHIRE BLVD. STE. 12D
LOS ANGELES, CA 90057
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.21

CONSULTANTS:

BRAD SMITH
BW SMITH STRUCTURAL ENGINEER
P.O. BOX 1064
OJAI CA 93024

ARCHITECTS/ENGINEER'S STAMP:

No.	Description	Date

CLIENT SIGNATURE:

PARKPLUS
HIGH DENSITY PARKING SYSTEMS

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

CERTIFICATION:

PROJECT:

961 LA CIENEGA

961 LA CIENEGA
LOS ANGELES, CA 90069

City of Los Angeles
Department of Building & Safety
PLAN CHECK APPROVED FOR ZONING
By: Rodolfo Arias
Date: 12/30/2021
Application No. 21010-10001-05159

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
2	12.30.21	PZA APPLICATION - R1

PROJECT NO: 198

DRAWING SCALE:

SHEET SIZE: 30X42

DRAWING TITLE:
PARKPLUS PARKING SYSTEM

SHEET NO:
A705

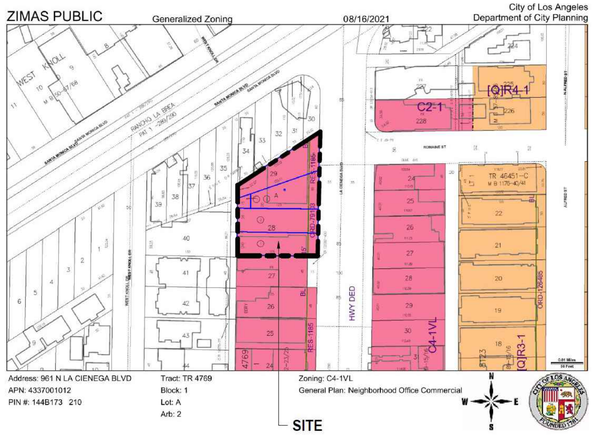
FILE NAME: C:\Users\mvora\Documents\198_961 La Cienega_ARCH_CF_Mvora92VNJ.rvt
DATE STAMP: 12/29/2021 12:12:20 PM

LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE

1. MAINTENANCE PERIOD: THE MAINTENANCE PERIOD SHALL BE FOR 90 CALENDAR DAYS BEGINNING ON THE DAY OF THE CHECK INSPECTION AFTER ALL WORK HAS BEEN INSTALLED AND APPROVED BY THE LANDSCAPE
2. GENERAL: THE GENERAL CARE AND MAINTENANCE OF ALL AREAS SHALL CONSIST OF PROPER WATERING, FERTILIZATION, WEEDING, RODENT CONTROL, CLEANUP, ETC.
3. SAFETY: ALL PLANT MATERIALS SHALL BE CHECKED AND MAINTAINED AS REQUIRED IN AN ONGOING PROGRAM TO ASSURE A SAFE ENVIRONMENT
4. WATERING: WATER ALL PLANTINGS TO ASSURE COMPLETE GERMINATION OF ALL SEEDED AREAS AND CONTINUED GROWTH OF THE PLANTS. AREAS THAT DO NOT HAVE ADEQUATE IRRIGATION COVERAGE OR WHICH MAY REQUIRE ADDITIONAL DEEP WATERING SHALL BE WATERED BY HAND AS REQUIRED.
5. IRRIGATION COVERAGE: ADJUST ALL IRRIGATION HEADS IN EACH AREA AND ZONE OF EXPOSURE SO THAT THE OPTIMUM AMOUNT OF WATER IS APPLIED AT THE PROPER TIMES WITHOUT OVERTHROW ONTO WALLS, WALKS, ETC.
6. CULTIVATING AND WEEDINGS: CULTIVATE AND WEED ALL PLANTED AREAS AT REGULAR INTERVALS NOT TO EXCEED 15 DAYS. EXERCISE CARE WHEN CULTIVATING TO AVOID DAMAGE TO ROOTS OF THE GROWING PLANTS.
7. CHEMICAL HERBICIDES: A CERTIFIED TECHNICIAN SHALL APPLY CHEMICAL HERBICIDES TO CONTROL WEEDS AT THE OPTION OF THE CONTRACTOR AND UPON PRIOR APPROVAL BY THE LANDSCAPE ARCHITECT.
8. PEST AND DISEASE CONTROL: A CERTIFIED TECHNICIAN SHALL SPRAY AS NECESSARY TO CONTROL ALL INFESTATIONS.
9. RODENT CONTROL: THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO ELIMINATE ANY RODENTS ENCOUNTERED ON SITE.
10. PRUNING: ALL PRUNING SHALL BE IN ACCORDANCE WITH THE NECESSARY STEPS TO ELIMINATE ANY RODENTS BRANCHES SHALL BE REMOVED BACK TO THE POINT OF GROWTH.
11. PLANT REPLACEMENTS: DURING THE MAINTENANCE PERIOD, SHOULD ANY PLANT SHOW WEAKNESS AND PROBABILITY OF DYING, IT SHALL BE REPLACED BY THE CONTRACTOR WITHIN 5 DAYS OF NOTIFICATION TO DO SO.
12. OPERATING INSTRUCTIONS: AFTER THE SYSTEM HAS BEEN COMPLETED, THE CONTRACTOR SHALL INSTRUCT THE OWNER'S AUTHORIZED REPRESENTATIVE IN THE OPERATION AND MAINTENANCE OF THE SYSTEM AND SHALL FURNISH A COMPLETE SET OF OPERATING INSTRUCTIONS.
13. SITE MAINTENANCE: CONTRACTOR SHALL KEEP THE PROJECT SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. ALL DEBRIS SHALL BE REMOVED FROM SITE PER LOCAL CODE AND ORDINANCES.
14. GUARANTEE: THE ENTIRE IRRIGATION SYSTEM, INCLUDING ALL WORK DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED AGAINST ALL DEFECTS AND FAULT OF MATERIAL AND WORKMANSHIP, AND SHALL BE MAINTAINED IN PERFECT WORKING ORDER FOR ONE YEAR FROM DATE OF COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE TO SETTLING OF BACKFILLED TRANCES WHICH MAY OCCUR DURING THE ONE YEAR PERIOD SHALL BE REPAIRED TO THE OWNER'S SATISFACTION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER. INCLUDING THE COMPLETE RESTORATION OF ALL DAMAGED PLANTING, PAVING OR OTHER IMPROVEMENTS OF ANY KIND.

THE IRRIGATION MAINTENANCE SCHEDULE TASKS LISTED BELOW ARE INTENDED AS MINIMUM STANDARDS AND MORE FREQUENT ATTENTION MAY BE REQUIRED DEPENDING ON THE PARTICULAR SITE CONDITIONS.

VICINITY MAP



MAINTENANCE TASK

MAINTENANCE TASK	FREQUENT
CONTROLLER CABINET - OPEN CABINET AND CLEAN OUT DEBRIS AND REPLACE BATTERY AS NECESSARY. CHECK WIRING AND REPAIR AS NEEDED AND CHECK CLOCK AND RESET IF NECESSARY.	QUARTERLY
IRRIGATION SCHEDULE - ADJUST SCHEDULE FOR SEASONAL VARIATIONS AND OTHER CONDITIONS WHICH MAY AFFECT THE AMOUNT OF WATER NEEDED TO MAINTAIN PLAN HEALTH ADJUST AS NECESSARY.	MONTHLY
POC - VISUALLY INSPECT COMPONENTS FOR LEAKS, PRESURE SETTINGS, SETTLEMENT OR OTHER DAMAGE AFFECTING THE OPERATION OF A COMPONENT REPAIR AS NEEDED.	QUARTERLY
REMOTE CONTROL VALVES, ISOLATION VALVES AND QUICK COUPLER VALVES VISUALLY INSPECT FOR LEAKS, SETTLEMENT, WIRE CONNECTIONS AND PRESSURE SETTINGS. REPAIR OR ADJUST AS NEEDED.	QUARTERLY
MAINLINE & LATERALS VISUALLY INSPECT FOR LEAKS OR SETTLEMENT OF TRENCH.	QUARTERLY
SPRINKLERS VISUALLY CHECK FOR ANY BROKEN MISSIGNED OR CLOGGED HEADS, HEADS WITH INCORRECT ARC, INADEQUATE COVERAGE OR OVERSPRAY AND LOW HEAD DRAINAGE REPAIR AS NEEDED.	WEEKLY
FILTERS AND STRAINERS VISUALLY CHECK FOR LEAKS, BROKEN FITTING CLEAN AND FLUSH SCREENS.	MONTHLY

TOTAL LANDSCAPE AREA CALCULATIONS

GROUND LEVEL :	1,035 SF
2ND FLOOR :	1,084 SF
3RD FLOOR :	623 SF
ROOF DECK:	1,346 SF
TOTAL:	4,088 SF

TREES REQUIRED (LAMC SECTION 12.21.G.2

24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (59/4): 15 TREES

NUMBER OF TREE REQUIRED: 15 EA. (1 PER 4 UNITS)

NUMBER OF TREE PROPOSED:

- GROUND LEVEL:	
- OFF SITE (STREET TREE)	6 EA.
- ON SITE	4 EA.
- ROOF DECK:	12 EA.
TOTAL:	22 EA.

COMMON OPEN SPACE CALCULATION

COMMON OPEN SPACE PROVIDED:

· ROOF DECK:	4,265 SF
TOTAL:	4,265 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 1,066 (25%) SF

LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

· ROOF DECK:	1,346 SF (32%)
TOTAL:	1,346 SF (32%)

PROJECT TEAM

PROPERTY OWNER

961 LA CIENEGA, LLC.
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

ARCHITECT

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CA 90015
PHONE: 213.568.3578

LANDSCAPE ARCHITECT

SQLA, INC.
2669 SATURN ST,
BREA, CA 92821
CONTACT: BOB GAMON
TELEPHONE: 562. 905.0800

PROJECT INFORMATION

PROJECT NAME:	961 LA CIENEGA
ADDRESS:	961 LA CIENEGA LOS ANGELES, CA 90069

SHEET INDEX:

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP. 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:
SQLA INC
Landscape Architects
2669 Saturn Street
BREA, CA, 92821
la@sqlainc.com
T. 562-905-0800
F. 562-905-0880
www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT — ROBERT KYLE GAMON — No. 5249 — Signature — 2-28-2023 Renewal Date — 08-20-2023 Date — STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
COVER SHEET

SHEET NO:
LC-0

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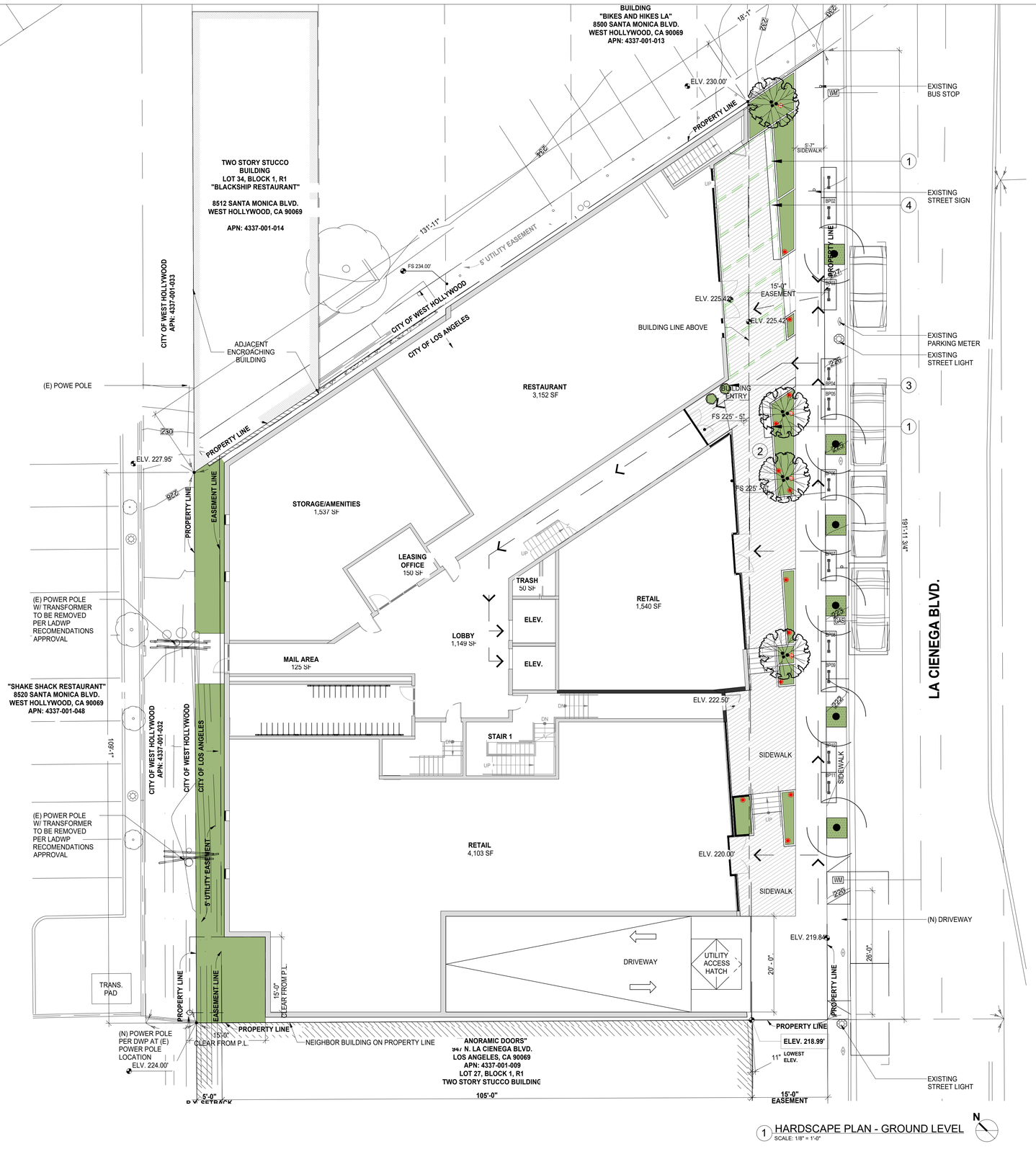
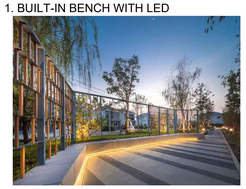


1 HARDSCAPE PLAN - GROUND LEVEL
SCALE: 1/8" = 1'-0"

KEY NOTES

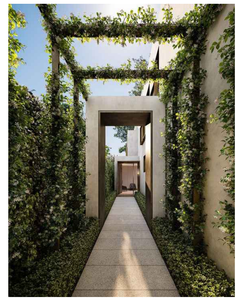
1. BUILT-IN BENCH WITH LED



2. WOOD-LOOK TILE

3. ACCENT POTS

4. VINE STRUCTURE



LIGHTING LEGEND

TREE UPLIGHT
VOLT ALL STAR CAST BRASS SPOTLIGHT
VAL-2000-4-BBZ
https://www.voltlighting.com/

LED PATH LIGHT
FOCUS INC. BLACK TEXTURE
20" HIGH L-SHAPE
69W63
https://www.lampsplus.com/

LED STRIP LIGHT

TREE UPLIGHT

LED PATH LIGHT

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:
SQLA INC
Landscape Architects
2669 Saturn Street T. 562-905-0800
BREA, CA, 92821 F. 562-905-0880
la@sqlainc.com www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KEVIN LEE
No. 6249
Signature
Expiration Date
Renewal Date
Date
STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

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3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
HARDSCAPE PLAN
- GROUND LEVEL

SHEET NO:
LC-1

FILE NAME: C:\Users\lee\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_lee8WS5K.rvt
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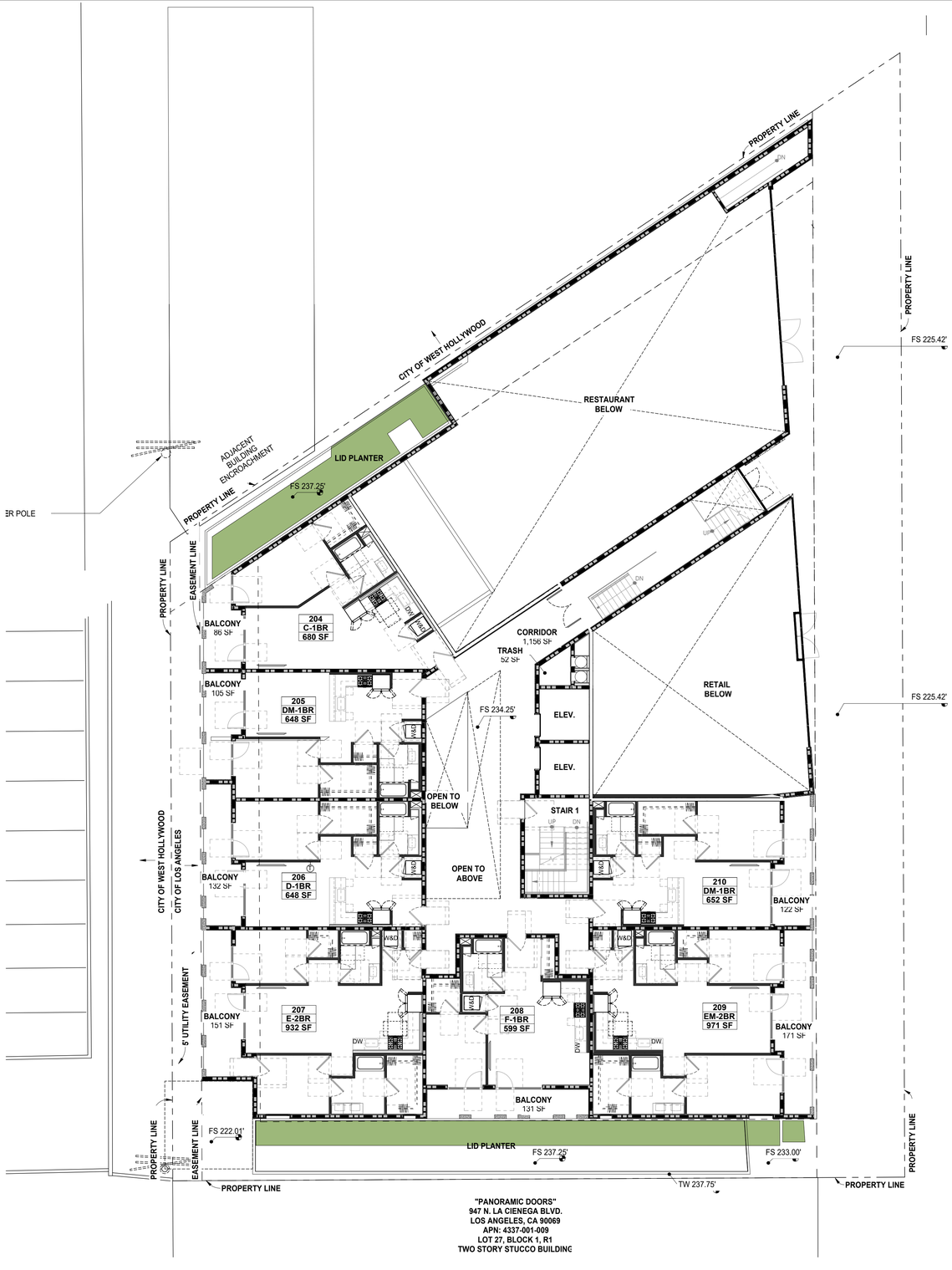

1 HARDSCAPE PLAN - 2ND FLOOR
SCALE: 1/8" = 1'-0"

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FILE NAME: C:\Users\lee\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_lee8W5SK.rvt
DATE STAMP: 9/19/2023 12:22:14 PM

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
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TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

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la@sqlainc.com
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F. 562-905-0880
www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KIAN LEE
No. 6249
Signature
9-29-2023
Renewal Date
08-20-2023
Date
STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
HARDSCAPE PLAN
- 2ND FLOOR

SHEET NO:
LC-2

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

N

FILE NAME: C:\Users\ke\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_keBWS3K.rvt
DATE STAMP: 9/7/2023 12:22:14 PM

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:

SQLA INC
Landscape Architects
2669 Saturn Street
BREA, CA, 92821
la@sqlainc.com
T. 562-905-0800
F. 562-905-0880
www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
SHAEL KEVIN WILSON
No. 6249
Signature
7-31-2023
Renewal Date
08-20-2023
Date
STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA

LOS ANGELES, CA 90069

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PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
HARDSCAPE PLAN
- 3RD FLOOR

SHEET NO:
LC-3

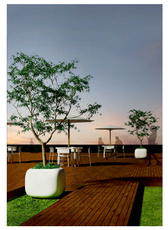
1 HARDSCAPE PLAN - ROOF DECK
SCALE: 1/8" = 1'-0"

N

KEY NOTES

1. FIBERGLASS PLANTERS

2. SQUARO POTS



3. DINING TABLE

4. BBQ

5. FIRE PIT (OPTIONAL)

6. LOUNGE AREA

7. VINE SCREEN

8. GREEN ROOF

LIGHTING LEGEND

TREE UPLIGHT
VOLT ALL STAR CAST BRASS SPOTLIGHT
VAL-2000-4-BBZ
https://www.voltlighting.com/

LED PATH LIGHT
FOCUS INC. BLACK TEXTURE
20" HIGH L-SHAPE
69W63
https://www.lampsplus.com/

TREE UPLIGHT

LED PATH LIGHT

AUX
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CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
SAMEL KHAN #5249
Signature
Renewal Date 08-31-2023
Date
STATE OF CALIFORNIA

PROJECT:

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LOS ANGELES, CA 90069

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PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
HARDSCAPE PLAN
- ROOF DECK

SHEET NO:
LC-4

FILE NAME: C:\Users\test\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_test8WS9K.rvt
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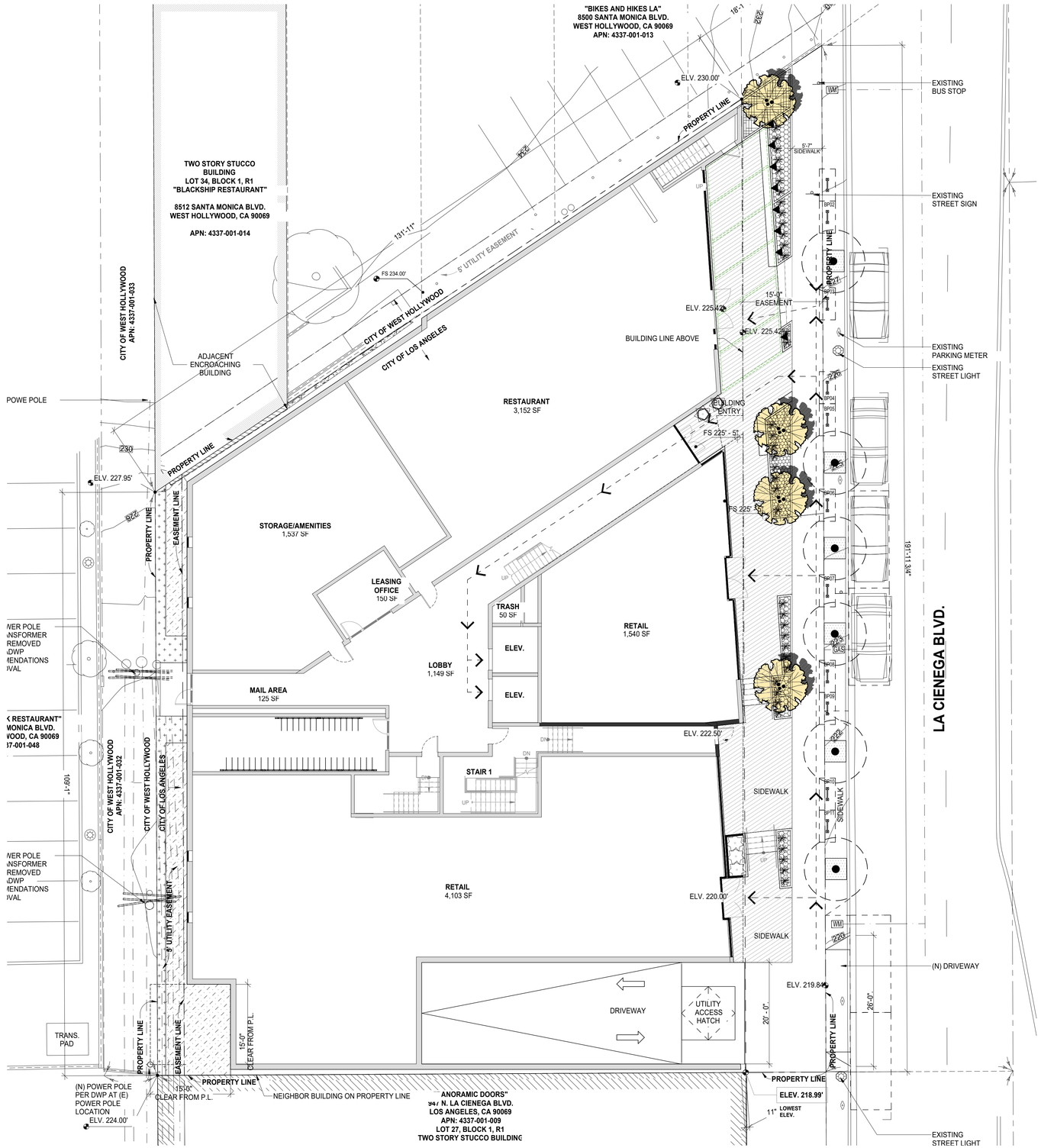

1 PLANTING PLAN - GROUND LEVEL
SCALE: 1/8"= 1'-0"

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
CERCIDIUM 'DESERT MUSEUM' PALO VERDE	24" BOX / 4 EA.	LOW
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIV.	6 EA.	

SHRUBS AND GROUNDCOVER	SIZE & QUAN.	WUCOLS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL./ 5 EA.	LOW
ALOE X 'ALWAYS RED' ALWAYS RED ALOE	1 GAL./ 39 EA.	LOW
WESTRINGIA FRUTICOSA 'MORNING LIGHT' COAST ROSEMARY	5 GAL.@ 24" O.C./ 15 EA.	LOW
DIETES BICOLOR FORTNIGHT LILY	1 GAL.@ 30" O.C./ 80 EA.	LOW
ROSMARINUS OFFICINALIS TRAILING ROSEMARY	1 GAL.@ 18" O.C./ 95 EA.	LOW
CAREX DIVULSA BERKELEY SEDGE	1 GAL.@ 18" O.C./ 93 EA.	LOW
VINE		
LONICERA JAPONICA 'PURPUREA' PURPLE LEAF HONEY SUCKLE	5 GAL./ 8 EA.	LOW

AUX
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ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
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F. 562-905-0880
www.sqlainc.com

CERTIFICATION:
REGISTERED LANDSCAPE ARCHITECT SAMEL KHAN No. 6249 STATE OF CALIFORNIA
Signature
Expiration Date: 08-20-2025
Renewal Date
08-20-2023
Date

PROJECT:

961 LA CIENEGA

LOS ANGELES, CA 90069

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4	09.12.23	PZA APPLICATION - R3

PROJECT NO: SQLA #22172

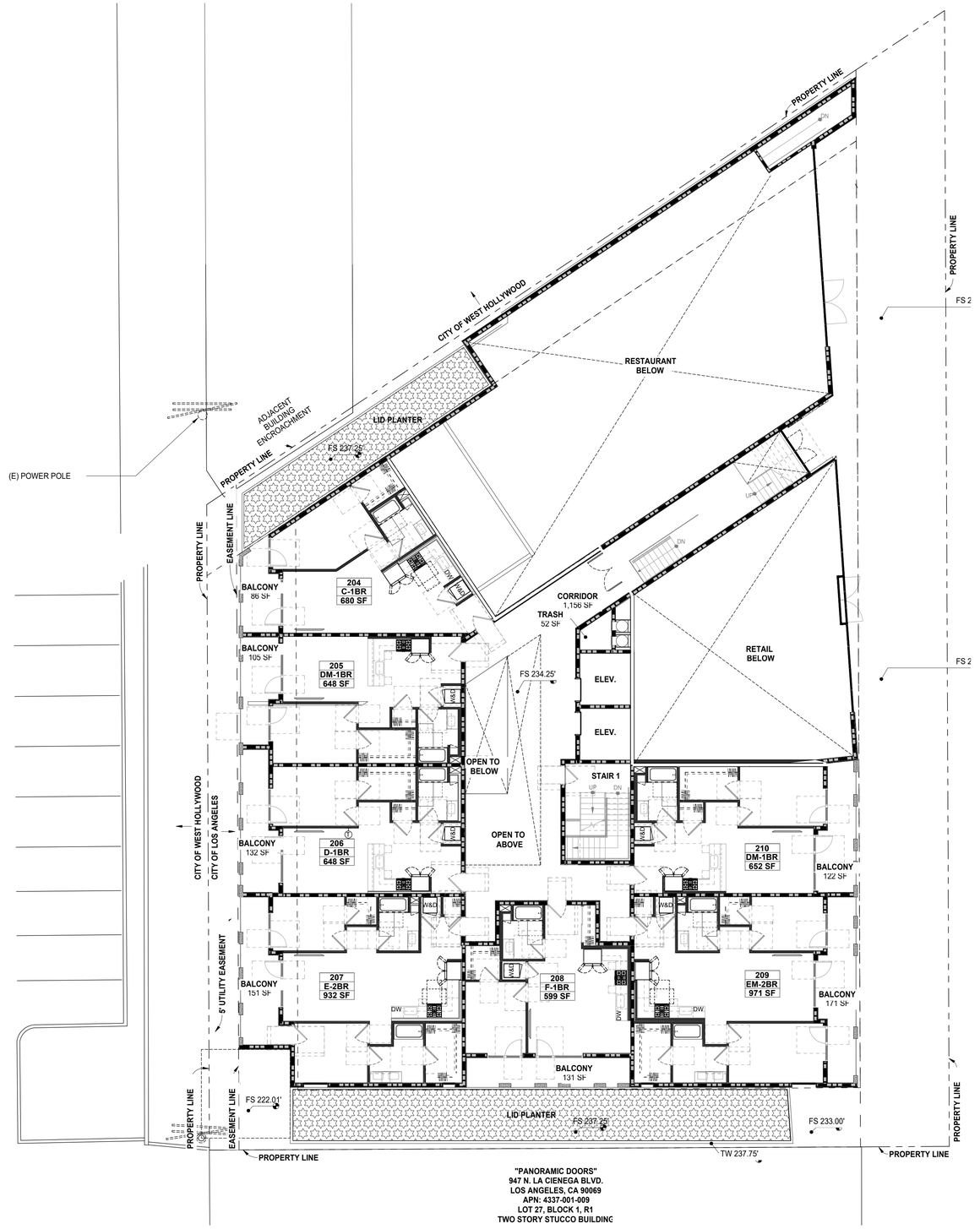
DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
PLANTING PLAN
- GROUND LEVEL

SHEET NO:
LP-1

FILE NAME: C:\Users\ken\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_ken8WS3K.rvt
DATE STAMP: 9/7/2023 12:22:14 PM



1 PLANTING PLAN - SECOND FLOOR
SCALE: 1/8"= 1'-0"

PLANTING LEGEND

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
JUNCUS PATENS 'ELK BLUE' CALIFORNIA GREY RUSH	1 GAL.@24" O.C./ 271 EA.	LOW

AUX ARCHITECTURE
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TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

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BREA, CA. 92821 F. 562-905-0880
la@sqlainc.com www.sqlainc.com

CERTIFICATION:
REGISTERED LANDSCAPE ARCHITECT SHERI KIM 5249 Signature 2-28-2025 Renewal Date 08-20-2023 Date STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

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PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
PLANTING PLAN
- 2ND FLOOR

SHEET NO:
LP-2

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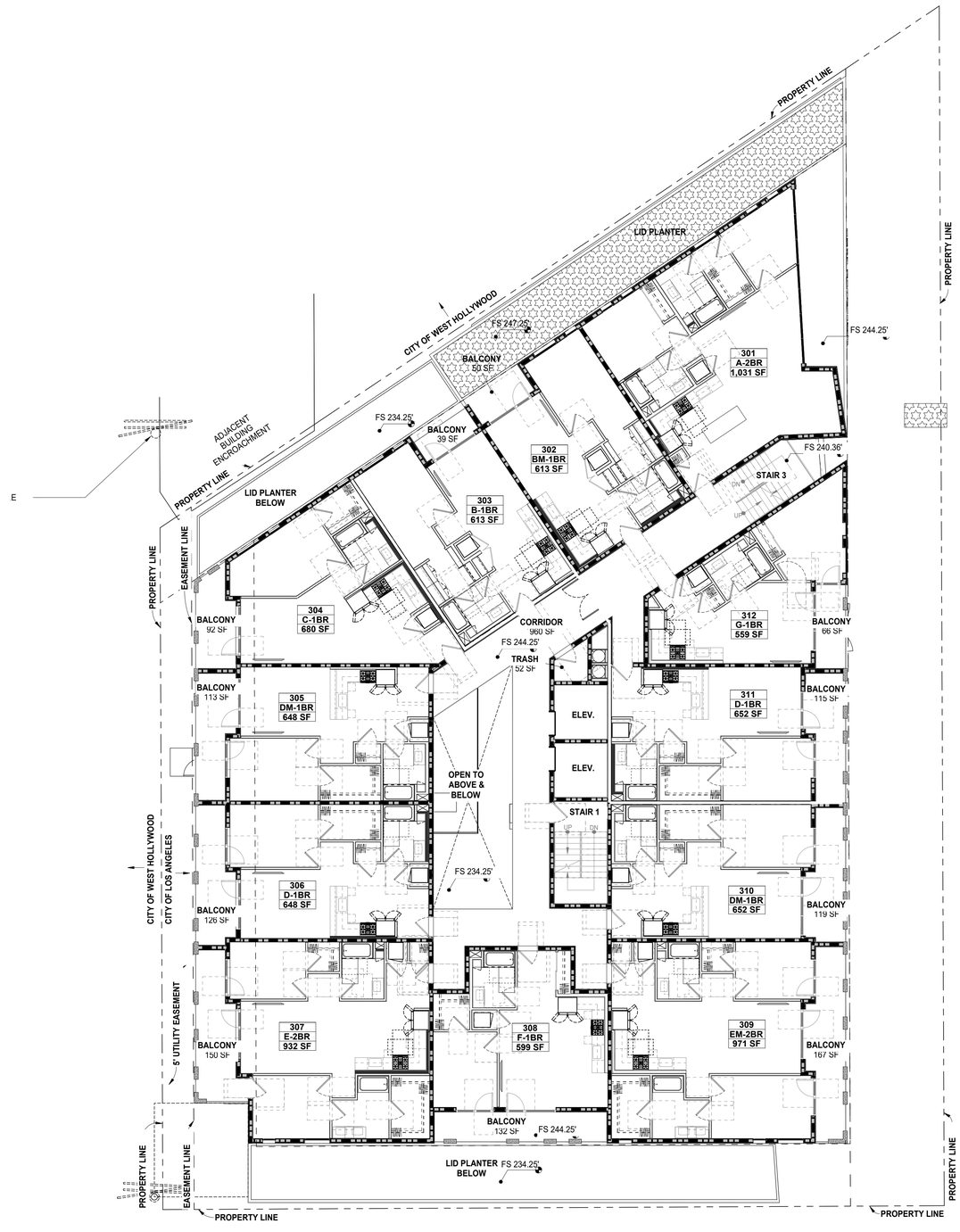

1 PLANTING PLAN - THIRD FLOOR
SCALE: 1/8"= 1'-0"

N

0 4' 8' 16'
Scale: 1/8" = 1'-0"

PLANTING LEGEND

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
JUNCUS PATENS 'ELK BLUE' CALIFORNIA GREY RUSH	1 GAL.@24" O.C./ 156 EA.	LOW

AUX
ARCHITECTURE
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2659 Saturn Street T. 562-905-0800
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la@sqlainc.com www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KOH
No. 6249
Signature
Expiration Date
Renewal Date
08-20-2023
Date
STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA

LOS ANGELES, CA 90069

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PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
PLANTING PLAN
- 3RD FLOOR

SHEET NO:
LP-3

FILE NAME: C:\Users\revit\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_kwBWS5K.rvt
DATE STAMP: 09/18/2023 12:22:14 PM

1 PLANTING PLAN - ROOF DECK
SCALE: 1/8" = 1'-0"

N

0 4' 8' 16'
Scale: 1/8" = 1'-0"

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
ARBUTUS UNEDO STRAWBERRY MADRONE	24" BOX/ 12 EA.	LOW

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
DODONAEA VISCOSA HOPBUSH	5 GAL.@30" O.C./ 28 EA.	LOW
WESTRINGIA FRUTICOSA 'MORNING LIGHT' COAST ROSEMARY	5 GAL.@24" O.C./ 28 EA.	LOW
LAVANDULA ANGUSTIFOLIA ENGLISH LAVENDER	1 GAL.@24" O.C./ 82 EA.	LOW
SENECIO MANDRALISCAE KLEINIA	1 GAL.@12" O.C./ 327 EA.	LOW
CAREX DIVULSA BERKELEY SEDGE	1 GAL.@12" O.C./ 600 EA.	LOW

VINE		
LONICERA JAPONICA 'PURPUREA' PURPLE LEAF HONEY SUCKLE	5 GAL./ 36 EA.	LOW

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

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www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
SAMEL KHAN
No. 5249
Signature
2-28-2023
Renewal Date
08-20-2023
Date
STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA

LOS ANGELES, CA 90069

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PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

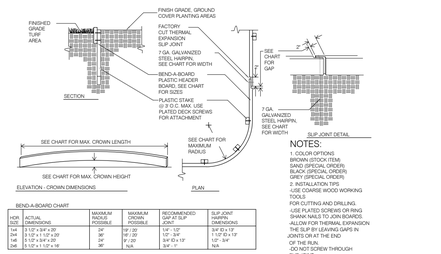
DRAWING TITLE:
PLANTING PLAN
- ROOF DECK

SHEET NO:
LP-4

FILE NAME: C:\Users\test\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_testBrWSSK.rvt
DATE STAMP: 9/19/2023 12:22:14 PM

LANDSCAPE PLANTING NOTES

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND SERVICES FOR THE COMPLETE INSTALLATION AS DESCRIBED BY THE LANDSCAPE DRAWINGS
2. ANY DEVIATION FROM THE PLAN IS TO HAVE PRIOR WRITTEN APPROVAL BY THE OWNER OR HIS REPRESENTATIVE.
3. THE LANDSCAPE CONTRACTOR IS TO REMOVE ALL WEEDS AND OR GRASSES (INCLUDING THE ROOTS) EXISTING IN THE PROPOSED GROUND COVER AREA.
4. THE PROPOSED GROUND COVER AREA SHALL RECEIVE THE PRE-EMERGENT HERBICIDE SURFLAN 75W PER MANUFACTURER'S INSTRUCTIONS. APPLICATION OF THIS HERBICIDE SHALL BE DONE BY PERSONNEL LICENSED TO HANDLE AGRICULTURAL CHEMICALS.
5. ROUGH GRADING OTHER THAN THAT NOTED ON THE LANDSCAPE FINISH GRADING IS THE RESPONSIBILITY OF THE GENERAL CONTRACOR. FINISH GRADING WILL CONSIST OF RAKING ALL AREAS TO A SMOOTH GRADE, LOOSENING THE SOIL TO A DEPTH OF 6" AND REMOVING ALL ROCKS OR CLODS OF 2" DIAMETER OR LARGER. FINISH GRADE IS TO BE 2" BELOW TOP OF ADJACENT CURBS AND SIDEWALKS.
6. SOIL PREPARATION FOR ALL LANDSCAPE AREAS PLEASE SEE WALLACE LAB RECOMMENDATION.
7. ALL ROCK OR UNBROKEN SOIL CLODS OVER 1" IN DIAMETER BROUGHT TO THE SURFACE ARE TO BE REMOVED FROM THE SITE.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORTICULTURAL SOILS FERTILITY REPORT PRIOR TO SOIL PREPARATION AND PLANT INSTALLATION. SOIL CONDITIONING AMENDMENTS AND PLANTING BACKFILL MIXES SHALL BE IN ACCORDANCE TO WALLACE LABORATORIES, LLC RECOMMENDATIONS. WALLACE LAB: (310)-615-0116, 365 CORAL CIRCIL, EL SEGUNDO, CA 90245
9. GROUNDCOVERS ARE TO BE PLANTED SO THAT AFTER SETTLING, THE CROWN OF THE THE PLANT IS EVEN WITH FINISH GRADE, ROOTS FULLY COVERED WITH SOIL AND FIRMED.
10. WATERING OF PLANTS IS TO TAKE PLACE IMMEDIATELY AFTER PLANTING.
11. MULCH ALL SHRUB AND GROUNDCOVER AREAS WITH A 3" MIN. LAYER OF 1/2" TO 3/4" REDWOOD BARK.
12. AT THE COMPLETION OF ALL PLANTING OPERATIONS, THE PREMISES ARE TO BE LEFT NEAT AND CLEAN. ALL SURPLUS MATERIALS, NURSERY TAGS AND WASTE ARE ARE TO BE REMOVED FROM THE SITE.
13. THE LANDSCAPE CONTRACTOR IS TO MAINTAIN ALL LANDSCAPE AREAS FOR A PERIOD OF THIRTY CALENDAR DAYS FROM THE DATE OF COMPLETION, ESTABLISHED BY THE OWNER OR HIS REPRESENTATIVE. ALL AREAS ARE TO BE KEPT WELL WATERED, FREE OF GRASSES AND TRASH DURING THIS MAINTENANCE PERIOD.
14. SITE MAINTENANCE (PLEASE SEE WALLACE LAB RECOMMENDATION) IS TO BE MADE JUST PRIOR TO THE COMPLETION OF THE MAINTENANCE PERIOD, OR AT 30 DAYS INTERVALS IF MAINTENANCE PERIOD IS GREATER THAN 30 DAYS.
15. ALL TREES, SHRUBS AND PLANT MATERIAL (OTHER THAN FLATTED MATERIAL) LESS THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 MONTH; 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 90 DAYS. ALL MATERIAL LARGER THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 YEAR.



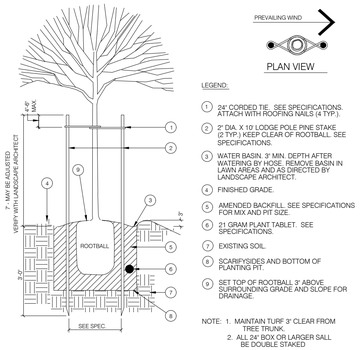
NOTES:
1. COLOR OPTIONS
BROWN (STOCK ITEM)
GREEN (STOCK ITEM)
BLACK (SPECIAL ORDER)
GREY (SPECIAL ORDER)
2. INSTALLATION TIPS
-USE COARSE WOOD WORKING TOOLS FOR CUTTING AND DRILLING.
-USE PLATED SCREWS OR RING SHANK NAILS TO JOIN BOARDS.
-ALLOW FOR THERMAL EXPANSION. THE SLIP BY LEAVING GAPS IN JOINTS OR AT THE END OF THE RUN.
-DO NOT SCREW THROUGH SLIP JOINT.

MANUFACTURED BY:
EPIC PLASTICS, 1880 GARDEN TRACT RD., RICHMOND, CA 94801
PH # (510) 235-9309 E (www.epicplastics.com

BEND-A-BOARD CHART

HDR SIZE	ACTUAL DIMENSIONS	MAXIMUM RADIUS POSSIBLE	MAXIMUM CROWN POSSIBLE	RECOMMENDED GAP AT SLIP JOINT	SLIP JOINT HARPIN DIMENSIONS
1x4	3 1/2" x 3/4" x 20'	24"	10" / 20'	1/4" - 1/2"	3/4" ID x 1/2"
1x6	5 1/2" x 3/4" x 20'	36"	7" / 20'	1/4" - 1/2"	3/4" ID x 1"
1x8	7 1/2" x 3/4" x 20'	54"	5" / 20'	3/4" ID x 1"	1 1/2" - 2 1/4"
2x6	5 1/2" x 1 1/2" x 16'	36"	N/A	3/4" - 1"	N/A

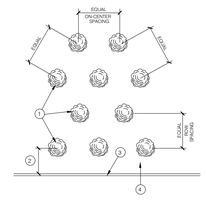
PLASTIC EDGING
SCALE: N.T.S. — 4



LEGEND:
1. 24" CORDED TIE. SEE SPECIFICATIONS. ATTACH WITH ROOFING NAILS (4 TYP.).
2. 2" DIA. X 10' LODGE POLE PINE STAKE (2 TYP.) KEEP CLEAR OF ROOTBALL. SEE SPECIFICATIONS.
3. WATER BASIN, 3" MIN. DEPTH AFTER WATERING BY HOSE. REMOVE BASIN IN LAWN AREAS AND AS DIRECTED BY LANDSCAPE ARCHITECT.
4. FINISHED GRADE.
5. AMENDED BACKFILL. SEE SPECIFICATIONS FOR MIX AND PIT SIZE.
6. 21 GRAM PLANT TABLET. SEE SPECIFICATIONS.
7. EXISTING SOIL.
8. SCARIFYSIDES AND BOTTOM OF PLANTING PIT.
9. SET TOP OF ROOTBALL 3" ABOVE SURROUNDING GRADE AND SLOPE FOR DRAINAGE.

NOTE: 1. MAINTAIN TURF 3' CLEAR FROM TREE TRUNK.
2. ALL 24" BOX OR LARGER SALL BE DOUBLE STAKED

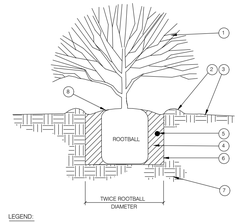
TREE PLANTING-DOUBLE STAKING
SCALE: N.T.S. — 1



LEGEND:
1. LOCATE PLANTS WITH EQUAL SPACING AS INDICATED IN THE PLANTING LEGEND.
2. 1/2 ON-CENTER SPACING.
3. PAVING, CURB, BUILDING, OR HEADER - SHOWING PLANTING AREA LIMIT.
4. PROVIDE A MINIMUM OF 3" DEPTH MULCH LAYER IN ALL LANDSCAPE AREAS

GRADE AND SLOPE FOR DRAINAGE.

SHRUBS/ GROUNDCOVER PLANTING
SCALE: N.T.S. — 2



LEGEND:
1. SHRUB - CENTER IN PIT.
2. 3" DEEP WATERING BASIN. SEE SPECIFICATIONS.
3. FINISH GRADE.
4. AMENDED BACKFILL. SEE SPECIFICATIONS.
5. PLANTING TABLETS. PLACE IN PIT 2/3 UP FROM PIT BOTTOM. SEE SPECIFICATIONS.
6. SCARIFY SIDES AND BOTTOM OF PLANTING PIT.
7. UNDISTURBED NATIVE SOIL.
8. SET TOP OF ROOTBALL 1" ABOVE SURROUNDING GRADE AND SLOPE FOR DRAINAGE.

AUX ARCHITECTURE
910 SOUTH OLIVE STREET,
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BREA, CA, 92821 — F. 562-905-0880
la@sqlainc.com — www.sqlainc.com

CERTIFICATION:
REGISTERED LANDSCAPE ARCHITECT — SHAEL KEVIN QUIGLEY — No. 5249 — Signature — 6-30-2025 Renewal Date — 06-20-2023 Date — STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

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PROJECT NO: SQLA #22172
DRAWING SCALE: AS SHOWN
SHEET SIZE: 30X42
DRAWING TITLE: PLANTING DETAILS
SHEET NO: LP-5

FILE NAME: - C:\Users\bw\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R2_bwBWSK.rvt
DATE STAMP: 9/6/2023 12:22:14 PM

CERCIDIUM HYBRID
'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE

ARBUTUS UNEDO
STRAWBERRY MADRONE

AGAVE ATTENUATA
FOXTAIL AGAVE

WESTRINGIA FRUTICOSA
'MORNING LIGHT'
COAST ROSEMARY

JUNCUS PATENS
'ELK BLUE'
CALIFORNIA GRAY RUSH

DIETES BICOLOR
FORTNIGHT LILY

DODONAEA VISCOSA
HOPBUSH

LONICERA JAPONICA
'PURPUREA'
PURPLE LEAF HONEY SUCKLE

CAREX DIVULSA
BERKELEY SEDGE

ALOE X 'ALWAYS RED'
ALWAYS RED ALOE

LAVANDULA ANGUSTIFOLIA
ENGLISH LAVENDER

FILE NAME: C:\Users\tke\Documents\198_961 La Cienega_ARCH_CF_20230906_PZA_R22_keiBWS3K.rvt
DATE: 9/14/2023 10:02:07 PM

AUX
ARCHITECTURE
910 SOUTH OLIVE STREET,
LOS ANGELES, CALIFORNIA 90015
TEL: 1.213.568.3578
ARCHITECT: BRIAN WICKERSHAM
LIC: CA C-32742 / EXP: 07.31.23

OWNER:
961 LA CIENEGA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
6721 MELROSE AVE, LOS ANGELES, CA 90038

CONSULTANT:
SQLA INC
Landscape Architects
2669 Saturn Street
BREA, CA, 92821
la@sqlainc.com
T. 562-905-0800
F. 562-905-0880
www.sqlainc.com

CERTIFICATION:

REGISTERED LANDSCAPE ARCHITECT
STACEY KEHN
No. 6249
Signature
Expiration Date
Renewal Date
08-20-2023
Date
STATE OF CALIFORNIA

PROJECT:

961 LA CIENEGA
LOS ANGELES, CA 90069

ISSUE OR REVISION NOTES:

NO.	DATE	DESCRIPTION
1	08.27.21	PRELIMINARY APPLICATION
2	12.30.21	PZA APPLICATION - R1
3	01.19.22	PZA APPLICATION - R2
4	09.12.23	PZA APPLICATION - R3

PROJECT NO: SQLA #22172

DRAWING SCALE: AS SHOWN

SHEET SIZE: 30X42

DRAWING TITLE:
PLANT IMAGES

SHEET NO:
LP-6

EXHIBIT B

MAPS

LEGAL: LOTS A, 28 AND 29, BLOCK 1, TRACT NO. 4769

DENSITY BONUS
WAIVER OF DEDICATION AND IMPROVEMENT

C.D. 5
C.T. 1944.02
P.A. HOLLYWOOD

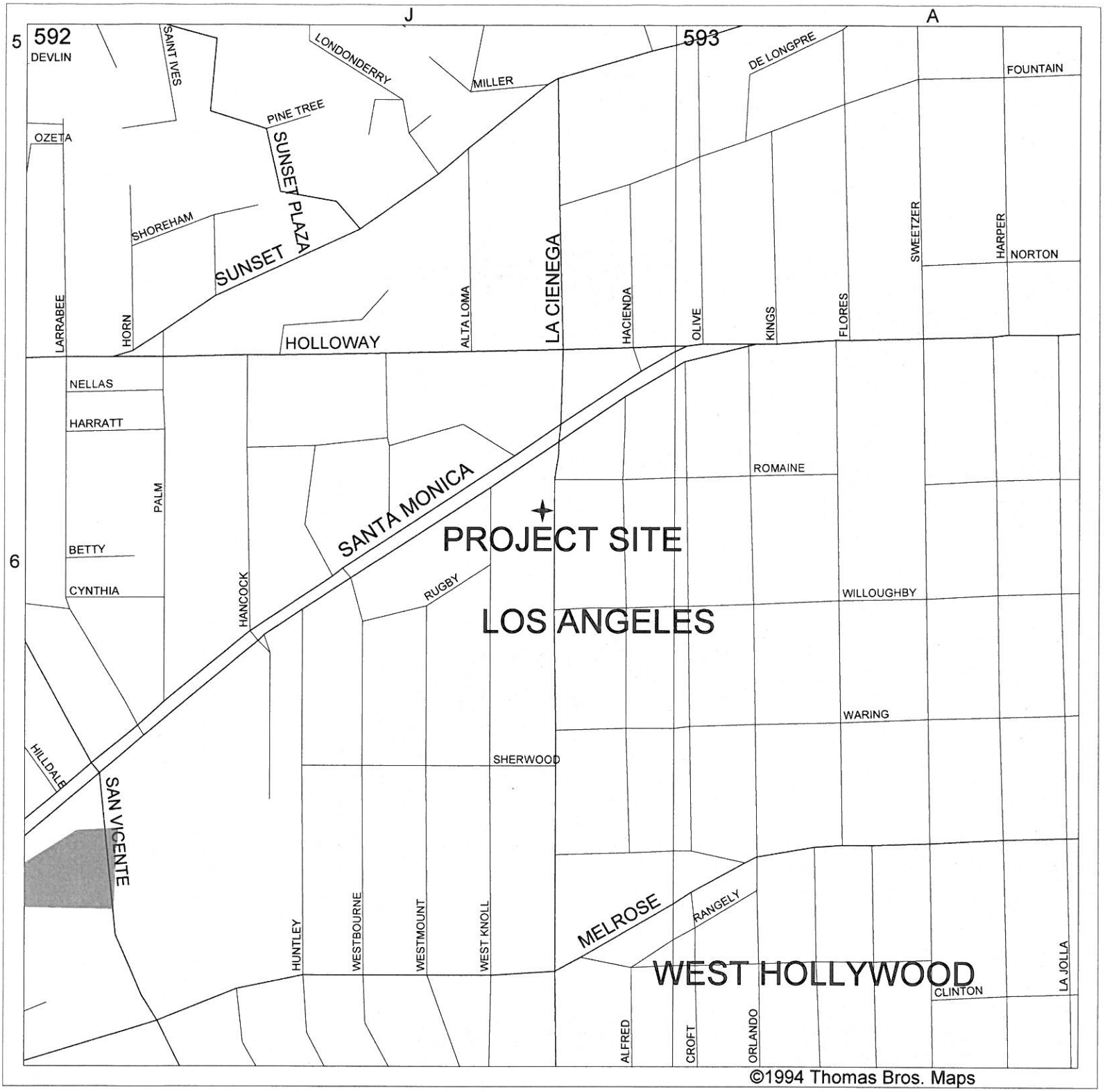
GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

SITE ADDRESS:
951-971 N. LA CIENEGA BL.

0.43 NET AC.

CASE NO.

DATE: 04-13-2023
SCALE: 1" = 100'
USES FIELD
D.M. 144 B 173
T.B. PAGE: 592 GRID: J-6



VICINITY MAP

SITE : 951-971 N. LA CIENEGA BLVD.

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

City of Los Angeles
Department of City Planning

4/5/2023
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
965 N LA CIENEGA BLVD
963 N LA CIENEGA BLVD

ZIP CODES
90069

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2016-1450-CPU
CPC-2014-669-CPU
CPC-2005-6082
CPC-1997-43-CPU
CPC-18473-B
ORD-79103
ORD-183497
ORD-182960
ORD-182173-SA38
ORD-161687
ENV-2016-1451-EIR
ENV-2014-670-SE
ENV-2005-2158-EIR
ND-83-13-HD

Address/Legal Information	
PIN Number	144B173 197
Lot/Parcel Area (Calculated)	5,138.6 (sq ft)
Thomas Brothers Grid	PAGE 592 - GRID J6
Assessor Parcel No. (APN)	4337001012
Tract	TR 4769
Map Reference	M B 52-23/25
Block	1
Lot	29
Arb (Lot Cut Reference)	None
Map Sheet	144B173
Jurisdictional Information	
Community Plan Area	Hollywood
Area Planning Commission	Central
Neighborhood Council	Mid City West
Council District	CD 5 - Katy Young Yaroslavsky
Census Tract #	1944.02
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C4-1VL
Zoning Information (ZI)	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2433 Revised Hollywood Community Plan Injunction
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2512 Housing Element Inventory of Sites
General Plan Land Use	Neighborhood Office Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
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
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	General (RBPA)

RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium-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	15
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4337001012
APN Area (Co. Public Works)*	0.227 (ac)
Use Code	1700 - Commercial - Office Building - One Story
Assessed Land Val.	$393,502
Assessed Improvement Val.	$499,309
Last Owner Change	03/16/2020
Last Sale Amount	$15,700,157
Tax Rate Area	67
Deed Ref No. (City Clerk)	967998
	807831
	761349
	5-645
	5-101
	1410709
	1410708
	1410707
	1334308
	0761351
	0761350
	0761349
	0761348
	0304489
Building 1	
Year Built	1948
Building Class	D6
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,630.0 (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: 4337001012]
Additional Information	
Airport Hazard	None
Coastal Zone	None

Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Buffer Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	0.78598776
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	70.00000000
Maximum Magnitude	6.40000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 4337001012]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.05 Units, Lower
Housing Use within Prior 5 Years	No
Public Safety	
Police Information	
Bureau	West

Division / Station	Wilshire
Reporting District	701
Fire Information	
Bureau	West
Battallion	5
District / Fire Station	41
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2016-1450-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	CPC-2014-669-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE/GENERAL PLAN AMENDMENT
Case Number:	CPC-2005-6082
Required Action(s):	Data Not Available
Project Descriptions(s):	HOLLYWOOD COMMUNITY PLAN UPDATE
Case Number:	CPC-1997-43-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE FOR HOLLYWOOD WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING, REVIEWS POLICIES AND PROGRAMS, AS WELL AS REVISING AND UPDATING THE PLAN MAP AND TEXT
Case Number:	CPC-18473-B
Required Action(s):	B-PRIVATE STREET MODIFICATIONS (2ND REQUEST)
Project Descriptions(s):	CONTINUATION OF CPC-18473-A. SEE GENERAL COMMENTS FOR CONTINUATION.
Case Number:	ENV-2016-1451-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	ENV-2014-670-SE
Required Action(s):	SE-STATUTORY EXEMPTIONS
Project Descriptions(s):	COMMUNITY PLAN UPDATE/GENERAL PLAN AMENDMENT
Case Number:	ENV-2005-2158-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	COMMUNITY PLAN UPDATE FOR HOLLYWOOD WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING, REVIEWS POLICIES AND PROGRAMS, AS WELL AS REVISING AND UPDATING THE PLAN MAP AND TEXT
Case Number:	ND-83-13-HD
Required Action(s):	HD-HEIGHT DISTRICT
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-79103

ORD-183497

ORD-182960

ORD-182173-SA38

ORD-161687

ZIMAS PUBLIC

Generalized Zoning

04/05/2023

City of Los Angeles
Department of City Planning

Address: 965 N LA CIENEGA BLVD
APN: 4337001012
PIN #: 144B173 197

Tract: TR 4769
Block: 1
Lot: 29
Arb: None

Zoning: C4-1VL
General Plan: Neighborhood Office Commercial

N
W
E
S

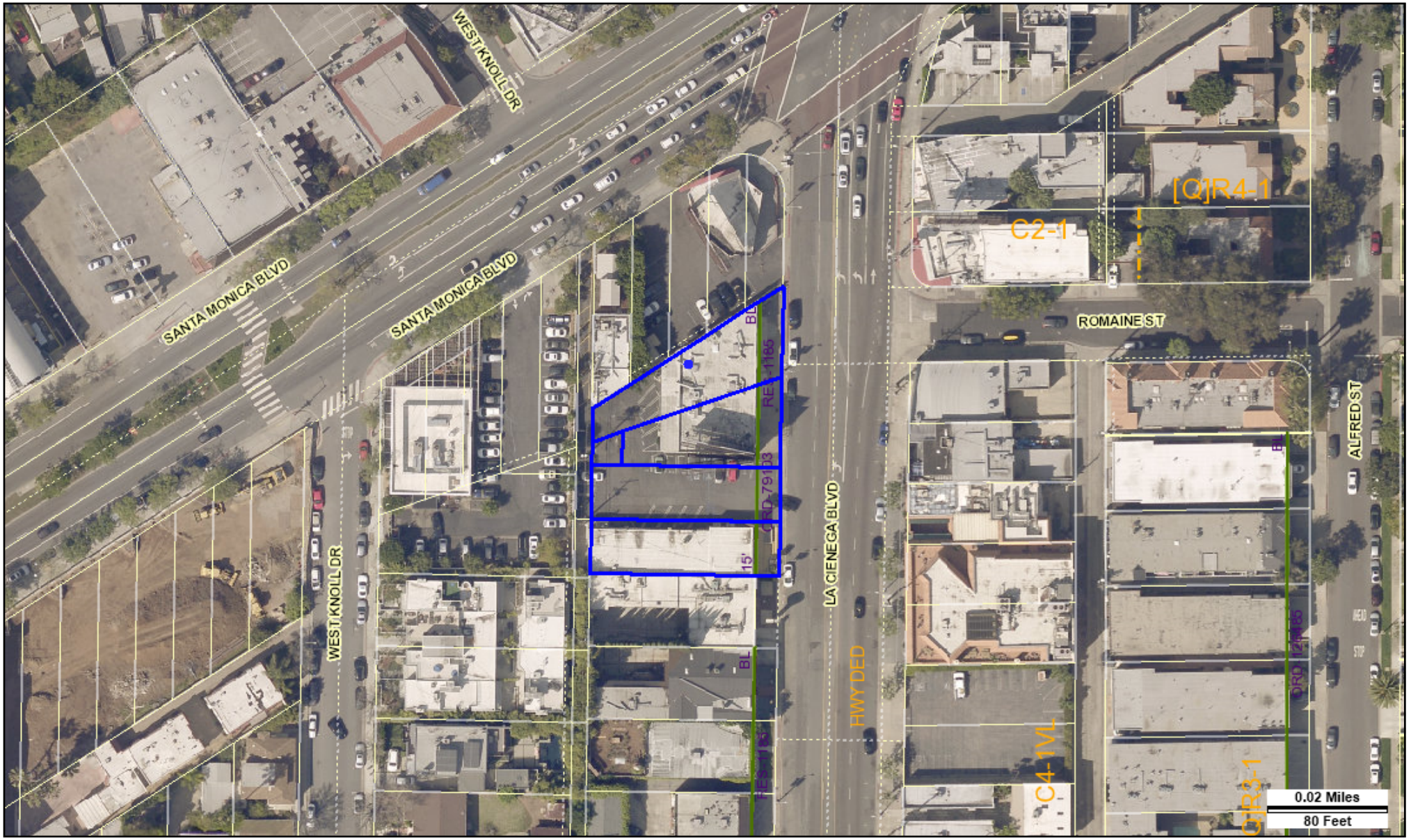
CITY OF LOS ANGELES FOUNDED 1781

ZIMAS PUBLIC

LARIAC5 2017 Color-Ortho

04/05/2023

City of Los Angeles
Department of City Planning



Address: 965 N LA CIENEGA BLVD
APN: 4337001012
PIN #: 144B173 197

Tract: TR 4769
Block: 1
Lot: 29
Arb: None

Zoning: C4-1VL
General Plan: Neighborhood Office Commercial

N
W
E
S

CITY OF LOS ANGELES FOUNDED 1781

EXHIBIT C

ENVIRONMENTAL DOCUMENTS

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

CATEGORICAL EXEMPTION

961 La Cienega Mixed-Use Project

Case Number: ENV-2022-2665-CE
Related Case Number : CPC-2023-2664-DB-WDI-VHCA

Project Location: 951-965 North La Cienega Boulevard, Los Angeles, CA 90069

Community Plan Area: Hollywood

Council District: 5 – Katy Young Yaroslavsky

Project Description: The Project proposes the demolition of two existing commercial buildings comprising approximately 12,700 square feet and the construction of a seven-story mixed-use building including approximately 8,795 square feet of commercial space and 59 dwelling units. Of the 59 dwelling units proposed, seven (7) dwelling units would be set aside for Very Low Income households. The Project will consist of six stories of residential uses above one ground level of commercial uses and three subterranean levels of parking. A total of 96 vehicular parking spaces are proposed to be provided. The Project would also provide a total of 52 long-term bicycle parking spaces and 9 short-term bicycle parking spaces. The Project would provide approximately 6,465 square feet of open space in rooftop open areas and private balconies. The Project proposes a height of approximately 79 feet in addition to rooftop projections and equipment as permitted by Code. The Project would encompass a total floor area of approximately 69,839 square feet, resulting in a Floor Area Ratio (FAR) of 3.71:1. In order to permit development of the Project, the City would require approval of the following discretionary actions: (1) Pursuant to Section 12.22 A.25 of the LAMC, Density Bonus Compliance Review to permit a Housing Development Project requesting two (2) Off-Menu Incentives and one (1) Waiver of Development Standard: a. An Off-Menu Incentive to increase the maximum Floor Area Ratio from 1.5 to 3.75; b. An Off-Menu Incentive to reduce the Rear Yard setback from 19-feet to 5-feet; c. A Waiver of Development Standard to increase the Height from 45-feet/3-stories to 78-feet and 9-inches/7-stories; (2) pursuant to Section 12.37 I.3 of the LAMC, a Waiver of Dedication and Improvement (WDI) to waive and replace the 15-foot roadway dedication along North La Cienega Boulevard with a 15-foot pedestrian sidewalk surface easement; (3) demolition, grading, excavation, and building permits; and (4) other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
EcoTierra Consulting, Inc.

APPLICANT:
961 La Cienega LLC

August 2023

961 La Cienega Mixed-Use Project

951-965 North La Cienega Boulevard, Los Angeles, CA 90069

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012-2601

APPLICANT:
961 La Cienega LLC

PREPARED BY:
EcoTierra Consulting, Inc.
633 W. 5th Street, 26th Floor
Los Angeles, CA 90071

August 2023

TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

1. INTRODUCTION

The subject of this document is the proposed 961 La Cienega Mixed-Use Project (the "Project"), a development of a seven-story mixed-use building including approximately 8,795 square feet of commercial space and 59 dwelling units at 951-965 North La Cienega Boulevard (the "Project Site") in the Mid City West community of the City of Los Angeles (the "City"). The Project is discussed in further detail in Section II, Project Description. The Project Site is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

2. PROJECT INFORMATION

Project Title: 961 La Cienega Mixed-Use Project

Project Applicant: 961 La Cienega LLC

Project Location: 951-965 North La Cienega Boulevard, Los Angeles, CA 90069

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

3. ORGANIZATION OF THIS DOCUMENT

This document is organized as follows:

Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, and environmental clearance requirements.

Categorical Exemption Analysis: This section contains a consistency analysis of the Project with the appropriate Categorical Exemption class and demonstrates that exclusions to a Categorical Exemption are not applicable to this Project.

II. PROJECT DESCRIPTION

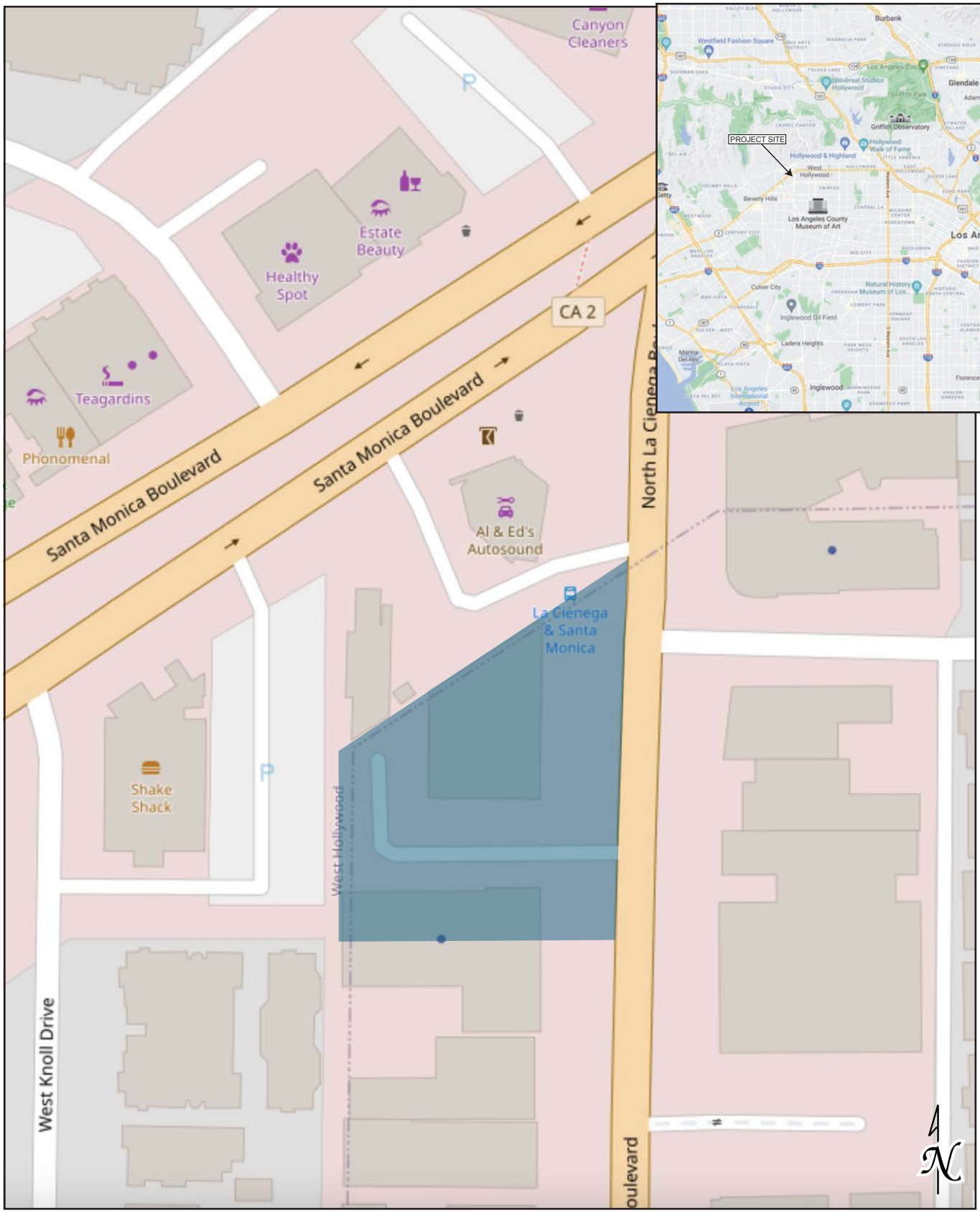
1. PROJECT SUMMARY

The Project proposes the demolition of two existing commercial buildings comprising approximately 12,700 square feet and the construction of a seven-story mixed-use building including approximately 8,795 square feet of commercial space and 59 dwelling units. Of the 59 dwelling units proposed, seven (7) dwelling units set aside as Very Low Income units. The Project will consist of six stories of residential uses above one ground level of commercial uses and three subterranean levels of parking. A total of 96 vehicular parking spaces are proposed to be provided. The Project would also provide a total of 52 long-term bicycle parking spaces and 9 short-term bicycle parking spaces. The Project would provide approximately 6,465 square feet of open space in rooftop open areas and private balconies. The Project proposes a height of approximately 79 feet in addition to rooftop projections and equipment as permitted by Code. The Project would encompass a total floor area of approximately 69,839 square feet, resulting in a Floor Area Ratio (FAR) of 3.71:1.

2. ENVIRONMENTAL SETTING

a) Project Location

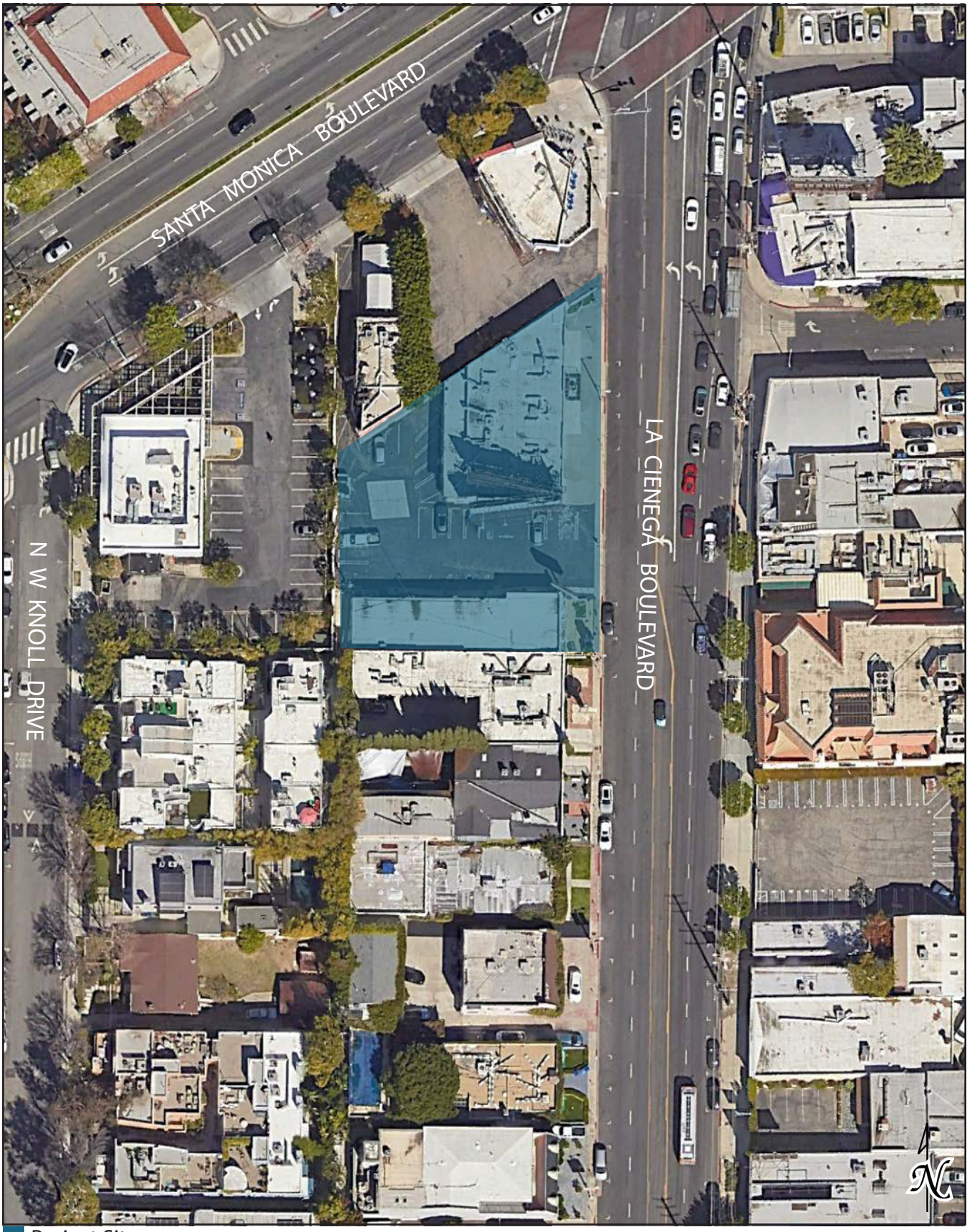
The Project is located at 951-965 North La Cienega Boulevard in the Mid City West community of the City of Los Angeles (the "City") and is associated with Assessor Parcel Numbers (APNs) 4337-001-010, 4337-001-011, and 4337-001-012 (the "Project Site"). The Project Site is an irregularly-shaped parcel of land that contains approximately 18,805 square-feet (0.431 acres) of gross (pre-dedicated) lot area. The Project Site's front lot line adjoining North La Cienega Boulevard is situated approximately 100 feet south of the intersection of North La Cienega Boulevard and Santa Monica Boulevard (see **Figures II-1**, **Vicinity and Regional Map** and **II-2, Aerial Photograph of Project Site**). The Project Site is comprised of four lots encompassing a lot area of approximately 18,805 square feet (0.431 acres). The Project Site is currently developed with two commercial buildings.



Project Site

Source: OpenStreetMap, June 2022.

Figure II-1
Regional Vicinity and Project Location Map



Source: Google Earth, June 2022.

Figure II-2
Aerial Photograph of the Project Site

Regional access to the Project Site is provided by the Hollywood Freeway ("US Route 101") approximately 4.0 miles to the east. Local access to the Project Site is provided by Santa Monica Boulevard ("SR 2"), North La Cienega Boulevard, West Sunset Boulevard, and West Melrose Avenue.

There are eight (8) public transit lines currently serving the Project area, five (5) of which are operated by the Los Angeles County Metropolitan Transportation Authority (Metro), and three (3) of which are operated by the City of West Hollywood (WH). Specifically:

- Metro Local Line 2 is a local east/west bus line that provides service from Westwood to Downtown Los Angeles, and travels along Santa Monica Boulevard within the Project area;
- Metro Local Line 4 is a local east/west bus line that provides service from Santa Monica to Downtown Los Angeles, and travels along Santa Monica Boulevard within the Project area;
- Metro Local Line 10 is a local east/west bus line that provides service from West Hollywood to Downtown Los Angeles, and travels along Santa Monica Boulevard within the Project area;
- Metro Local Line 16 is a local east/west bus line that provides service from West Hollywood to Downtown Los Angeles, and travels along Holloway, La Cienega Boulevard, and Santa Monica Boulevard, within the Project area;
- Metro Local Line 105 is a local east/west bus line that provides service from West Hollywood to Vernon, and travels along Holloway Drive, La Cienega Boulevard, and Santa Monica Boulevard, within the Project area;
- WH Cityline Local is a local east/west bus line that provides service in West Hollywood, and travels along Santa Monica Boulevard, Westbourne Drive, Sherwood Drive, Knoll Drive, Rugby Drive, Kings Road, and Warning Avenue, within the Project area;
- WH Cityline Commuter is a local east/west bus line that provides service from West Hollywood to Hollywood, and travels along Santa Monica Boulevard within the Project area; and
- WH PickUp Line is a local east/west bus line that provides service in West Hollywood, and travels along Santa Monica Boulevard within the Project area.

b) Existing Conditions

The Project Site is currently developed with two commercial buildings. The northern portion of the Project Site is currently improved with a two-story, multi-tenant commercial building containing approximately 9,630 square-feet of floor area, a double-face off-site billboard sign, and surface automobile parking lots. The southern portion of the Project Site is currently improved with a single-story, single-tenant commercial building containing approximately 3,133 square-feet of floor area. See **Figure II-3, Views of the Project Site**.

The Project Site is located in the Hollywood Community Plan boundaries, and is zoned C4-1VL (Commercial, Height District No. 1VL) with a corresponding General Plan land use designation of "Neighborhood Office Commercial." Ordinance No. 79,103 imposes a 15-foot Building Line across the entirety of the Project Site's 192-foot frontage along La Cienega Boulevard.

The Project Site is also located within a Transit Priority Area (TPA) pursuant to Senate Bill (SB) 743,[1] and a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Program Area as the Project Site is within one-half (0.5) mile of a Major Transit Stop as defined in Public Resources Code Section 21064.3.[2] PRC Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods". The City's Zoning Information File No. 2452 also identifies the Project Site as within a TPA.[3]

Within the Project Site area, the City's Mobility Plan 2035 classifies North La Cienega Boulevard as Avenue I.[4] La Cienega Boulevard is not designated as part of the Bicycle Lane Network in the City's Mobility Plan 2035.[5]

---

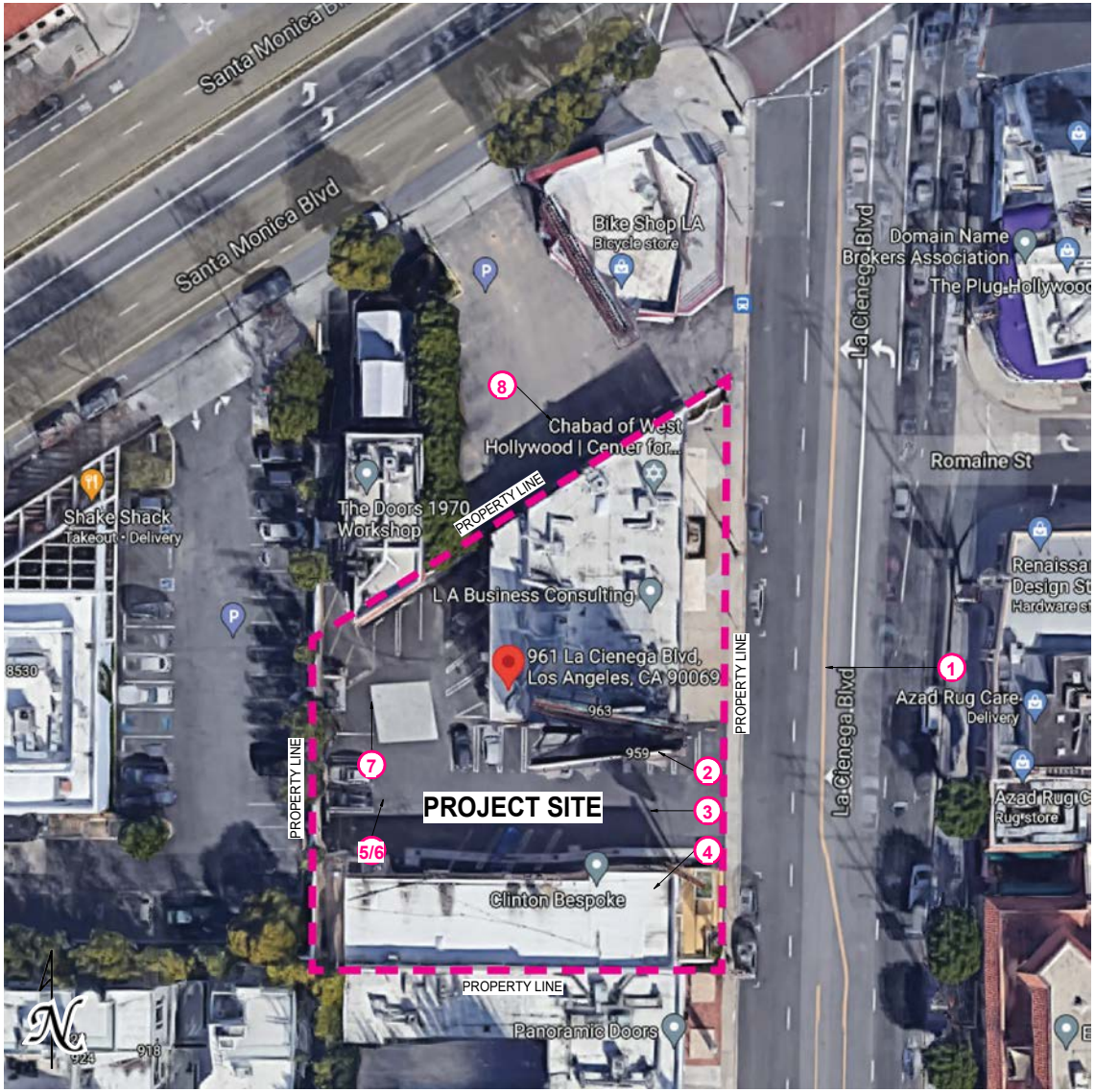
1 *SB 743 made several changes to the California Environmental Quality Act (CEQA) and deems aesthetic and parking impacts less than significant as a matter of law for residential, mixed-use residential, or employment center projects on an infill site within a TPA.*

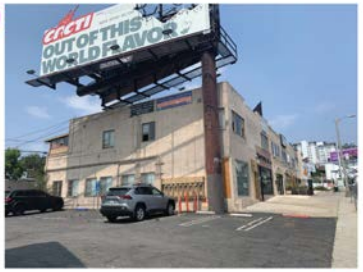
2 *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

3 *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

4 *City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map A3 West Subarea, June 23, 2016.*

5 *City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map D1, June 23, 2016.*



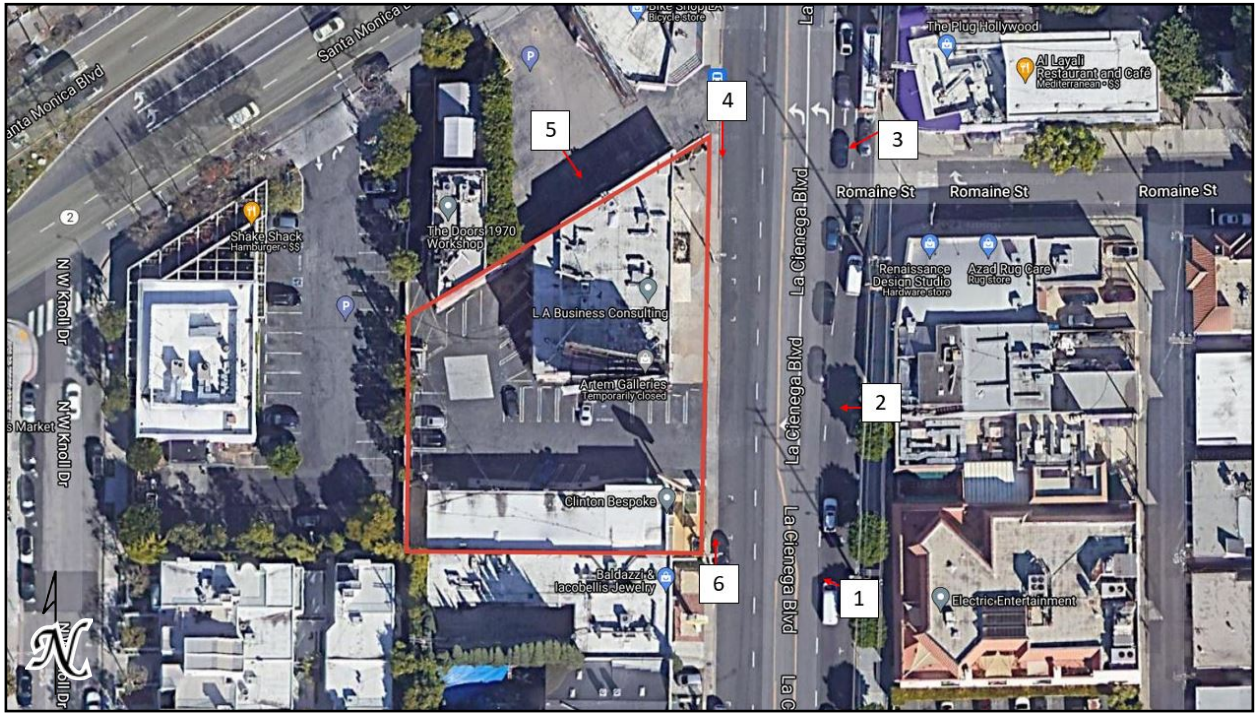


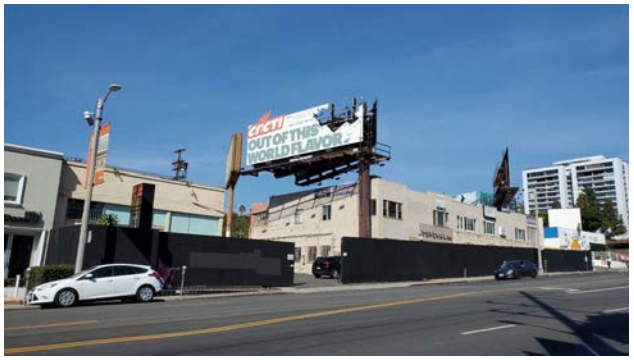
Source: AUX Architecture, December 2021.

Figure II-3
Views of the Project Site

c) Surrounding Land Uses

The Project is located in the Mid City West community of the City. The Project Site is located at the border of the cities of West Hollywood and Los Angeles with the northern and western property lines marking the City border. Parcels to the east of the Project Site across North La Cienega Boulevard are in the City of Los Angeles and are zoned C4-1VL and improved with various one- and two-story commercial buildings including, currently, a cannabis store (The Plug Hollywood), a Mediterranean restaurant (Al Layali Restaurant and Café), a hardware store (Renaissance Design Studio), a rug store (Azad Rug Care), and a post-production studio office (Electric Entertainment). Parcels to the south of the Project Site are in the City of Los Angeles and zoned C4-1VL and improved with two-story commercial buildings including a jewelry designer (Baldazzi & Iacobellis Jewelry) and door supplier (Panoramic Doors). Parcels adjacent to the north-northwest of the Project Site and across West Santa Monica Boulevard are located in the City of West Hollywood, with a zoning designation of CC1 (Commercial, Community 1), and are improved with various one- and two-story commercial buildings – including a burger restaurant (Shake Shack) with associated surface parking, a vacant restaurant tenant space (formerly Blackship LA), a fast food restaurant (Tail O' the Pup), a music club (The Doors 1970 Workshop), a bicycle store (Bike Shop LA), a single-face off-site billboard sign, and surface automobile parking lots. Parcels immediately adjacent to the west of the Project Site are located in the City of West Hollywood, with a zoning designation of R2 (Residential, Low Density), are within the City of West Hollywood's Parking Overlay District, and are improved with improved with multi-family residential uses, and parcels across Knoll Drive, are also located in the City of West Hollywood, with a zoning designation of R3A (Residential, Multi-Family, Medium Density) and are improved with multi-family residential uses. Views of the surrounding land uses are shown on **Figures II-4 and II-5**.





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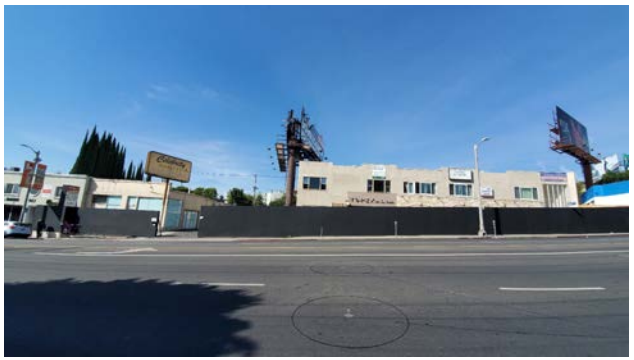

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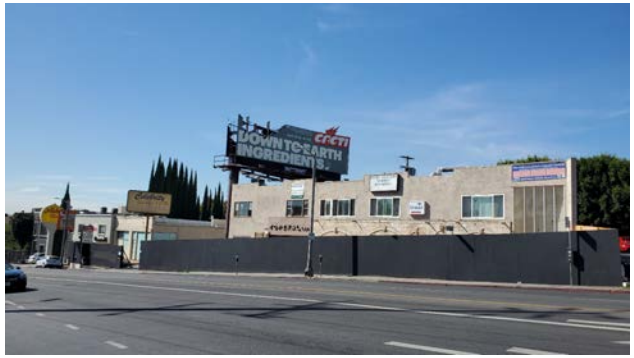
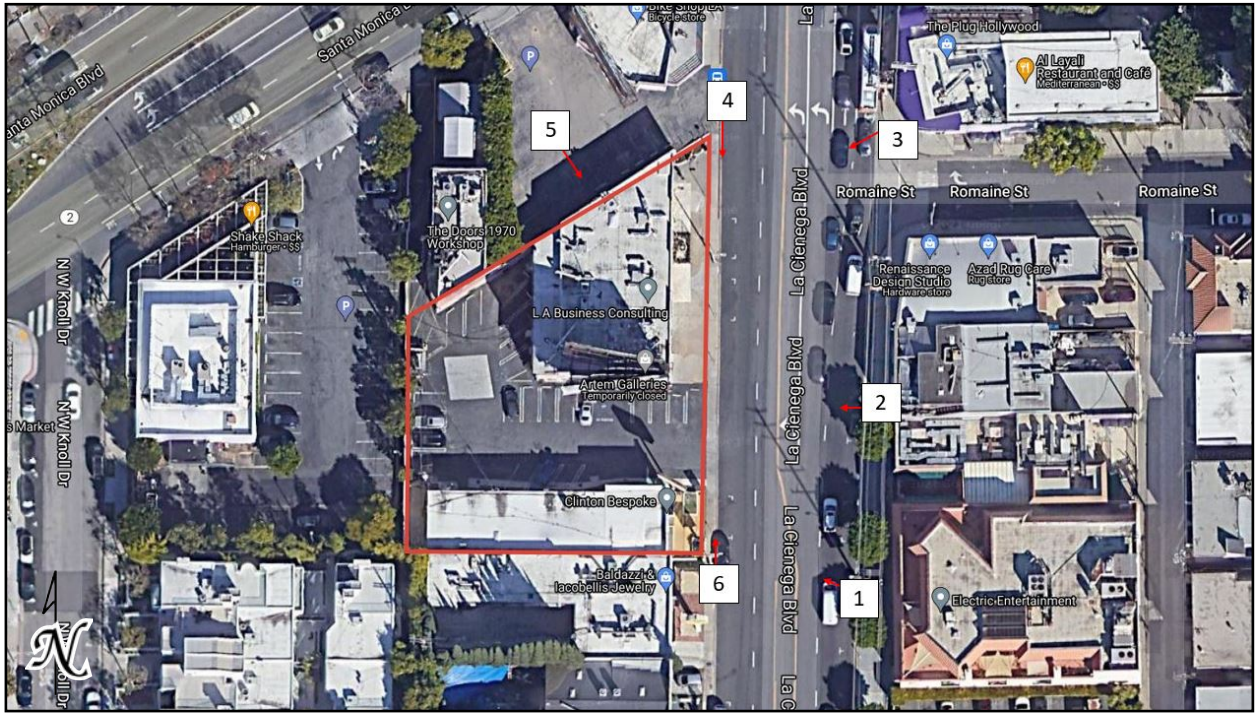


3. Photo No. 3

*See Figure II-5 for Views 4, 5, and 6.

Figure II-4
Views of Surrounding Uses
Views 1, 2, and 3



4. Photo No. 4

5. Photo No. 5

6. Photo No. 6

*See Figure II-4 for Views 1, 2, and 3.

Figure II-5
Views of Surrounding Uses
Views 4, 5, and 6

3. PROJECT CHARACTERISTICS

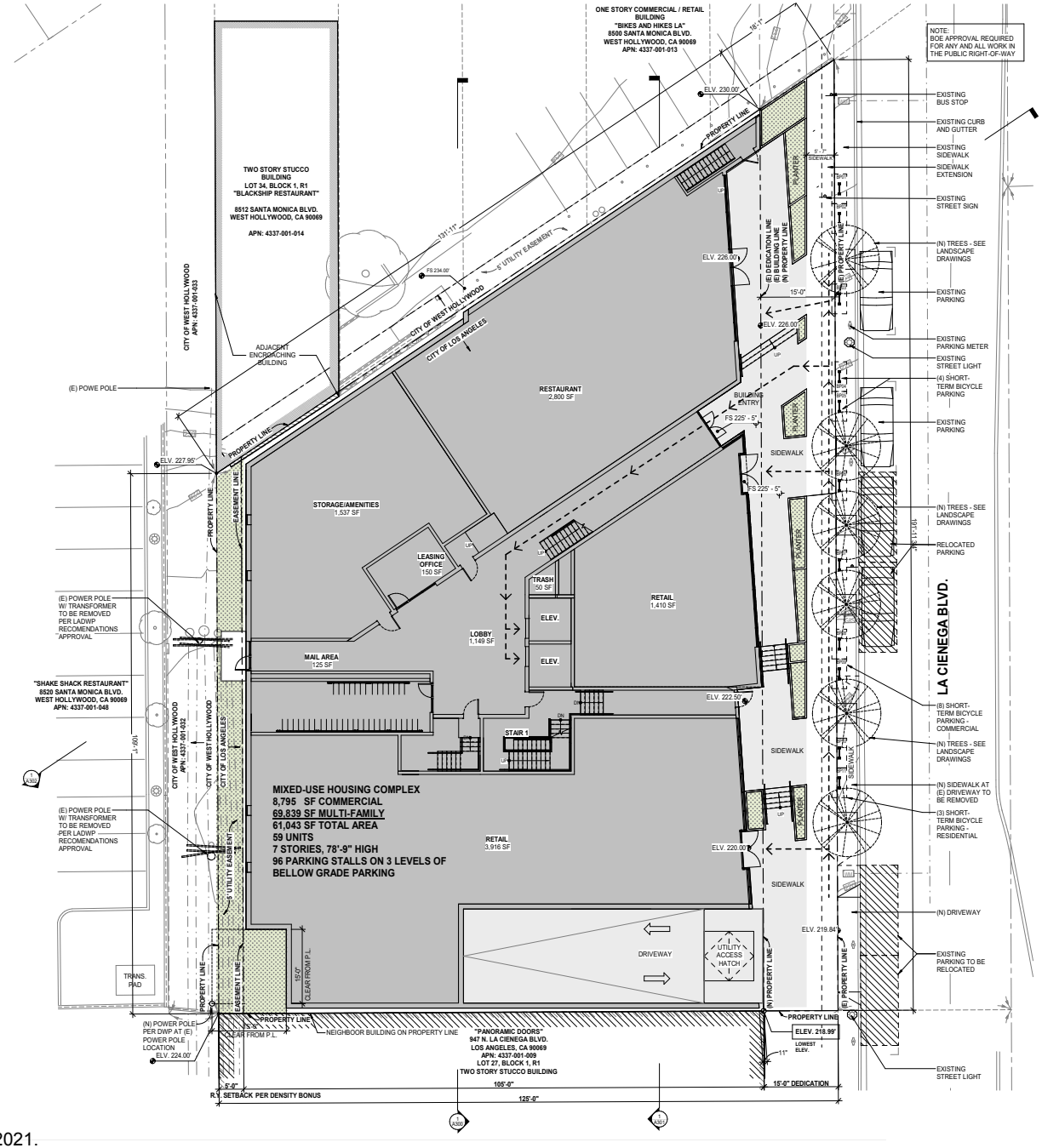
a) Project Overview

The Project proposes the demolition of two existing commercial buildings comprising approximately 12,700 square feet and the construction of a seven-story mixed-use building including approximately 8,795 square feet of commercial space and 59 dwelling. Of the 59 dwelling units proposed, seven (7) dwelling units, set aside as Very Low Income households. The Project would consist of six (6) stories of residential uses above one (1) ground level of commercial uses and three (3) subterranean levels of parking. Approximately 96 vehicle parking spaces would be provided. The Project would also provide a minimum of 52 long-term bicycle parking spaces and 9 short-term bicycle parking spaces. The Project would provide approximately 6,465 square feet of open space in rooftop open areas and private balconies. The Project proposes a height of approximately 79 feet in addition to rooftop projections and equipment as permitted by Code. The Project would encompass a total floor area of approximately 69,839 square feet, resulting in a Floor Area Ratio (FAR) of 3.71:1. The Project's site plan and building renderings are shown on **Figures II-6 and II-7**.

b) Design and Architecture

In accordance with the Citywide Design Guidelines,[6] the proposed building provides a variety of architectural materials and building planes, with special attention to the surrounding environment while also providing a pedestrian-scale at the street level. Project consistency with the Citywide Design Guidelines, is discussed in further detail in **Section III** of this document. The Project is designed in a contemporary architectural style and incorporates articulation and façade breaks with matching but varied materials and colors. The Project's use of different textures, colors, setbacks, materials, and distinctive architectural treatments is designed to create visual interest, avoid repetitive facades, and break up the building's mass.

[6] *Citywide Design Guidelines, adopted October 24, 2019.*



Source: AUX Architecture, December 2021.

Figure II-6
Site Plan

LA CIENEGA LOOKING WEST

LA CIENEGA LOOKING NORTH

Source: AUX Architecture, December 2021.

Figure II-7
Building Renderings

c) Access, Circulation, and Parking

Pedestrians would access the ground floor commercial space and residential units from North La Cienega Boulevard, via separate entrances for retail tenant spaces and the residential lobby. Vehicular access to the Project Site would be provided via a new two-way driveway cut occupying the southernmost portion of the Project Site's frontage on North La Cienega Boulevard. An existing two-way driveway cut located approximately at the midpoint of the Project Site's frontage will be closed. All automobile parking will be provided within the subterranean parking garage. Pursuant to AB 2097, because the Project is within 0.5 mile of a Major Transit Stop, a minimum vehicular parking requirement cannot be imposed; as the Project is located approximately 150 feet from the intersection of North La Cienega and Santa Monica Boulevard, and is served by eight (8) public transit lines within 0.5 miles, the Project is not required to include any vehicular parking spaces. The Project proposes to provide up to 36 parking spaces for commercial uses and up to 60 parking spaces to serve residential uses for a total of 96 vehicular parking spaces.

With regard to bicycle parking, LAMC requires one long-term bicycle parking space per dwelling unit and one short-term space per 10 dwelling units for the first 25 dwelling units, then one long-term bicycle parking space per 1.5 dwelling units and one short-term space per 15 dwelling units for dwelling units 26-59.[7] For projects with non-residential uses, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 2,000 square feet of non-residential floor area for the first 10,000 square feet of floor area. Thus, the Project is required to provide 52 long-term and 9 short-term bicycle parking spaces. The Project would provide a minimum of 52 long-term and 9 short-term bicycle parking spaces consistent with LAMC requirements. Residential and commercial long-term bicycle parking would be provided in separate rooms in the P1 parking level, including a bicycle workspace for residents; short-term bicycle parking would be provided on the sidewalk along North La Cienega Boulevard, as well as in a ground-floor bicycle storage room with bicycle workspace accessible via the building lobby and the adjacent rear yard.

d) Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent properties. Building security lighting would be used at all entry/exits and would remain

[7] *Per Ordinance No. 185,480, effective May 9, 2018.*

on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

e) Site Operation and Security

Given the residential uses on the Project Site, the Project would operate 24 hours a day, seven days a week. On-site residential amenities would be available only to residents and their guests, and would not be open to the public. The hours of ground floor commercial space would depend on the commercial tenants' use and services. The Project would provide security features including, but not limited to controlled access to residential areas and video surveillance.

f) Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and California Energy Code/Title 24 requirements, and would include, but not be limited to, the following features:

- Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal rooftop panels.

The Project's landscape plan proposes a minimum of 15 trees, including trees planted on the Project Site and within the public right-of-way (street trees), pending Department of Urban Forestry approval. There are no trees currently on the Project Site, therefore no tree removal is proposed. Overall, the proposed landscaping plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development.

As also required by the City Building Code, the proposed building would provide rooftop solar panels. The roof-top trellis is proposed to accommodate the solar panels above. As discussed above, the Project would provide ten percent of the total number of parking

spaces with chargers for on-site electric automobile charging stalls, which would be provided in the parking garage.

g) Anticipated Construction Schedule

The Project would be constructed over approximately 27 months. Construction activities would include the demolition of the existing structures, excavation, grading, and building construction. Demolition activities are anticipated to start in the second quarter of 2023, and construction completion and occupancy is anticipated in the fourth quarter of 2025.

The Project is estimated to require a net export of approximately 20,000 cubic yards of soil. It is anticipated that empty trucks traveling to the Project Site would arrive west bound on Santa Monica Boulevard turning left on La Cienega Boulevard to the Project Site, and loaded trucks would exit the Project Site, turning right on La Cienega Boulevard southbound to Melrose Avenue turning left, traveling east to the Hollywood Freeway (US Route 101) southbound to the Interstate10 freeway eastbound and 605 freeway north to United Landfill in Irwindale.

4. REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The discretionary and ministerial entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

(1) Density Bonus (DB) pursuant to Section 12.22 A.25 of the LAMC for a Density Bonus Compliance Review to permit a Housing Development Project requesting the following Off-Menu Incentives and Waiver of Development Standard:
   a) An Off-Menu Incentive to increase the maximum Floor Area Ratio from 1.5:1 to 3.75:1.
   b) An Off-Menu Incentive to reduce the Rear Yard from 19 feet to 5 feet.
   c) A Waiver of Development Standard to increase the Height from 45-feet/3-stories to 78-feet and 9-inches/7-stories.

(2) Waiver of Dedication and Improvement (WDI) pursuant to Section 12.37 I.3 of the LAMC to waive and replace the 15-foot roadway dedication along North La Cienega Boulevard with a 15-foot pedestrian sidewalk surface easement.

(3) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, demolition permits, grading permits, excavation/shoring permits, building permits, and sign permits in order to execute and implement the Project.

5. ENVIRONMENTAL REVIEW

As demonstrated in the following Section III, Categorical Exemption Analysis, this Project has been determined to qualify as a Class 32 In-Fill Development Project, which is a categorical exemption under CEQA.

III. CATEGORICAL EXEMPTION ANALYSIS

6. EXEMPTION

The Project qualifies for a Class 32 – In-Fill Development Project Categorical Exemption under the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000-21189.57) as set forth in Section 15332 of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387).

7. EXEMPTION RATIONALE

Article 19, Categorical Exemptions, of the *State CEQA Guidelines* (Sections 15300 – 15333) lists classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA as required by Section 21084 of the Public Resources Code. This section provides an analysis demonstrating that the Project meets the conditions for a Class 32 Categorical Exemption and that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the *State CEQA Guidelines* is applicable to this Project. The specific language of each condition of the Class 32 Categorical Exemption and each possible exception is shown in italics below under their respective headings, which are followed by the Project analysis for each condition and exception.

a) Conditions of the Class 32 Categorical Exemption

[State CEQA Guidelines Section] 15332. In-Fill Development Projects

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

(1) Project Analysis

Condition (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.

(a) City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to guide day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of 35 community plans that guide land use at a local level. The General Plan also includes the Framework Element, which sets forth general guidance regarding land use issues for the City and defines citywide policies regarding land use that influence the community plans and most of the City's General Plan Elements.

(i) General Plan Framework Element

The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in **Table III-1, Project Consistency with the Framework Element**. As shown, the Project would be consistent with the applicable objectives and policies.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop 59 dwelling units, including seven (7) deed-restricted affordable housing units for Very Low Income Households, which would help meet the anticipated growth in housing demand for the area and the City. The Project would also provide ground floor commercial uses, including a restaurant, which will serve existing and future residents and area employees.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.	**Consistent**. As discussed under subheading *Impacts to Project-Serving Utilities*, below, the agencies that provide public infrastructure services and utilities to the Project Site would have capacity to serve the Project.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project proposes infill multi-family residential development including commercial uses within an existing urbanized setting and is within an area well-served by existing transit routes, including eight (8) public transit lines within 0.5 miles of the Project Site (see Figure 7 of the Transportation Assessment, Appendix A to this document). The Project would provide bicycle parking spaces in compliance with the LAMC's requirements. Thus, the Project would assist in reducing car dependency, which helps reduce vehicle miles traveled while contributing to greater quality of life and improved air quality. According to the Project's approved Transportation Assessment, the Project would result in a Household VMT per capita of 5.3, below the impact threshold of 6.0.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent:** The Project would develop approximately 8,795 square feet of commercial uses and 59 dwelling units on a site surrounded by a variety of development. The Project would increase the integration of housing with a commercial use within the Project and would contribute to the diversity of land uses in the area, which currently includes commercial, residential, retail, and restaurant land uses within 0.5 miles of the Project Site.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project would include short- and long-term bicycle parking, including short-term bicycle parking spaces along La Cienega Boulevard allowing direct access to the Project's residential and commercial uses. Pedestrians would access the ground floor commercial space and residential units from La Cienega Boulevard. The Project would facilitate pedestrian and bicycle access between the Site, existing transit, and nearby neighborhood-serving commercial uses along La Cienega Boulevard.
Housing Chapter	
Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.	**Consistent.** The Project would develop 59 dwelling units, including seven (7) deed-restricted affordable housing units for Very Low Income households, available in the Hollywood Community Plan area, which would help meet the anticipated growth in housing demand for the area and the City.
Objective 4.2: Encourage the location of new multi-family housing development to	**Consistent.** The multi-family residential portion of the Project would include up to 59 dwelling units,

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	including seven (7) dwelling units reserved for Very Low Income households, in an area well-served by existing transit, including eight (8) public transit lines within 0.5 miles of the Project Site (see Figure 7 of the Transportation Assessment, Appendix A to this document). The Project would not materially impact the character of the existing residential uses in the area of the Project Site, nor does the Project remove existing housing or result in displacement of existing residents.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project is located along La Cienega Boulevard, and is well-served by existing transit service, including eight public transit lines within 0.5 miles of the Project Site. La Cienega Boulevard is developed with a diversity of land uses, including commercial uses, that serve the surrounding neighborhoods.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent:** The Project would redevelop a site consisting of two existing commercial buildings with a new, high-quality, engaging architectural design for a mixed use building that is constructed to the latest resource-efficient requirements of the LA Green Building Code, as well as provisions for on-site bicycle parking and proximity to bus transit to reduce car dependency, thereby improving the quality of life and aesthetic quality of the public realm.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent:** The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited, and security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project’s residents would be able to monitor suspicious activity at the building entry points.
Objective 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual	**Consistent:** See consistency analysis for Objective 5.9.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**Consistent.** The Project would support this objective by providing a mixed-use development consisting of 59 dwelling units, including seven (7) deed-restricted affordable housing units for Very Low Income households, and approximately 8,795 square feet of commercial space that would serve the community and future businesses. The proposed neighborhood-serving commercial uses would complement the employment base of the Hollywood Community Plan area, meet the needs of local residents, and foster continued economic investment. Furthermore, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** During construction, the Project would be required to implement a Stormwater Pollution Prevention Plan that specifies Best Management Practices and erosion control measures to be used during construction to manage runoff flows and prevent pollution. In addition, in accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Objective 9.6: Pursue effective and efficient approaches to reducing	**Consistent.** See the consistency analysis for Policy 9.3.1., above.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
stormwater runoff and protecting water quality.	

[a] *City of Los Angeles, The Citywide General Plan Framework Element, readopted August 2001.*
Source (table): EcoTierra Consulting, 2022.

(ii) Hollywood Community Plan

The City's community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The Hollywood Community Plan guides land uses on the Project Site and in the surrounding areas within the Hollywood Community Plan Area. This Community Plan sets forth planning goals and objectives to maintain the community's distinctive character.

As set forth in the Community Plan, the Project Site is designated for Neighborhood Office Commercial land uses.[8] Zoning designations consistent with the Neighborhood Office Commercial land use category include C1, C2, C4, RAS3, RAS4, PB, and P. The Project would be consistent with this land use designation as the Project's multi-family residential land use and commercial land use are both allowed in the Neighborhood Office Commercial land use designation and the Project Site's corresponding C4-1VL zoning designation. Moreover, the Project is consistent with other applicable Community Plan objectives and policies. The Project's consistency with these objectives and policies is presented in **Table III-2, Project Consistency with the Hollywood Community Plan**.

Table III-2
Project Consistency with the Hollywood Community Plan

Objectives and Policies[a]	Project Consistency
Objectives	
Objective 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	**Consistent.** The residential portion of the Project would add housing options in the area by including up to 59 multi-family dwelling units, including seven (7) units reserved for Very Low Income Households, within the Community Plan Area.
Commerce	
Parking areas should be located between commercial and residential uses on the	**Not Applicable.** No surface parking is proposed and no walls required. Parking for the Project

[8] *City of Los Angeles, General Plan Land Use Map, Hollywood Community Plan as of April 2014.*

Table III-2
Project Consistency with the Hollywood Community Plan

Objectives and Policies[a]	Project Consistency
commercially-zoned properties where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid masonry wall and landscaped setback.	would be located below ground and not be visible from the surrounding roadways or adjacent properties.
Housing	
New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.	**Consistent.** The residential portion of the Project includes 59 residential units that would be designed and constructed in accordance with Title 24 insulation standards of the California Code of Regulations for multi-family residential buildings. The Project would provide approximately 6,465 square feet of open space for the 59 residences in compliance with Code requirements.

[a] *City of Los Angeles, Hollywood Community Plan, December 13, 1988, effective April 2, 2014.*
Source (table): EcoTierra Consulting, 2022.

On May 3, 2023, the City Council adopted Ordinance No. 187,823, which includes updates to the Hollywood Community Plan, but did not effectuate it. The Project Site is located in Subarea 38 of Ordinance No. 187,823, which will be reclassified from the C4-1VL Zone to the [Q]C4-2D-CPIO Zone upon the eventual effective date of the Ordinance. However, pursuant to the Senate Bill 330 Preliminary Application approved on October 19, 2022, the Project is vested under the then-current Zoning Code and Community Plan. Accordingly, the [Q]C4-2D-CPIO Zone regulations under Ordinance No. 187,823 would not apply to the Project, even if the Ordinance was effective. While the Project would not comply with the [Q]C4-2D-CPIO Zone regulations for FAR (i.e. 1.5:1, which is the same as the current C4-1VL Zone standard) or height (i.e., 50 feet, which is an increase from the 45-feet limit under the C4-1VL Zone standard), it would be permitted through application of the State Density Bonus Law under the California Government Code and LAMC. Refer to the Planning and Zoning Code section below for a consistency analysis with the FAR and height limits applicable to the Project (i.e., C4-1VL Zone standards).

(b) Planning and Zoning Code

All on-site development activity is subject to the City's Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. The Project Site is currently zoned C4-1VL (Commercial Zone – Height District No. 1VL).[9]

Land uses allowed in the C4 zone include a wide range of commercial uses (including retail stores, restaurants/bars, offices, hotels, drug stores, grocery stores, etc.) as well as

[9] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

any residential land use allowed in the R4 zone (including multiple family dwellings with a minimum lot area of 400 square feet per dwelling unit).[10]

The C4 Zone permits the R4 Zone's multiple dwelling unit density of 1 unit per 400 square feet of land area, or 47 dwelling units at the Project Site.[11] Utilizing the State Density Bonus, codified for the City in LAMC Section 12.22.A.25, by providing 14 percent of the base density dwelling units (7 units) for Very Low Income Households, the Project is eligible for up to a 35 percent increase in residential density. As such, the Project would be able to construct up to 65 dwelling units.[12] The Project proposes 59 units, utilizing a 22.5 percent density bonus.

Based on the affordable unit set-aside of 14 percent of base units (7 total units) for Very Low Income households, the Project is entitled to two (2) Incentives under both the Government Code and LAMC. The Applicant has requested two (2) Off-Menu Incentives and one (1) Waiver of Development Standards.

The Project Site is zoned C4-1VL, which permits a maximum FAR of 1.5:1. The applicant has requested an Off-Menu Incentive for an FAR of 3.75:1 in lieu of the otherwise allowable 1.5:1 FAR.

LAMC Section 12.16.C.2 requires rear yards in the C4 zone to conform to the requirements of the R4 Zone for buildings erected and used for residential purposes. The R4 Zone requires a minimum rear yard of 15-feet, and requires one additional foot in the width of the rear yard for each additional story above the third story. The Project is a seven-story mixed-use commercial and residential building. Given floor levels 2 through 7 of the Project will be occupied by residential uses and uses accessory to residential uses, the Project would be required to provide a 19-foot rear yard setback. The Applicant has requested an Off-Menu Incentive for a reduced rear yard, and proposes a 5-foot rear yard setback in lieu of the 19-feet otherwise required. The Project would be compliant with the LAMC for front yard setbacks (none required, none provided) and side yard setbacks (5 feet plus 1 foot for each story over 2nd story required, 10 feet provided).

The Project Site is zoned C4-1VL, with a Height District No. 1VL that permit a maximum height of 45-feet and 3-stories for projects containing residential and commercial uses. The Applicant has requested an increase in height of 33-feet and 9-inches/4-stories to allow for 78-feet and 9-inches/7-stories through a Waiver of Development Standard per LAMC Section 12.22 A.25.

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[10] *LAMC Section 12.16.A.*

[11] *Gross lot area of the Project Site is 18,805 square feet, which, at the underlying residential density of 1 dwelling unit per 400 square feet, equals 47 residential dwelling units (18,805 / 400 = 47).*

[12] *47 dwelling units (rounded up to 48) + 35% increase = 65.*

Pursuant to AB 2097, because the Project is within 0.5 mile of a Major Transit Stop, a minimum vehicular parking requirement cannot be imposed; as the Project is located approximately 150 feet from the intersection of North La Cienega and Santa Monica Boulevard, and is served by eight (8) public transit lines within 0.5 miles, the Project is not required to include any vehicular parking spaces. The Project proposes providing approximately 96 vehicular parking spaces, 36 for commercial use and 60 for residents.

With regard to bicycle parking, LAMC requires one long-term bicycle parking space per dwelling unit and one short-term space per 10 dwelling units for the first 25 dwelling units, then one long-term bicycle parking space per 1.5 dwelling units and one short-term space per 15 dwelling units for dwelling units 26-59.[13] For projects with non-residential uses, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 2,000 square feet of non-residential floor area for the first 10,000 square feet of floor area. Thus, the Project is required to provide 52 long-term bicycle parking spaces[14] and 9 short-term bicycle parking spaces.[15] The Project would provide a minimum of 52 long-term and 9 short-term bicycle parking spaces consistent with LAMC requirements.

The Project's required amount of open space was calculated pursuant to LAMC Section 12.21.G, based on the size and number of dwelling units. The Project proposes 59 residential units. For each one-bedroom unit, 100 square feet of open space is required. For each two-bedroom unit, 125 square feet of open space is required. The Project proposes 42 one-bedroom units and 17 two-bedroom units. Thus, a total of 6,465 square feet of open space is required for the Project.[16] The Project would provide the required 6,465 square feet of open space. Approximately 25 percent of the provided outdoor common open space would be landscaped, or a minimum of 1,616 square feet.

Therefore, the Project would be consistent with the City's Planning and Zoning Code, including the provisions of the State Density Bonus, codified for the City in LAMC Section 12.22.A.25.

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[13] *Per Ordinance No. 185,480, effective May 9, 2018.*

[14] *Long-Term: For units 1-25, 1 space per unit equals 25 spaces; for units 26-59, 1 space per 1.5 units equals 23 spaces. 25 plus 23 equals 48 long-term bicycle parking spaces for residences required. Commercial space requires 1 parking space per 2,000 square feet, minimum 2 spaces. The Project's 8,795 square feet of commercial space would require 4.4 long-term bicycle parking spaces, which rounds down to 4. The Project would require 48 + 4 = 52 long-term spaces.*

[15] *Short-Term: For units 1-25, 1 space per 10 units equals 3 spaces; for units 26-59, 1 space per 15 units equals 2 spaces. 3 plus 2 equals 5 short-term bicycle parking spaces for residences required. Commercial space requires 1 parking space per 2,000 square feet, minimum 2 spaces. The Project's 8,795 square feet of commercial space would require 4 short-term bicycle parking spaces. The Project would require 5 + 4 = 9 short-term spaces.*

[16] *42 studio and one-bedroom units, which multiplied by the 100-square-foot requirement equals 4,200 square feet of required open space. 17 two-bedroom units, which multiplied by the 125-square-foot requirement equals 2,125 square feet of required open space. Total required open space is 4,200 square feet + 2,125 square feet = 6,465 square feet.*

(c) Los Angeles Green Building Code

The Los Angeles Green Building Code ("LA Green Building Code") is based on the California Green Building Standards Code (commonly known as CALGreen), which was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential);
- Every building alteration with a building permit valuation of $200,000 or more (residential and non-residential);
- Residential alterations that increase the building's conditioned volume; and
- Every building addition (residential and non-residential).

The Project would be compliant with the LA Green Building Code and California Energy Code/Title 24 requirements, and would include, but not be limited to, the following features:

- Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal rooftop panels.

As also required by the City's Building Code, the proposed building would provide space to accommodate rooftop solar panels and conduit for on-site electric vehicle charging stalls, which would be provided in the parking garage. As discussed above, the Project would provide ten percent of the total number of parking spaces with chargers for on-site electric automobile charging stalls, which would be provided in the parking garage.

(d) Summary

As discussed above, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including the General Plan, Hollywood Community Plan, Planning and Zoning Code, and the LA Green Building Code. Therefore, as 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 meets this condition.

Condition (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 entirely within the City of Los Angeles limits on a site that is approximately 18,805 square feet (0.431-acre) in size. The Project Site is directly adjacent to the City of West Hollywood border. Views of the regional vicinity and Project Site are shown in **Figures II-1** through **II-3** in **Section II, Project Description**; as shown therein, the Project Site is located a highly urbanized setting characterized by a mix of commercial and residential uses. Parcels to the east of the Project Site across La Cienega Boulevard are in the City of Los Angeles and are zoned C4-1VL and are improved with various one- and two-story commercial buildings including, currently, a cannabis store (The Plug Hollywood), a Mediterranean restaurant (Al Layali Restaurant and Café), a hardware store (Renaissance Design Studio), a rug store (Azad Rug Care), and a post-production studio office (Electric Entertainment). Parcels to the south of the Project Site are in the City of Los Angeles and zoned C4-1VL and improved with two-story commercial buildings including a jewelry designer (Baldazzi & Iacobellis Jewelry) and door supplier (Panoramic Doors). Parcels adjacent to the north-northwest of the Project Site and across Santa Monica Boulevard are located in the City of West Hollywood, with a zoning designation of CC1 (Commercial, Community 1), and are improved with various one- and two-story commercial buildings – including a burger restaurant (Shake Shack) with associated surface parking, a vacant restaurant tenant space (formerly Blackship LA), a fast food restaurant (Tail O' the Pup), a music club (The Doors 1970 Workshop), a bicycle store (Bike Shop LA), a single-face off-site billboard sign, and surface automobile parking lots. Parcels immediately adjacent to the west of the Project Site are located in the City of West Hollywood, with a zoning designation of R2 (Residential, Low Density), are within the City of West Hollywood's Parking Overlay District, and are improved with multi-family residential uses, and parcels across Knoll Drive, are also located in the City of West Hollywood, with a zoning designation of R3A (Residential, Multi-Family, Medium Density) and are improved with multi-family residential uses. Therefore, as the proposed development occurs within City limits, the Project Site is less than five acres in size, and the Project Site is substantially surrounded by urban uses, the Project meets this condition.

Condition (c): The project site has no value as habitat for endangered, rare or threatened species.

The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the

City contain fewer natural areas.[17] The Project Site and surrounding area are densely urbanized, fully developed, and are not identified as a biological resource area.[18]

Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[19]

The generally flat Project Site is currently developed with two existing commercial buildings comprising approximately 12,700 square feet. As the Project Site is nearly completely developed with structures and hardscaping within a heavily urbanized area of the City, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. No such species or habitats are known to occur at the Project Site per local or regional plans by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located near undeveloped natural/undisturbed open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Furthermore, the Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[20] Therefore, as the Project Site has no value as habitat for endangered, rare, or threatened species, the Project meets this condition.

Condition (d): Approval of the project would not result in any significant effects related to traffic, noise, air quality, greenhouse gases, or water quality.

The following provides a analysis of the Project's impacts to traffic, noise, air quality, greenhouse gases, and water quality.

(a) Transportation Impacts

The following transportation impact analysis summarizes and incorporates by reference the information provided in the *Transportation Assessment Study for the 961 N. La Cienega Boulevard Mixed-Use Project,* prepared by Raju Associates Inc, April 2022 (Transportation Assessment). The City of Los Angeles Department of Transportation (LADOT) issued an assessment letter for the Transportation Assessment on May 12, 2022, accepting the findings of the Transportation Assessment. The Transportation Assessment and LADOT assessment letter are available as **Appendix A** to this document.

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17 *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

18 *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

19 *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET online database.*

20 *California Department of Fish and Wildlife, California Regional Conservation Plans, April 2019.*

The analysis of transportation impacts associated with the Project was prepared utilizing the methodologies and assumptions per the latest City of Los Angeles' Transportation Assessment Guidelines (TAG). The results were then used to assess the potential impacts of the Project based on the significance thresholds established by the City of Los Angeles. The CEQA evaluation consists of analysis of transportation impacts for the following City-established thresholds for development projects:

Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies

Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT), and

Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

(i) Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies

Per the City's Transportation Assessment Guidelines (TAG),

> *"The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.*
>
> *Specifically, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides project criteria to identify which projects must check for consistency with major City plans and policies, and provides updated references that should be consulted to evaluate how proposed projects and plans relate to adopted City projects and plans."*

(a) Threshold T-1 Screening Criteria

Pursuant to the TAG, if a project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?
    - **Project Response: Yes. The Project requires a discretionary action.**
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
    - **Project Response: No. The Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.**
- Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?
    - **Project Response: Yes. The Project is required to provide a dedication of 15 feet from its easterly property line in order to provide a half right-of-way width of 50 feet along La Cienega Boulevard, consistent with the requirements of the City of Los Angeles Mobility Plan 2035. The Project is requesting a Waiver of Dedication and/or Improvement (WDI) to waive and replace the 15-foot roadway dedication along La Cienega Boulevard with a 15-foot pedestrian sidewalk surface easement.**

Based on the responses to the TAG screening criteria, the Project is required to assess whether the Project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

(b) Threshold T-1 Project Impact Analysis

Utilizing the methodology described above, responses were provided to the City's TAG Attachment D: Plan, Policy and Program Consistency Worksheet. A copy of the worksheet and the Project's responses to the questions in the worksheet to help guide whether the project conflicts with City circulation system policies is included in Appendix E of the Transportation Assessment (available as **Appendix A** to this document).

The following summarizes the sections covered in the worksheet and the results of Project's response:

- Section A. Mobility Plan 2035 Public Right-of-Way (PROW) Classification Standards for Dedications and Improvements

    - The Project is required to provide a dedication of 15 feet from its easterly property line, as necessary, to meet the designated half right-of-way width requirement of 50 feet along La Cienega Boulevard (Avenue I). The Project is requesting a Waiver of Dedication and/or Improvement (WDI) to waive and replace the 15-foot roadway dedication along La Cienega Boulevard with a 15-foot pedestrian sidewalk surface easement.

    - Therefore, with the waiver, the Project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

- Section B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

    - The Project does not propose widening the roadway; narrowing the sidewalk; adding space for vehicle turn outs or loading areas; removing bicycle lanes, bike share stations, or bicycle parking; modifying existing bus stop, transit shelter, or other street furniture; or paving, narrowing, shifting or removing an existing parkway or tree well. The Project will widen the sidewalk with a surface pedestrian easement in lieu of the required street widening.

    - The Project does not increase the number of driveways along its frontage on a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines. One existing driveway will be relocated within the site.

    - Therefore, the Project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

- Section C. Network Access

    - The Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway.

    - Therefore, the Project would not conflict with a plan or policies that ensure access for all modes of travel.

- Section D. Parking Supply and Transportation Demand Management (TDM)

    - The Project would provide a total of 96 vehicle parking spaces. The Project is proposing an on-site residential parking supply that exceeds the baseline

amount as required by AB 2097 (zero vehicular parking spaces required). However, the Project is proposing to actively manage the demand for parking by unbundling the supply from the lease or sale of residential units.

- The Project would provide a minimum of 52 long-term and 9 short-term bicycle parking spaces as required by Section 12.21 A.16 of the LAMC.
- The Project contains less than 25,000 square feet of new non-residential uses. Per the City's TDM Ordinance in Section 12.26 J of the LAMC, Projects with less than 25,000 square feet of non-residential uses do not require provision of TDM measures.
- Therefore, the Project would not conflict with LAMC requirements for vehicle parking, bicycle parking and TDM measures.

- Section E. Consistency with Regional Plans
  - Per LADOT's Plans, Policies and Programs Consistency Worksheet, the Project is shown to align with long-term VMT and GHG reduction goals of SCAG's RTP/SCS. The Project would result in a Household VMT per capita of 5.3. Since the Project's resulting VMT per capita of 5.3 is less than the impact threshold of 6.0, the Project would not cause a significant impact relative to Threshold T-2.1.

Based on the responses to the questions and review of relevant policies and programs, the Project generally conforms with, and does not obstruct or impede the City's development policies and standards. Further, the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Therefore, the Project does not cause a significant impact relative to Threshold T-1.

(ii) Threshold T-2 – Causing Substantial Vehicle Miles Traveled (VMT)

As cited in the City's Transportation Assessment Guidelines (TAG):

> *"The Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 ("OPR Technical Advisory") that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicle Miles Travelled (VMT)."*

For land use projects, the intent of this TAG threshold is to assess whether a land use project or plan causes a substantial increase per capital in vehicle miles traveled. The Los Angeles Mobility Plan 2035 sets forth the following objective, regarding VMT:

- Decrease VMT per capita by 5% every five years [from 2015 baseline conditions], to 20% by 2035.

Accordingly, the City of Los Angeles' set new significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended CEQA guidelines. The City has established the following screening and impact criteria for Threshold T-2.1. The City's criteria are based on the OPR technical advisory but reflect local considerations.

(a) Threshold T-2 Screening Criteria

The screening and impact evaluation should be conducted for the following types of development projects:

- Residential – Single-family housing, multi-family housing, and affordable housing.
- Office – General office and medical office. Light industrial, manufacturing, warehousing/self-storage, K-12 schools, college/university, and hotel/motel land uses should be treated as office for screening and analysis.
- Retail – General retail, furniture store, pharmacy/drugstore, supermarket, bank, health club, restaurant, auto repair, home improvement superstore, discount store, and movie theater.

If the project requires a discretionary action, and the answer is no to both T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- Does the project require a discretionary action?
    - **Project Response: Yes. The Project requires a discretionary action.**
- T-2.1-1: Would the project generate a net increase of 250 or more daily vehicle trips?
    - **Project Response: Yes. The Project is estimated to generate a total increase of 322 net daily trips (VMT Calculator version 1.3).**
- T-2.1-2: Would the project generate a net increase in daily VMT?
    - **Project Response: Yes. The Project is estimated to generate a net total increase of 2,034 daily VMT.**

In addition to the above screening criteria, the portion of a project that contains small-scale or local serving retail uses is assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?
    - **Project Response: No, the Project does not include retail/restaurant uses that exceed a net 50,000 square feet. The Project includes approximately 8,126 square feet of retail/restaurant uses (including 5,326 square feet of retail use and 2,800 square feet of restaurant use) on the ground floor of the mixed use project.**

Based on the responses to the screening criteria, the Project is required to assess whether the Project's proposed land uses cause substantial vehicle miles traveled, although the retail portion of the project has no impact.

(b) Threshold T-2 Impact Criteria

Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

Per impact criteria established the City, development projects will have a potential impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located. (see table below)
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located. (see table below)
- For regional serving retail projects, the project would result in a net increase in VMT.
- For other land use types, VMT impacts measured for the work trip element result in metric that exceeds the criteria for office projects above.

The City of Los Angeles' TAG Table 2.2-1 provides significance thresholds based on the location of a project within a specific Area Planning Commission (APC) area. The Project

is located within the Central APC area. Based on the City's VMT impact criteria table, the significance thresholds for project impact are daily Household VMT per capita of 6.0 and the daily Work VMT per employee of 7.6.[21]

(c) Threshold T-2 Project Impact Analysis

The Project consists of a mixed-use development with 59 mid-rise multi-family dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The Project would provide approximately 96 vehicle parking spaces and total of 61 bicycle parking spaces (52 long-term and 9 short-term). The existing site contains approximately 4,815 square feet of office use and 7,948 square feet of retail use that will be demolished.

Utilizing the City's VMT Calculator Tool (V1.3), the VMT analysis for the Project was prepared. The Project's proposed land uses along with the existing land use were input into the City's VMT Calculator Tool. Per the TAG Screening Criteria discussed, the retail portion of the Project is excluded from the calculation due to its small scale and Employee VMT calculations and thresholds are not applicable (i.e., the retail portion is less than 50,000 sf). The Project would result in a Household VMT per capita of 5.3. Since the Project's resulting VMT per capita of 5.3 is less than the impact criteria threshold of 6.0, the Project would not cause a significant impact relative to this Threshold T-2.1. The City of Los Angeles' VMT Calculator (V1.3) worksheets are included Appendix F of the Transportation Analysis (see **Appendix A** to this document).

(iii) Threshold T-3 – Substantially Increasing Hazards due to a Geometric Design Feature of Incompatible Use

As stated in the City's TAG:

> *"Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.*
>
> *Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction."*

[21] *Table 2.2-1, City of Los Angeles Transportation Assessment Guidelines, July 2020.*

(a) Threshold T-3 Screening Criteria

Per the TAG, if a project requires a discretionary action, and the answer is 'yes' to any of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Does the project require a discretionary action?
    - **Project Response: Yes. The Project requires a discretionary action.**
- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
    - **Project Response: Yes. The Project is removing and relocating the existing site driveway, and therefore the design introduces one new driveway along the west side of La Cienega Boulevard.**
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
    - **Project Response: Yes. The Project is required to provide a dedication of 15 feet from its easterly property line in order to provide a half right-of-way width of 50 feet along La Cienega Boulevard. The Project is requesting a Waiver of Dedication and/or Improvement (WDI) to waive and replace the 15-foot roadway dedication along La Cienega Boulevard with a 15-foot pedestrian sidewalk surface easement.**

Based on the responses to the screening criteria, the Project is required to evaluate if it substantially increases hazards due to a geometric design feature or incompatible use.

(b) Threshold T-3 Impact Criteria

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Per impact criteria established by the City, preliminary project access plans are to be reviewed in light of commonly-accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.

- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

(c) Threshold T-3 Project Impact Analysis

Project Location. The Project Site is not located along a street identified as part of the High Injury Network. Additionally, the Safe Routes to School map does not identify any infrastructure improvement projects within the study area.

Physical Terrain. The Project Site is located on a relatively flat parcel with little change in vertical elevation. Therefore, no line-of-sight issues would be caused by changes in elevation and drivers would be able to safely identify approaching vehicles, pedestrians, and bicycles at the Project driveway. The Project driveway is designed to intersect the public right-of-way at as close to a right angle as possible with adequate building setback to allow pedestrians and bicyclists to observe vehicles within the driveway.

The Project would provide open space, and landscaped elements along the Project perimeter and within the Project Site to create a walkable pedestrian environment. Sidewalks are provided, widened and enhanced along La Cienega Boulevard fronting the Project Site.

Driveway Design. One unsignalized driveway located along the west side of La Cienega Boulevard currently provides access to the existing site. The Project is removing the existing driveway and proposing to relocate the curb cut and provide a new 20-foot driveway on the south end of the Project Site. The driveway would provide full vehicular access to residents, customers, and employees to the subterranean parking levels.

Consistent with LADOT Manual of Policies and Procedures Section 321 – Driveway Design Guidelines, the Project driveway would measure of 20 feet in width. The Project site plan is provided in Chapter 1, Figure 2.

Also, consistent with the City of Los Angeles' Citywide Design Guidelines, October 24, 2019, the Project driveway is located as far away from the corner as possible and located towards the end of the building, away from public right-of-way and major pedestrian thoroughfares, thereby enhancing walkability and pedestrian network connectivity.

La Cienega Boulevard provides vehicular access to the Project Site. La Cienega Boulevard along the Project's frontage currently provides four travel lanes, two lanes in each direction. The Project's main vehicular access is provided along La Cienega Boulevard, an Avenue I roadway. No sight distance issues are identified at the proposed driveway along the roadway segment.

On-street parking is provided on the west side of La Cienega Boulevard along the Project's frontage. Due to the Project's new driveway, two metered on-street parking spaces would be relocated to the north, resulting in no loss of on-street parking spaces. Parking will need to be restricted (red curb) adjacent to the proposed new driveway along the west side of La Cienega Boulevard. No unusual or new obstacles are presented in the Project design that would be considered hazardous to motorized vehicles, nonmotorized vehicles, or pedestrians.

Pedestrian and Bicycle Review. Pedestrian access to the Project Site would be obtained from La Cienega Boulevard. La Cienega Boulevard currently provides a 5-foot sidewalk along the Project's eastern frontage.

La Cienega Boulevard is currently dedicated to 85 feet with a curb-to-curb roadway width of 65 feet. There is, a 5-foot sidewalk along the Project's frontage, resulting in a half right-of-way width of 35 feet. Per the City of Los Angeles' Mobility Plan 2035, a designated half right-of-way width of 50 feet is identified for La Cienega Boulevard. The Project is required to provide a dedication of 15 feet from its easterly property line in order to provide a half right-of-way width of 50 feet along La Cienega Boulevard. The Project is requesting a WDI to waive and replace the 15-foot roadway dedication along La Cienega Boulevard with a 15-foot pedestrian sidewalk surface easement.

There are no existing or planned bicycle facilities located along La Cienega Boulevard. Therefore, the proposed driveway will not cross any bicycle facilities.

Review of the traffic count data (from 2019) at the adjacent signalized intersections indicate a low level of pedestrian and bicycle utilization crossing the Project driveways. Based on the trip generation estimates (see Table 7 in Chapter 4), the Project would generate 1 to 1.5 vehicle per minute at the Project driveways, providing adequate gaps in traffic for pedestrians and bicyclists to safely cross. Thus, the conflicts between vehicles and pedestrians/bicyclists are minimal and not increased by the presence of Project traffic at the driveways.

The Project driveway will be designed to remain clear of hardscapes, vegetation, or signage that would impede sight lines. Sidewalk treatments across the driveways would be incorporated for increased safety and visibility.

Incompatible Uses. No other conditions, including the presence of incompatible uses in the vicinity that would substantially increase a transportation hazard, have been identified.

Project Impact. Based on a review and consideration of the proposed site plan, Project description and the above analysis, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to Threshold T-3.

(iv) Transportation Impact Summary

As indicated above and in the Transportation Assessment, the Project would result in less than significant impacts to traffic.

(b) Project-Specific Noise Impacts

Regulatory Setting

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, CEQA requires that all known environmental effects of a project be analyzed, including the potential environmental noise impacts.

State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 decibels (dBA) CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of Los Angeles General Plan Noise Element

The City of Los Angeles has adopted a Noise Element of the General Plan to identify goals, objectives, and policies for managing noise issues within the City. The following goal and objectives are identified in the General Plan Noise Element:

Goal A city where noise does not reduce the quality of urban life.

Objective 1 Reduce airport and harbor related noise impacts.

Objective 2 Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.

Objective 3 Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Exhibit I of the City of Los Angeles General Plan Noise Element identifies Guidelines for Noise Compatible Land Use to evaluate the potential impacts of transportation-related noise. In accordance with the City's 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 of substantial traffic noise intrusion. Exposures up to 70 dBA CNEL for noise-sensitive uses are generally considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for residential uses. For conditionally acceptable exterior noise levels, new construction, or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

City of Los Angeles Operational Noise Standards

To analyze noise impacts originating from a designated fixed location or private property such as the Project, stationary-source (operational) noise such as HVAC equipment and trash enclosure activity are typically evaluated against standards established under a jurisdiction's Municipal Code or General Plan.

Chapter XI of the LAMC establishes Noise Regulations, setting exterior noise limits to control community noise impacts from commercial noise sources including air conditioning units, refrigeration, heating, pumping, and filtering equipment. Section 112.02 indicates that such equipment shall not operate in a manner as to cause the noise level at any sensitive use to exceed the existing ambient noise level by 5 dBA. Section 114.03 prohibits loading or unloading any vehicle, or operate dollies, carts, forklifts, or other wheeled equipment causing impulsive sound, raucous or unnecessary sound within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M of the following day. Also, Section 114.06 prohibits installation, operation or use of any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes.

City of Los Angeles Construction Noise Standards

Section 112.05 of the City's Municipal Code identifies exterior noise level limits for construction equipment in any residential zone or within 500 feet thereof, as follows:

- 75dB(A) 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.

However, the above limitation does not apply where technically infeasible (i.e., the noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers, and/or any other feasible noise reduction measures).

Significance Criteria

Noise impacts shall be considered significant if any of the following occur as a direct result of the Project.

Off-Site Operational Traffic Noise

- When the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
- range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or
- already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

Operational Stationary-Source Noise

- 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 (as specified in the Table on page I.2-4 of the *L.A. CEQA Thresholds Guide*, Community Noise Exposure), or;

- If Project-related operational (stationary source) noise levels exceed the exterior ambient noise levels at adjacent sensitive receiver locations by 5 dBA Leq (LAMC § 112.02).

Construction Noise and Vibration

The 2006 L.A. CEQA Thresholds Guide identifies the following criteria to evaluate construction noise:

- *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*

Applicable Vibration Standards

The City currently does not have significance criteria to assess vibration impacts during construction. Thus, Federal Transit Administration (FTA) guidelines set forth in FTA's Transit Noise and Vibration Assessment, dated September 2018, are used to evaluate potential impacts related to construction vibration for both potential building damage and human annoyance. The FTA guidelines regarding construction vibration are the most current guidelines and are commonly used in evaluating vibration impacts.

Based on this FTA guidance, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

In addition, the FTA guidance manual also provides vibration criteria for human annoyance for various uses. These criteria were established primarily for rapid transit (rail) projects and are based on the frequency of vibration events. Specific criteria are provided for three land use categories: (1) Vibration Category 1—High Sensitivity; (2) Vibration Category 2—Residential; and (3) Vibration Category 3—Institutional. Based on FTA guidance, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction activities cause ground-borne vibration levels to exceed 75 VdB at off-site sensitive uses, including institutional uses.
- Project construction activities cause ground-borne vibration levels to exceed 72 VdB at off-site sensitive uses, including residential and hotel uses.
- Project construction activities cause ground-borne vibration levels to exceed 65 VdB at off-site studio (recording/broadcast) uses.

Existing Noise Level Measurements

To determine the existing noise level environment at nearby sensitive receptors, short-term (15 minute) noise measurements were collected for EcoTierra on July 7, 2022 in the Project study area at three locations in the Project vicinity (see **Figure III-1, Noise Measurement Location Map**). The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the closest receptors to the Project Site and to provide a baseline for any potential noise impacts that may be created by development of the Project.

Noise monitoring was performed a Larson Davis Model Soundtrack LxT Class 1 sound level meter. The noise meter was programmed in "slow" mode to record the sound pressure level at one second intervals for in A-weighted form. The sound level meter and microphone were mounted approximately five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using a Larson Davis CAL250 calibrator. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).To assess the existing noise level environment, three short-term, 15-minute noise level measurements were taken at sensitive receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. The 15-minute Noise Measurement Datasheet (see Appendix B of this document) provides the location of the Project Site and the noise level measurement locations.

The short-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient noise levels surrounding the Project Site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent any part of a private yard, patio, deck or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources. Further, FTA guidance states, it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.[22]

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before- and after-Project noise levels and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

[22] *2018. FTA Transit Noise and Vibration Impact Assessment Manual. September. Page 50.*

As described above, the Project Site is located in the Mid City West community of the City of Los Angeles on the border with the City of West Hollywood. Parcels to the east of the Project Site across La Cienega Boulevard are improved with various one- and two-story commercial buildings. Parcels to the south of the Project Site are improved with two-story commercial buildings including retail uses. Parcels to the north-northwest of the Project Site are located in the City of West Hollywood and are improved with various one- and two-story commercial buildings, including restaurants, retail stores and parking, and surface parking. Parcels to the west of the Project Site are located in the City of West Hollywood, in the R2 (Residential, Low Density) zone and R3A (Residential, Multi-Family, Medium Density) zone and are improved with residential uses including multi-family structures.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Sensitive receptors that may be affected by project-generated construction noise include: the multi-family residential uses on the eastside of West Knoll Drive, located adjacent to the southwestern corner of the Project Site; the multi-family residential uses located on the southwest corner of Romaine Street and North Alfred Street, approximately 210 feet east of the Project Site; and the multi-family residential uses located on West Knoll Drive north of Santa Monica Boulevard, approximately 360 feet northwest of the Project Site. All other noise-sensitive uses are located at greater distances from the Project Site and would therefore experience lower noise levels from potential sources of noise located on the Project Site. Therefore, noise levels at additional sensitive receptors located beyond those identified above were not evaluated.

As shown on **Figure III-1, Noise Measurement Location Map**, the noise measurements were taken near the closest sensitive uses to: the multi-family residential uses located on the southwest corner of Romaine Street and North Alfred Street, approximately 210 feet east of the Site (NM1), the multi-family residential uses on the eastside of West Knoll Drive, located adjacent to the southwestern corner of the Project Site (NM2), the multi-family residential uses located on West Knoll Drive north of Santa Monica Boulevard, approximately 360 feet northwest of the Project Site (NM3). **Table III-3, Existing Ambient Noise Levels** provides a summary of the ambient noise data.

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 (DHS) for use in assessing the compatibility of various land use types with a range of noise levels. In accordance with the Noise

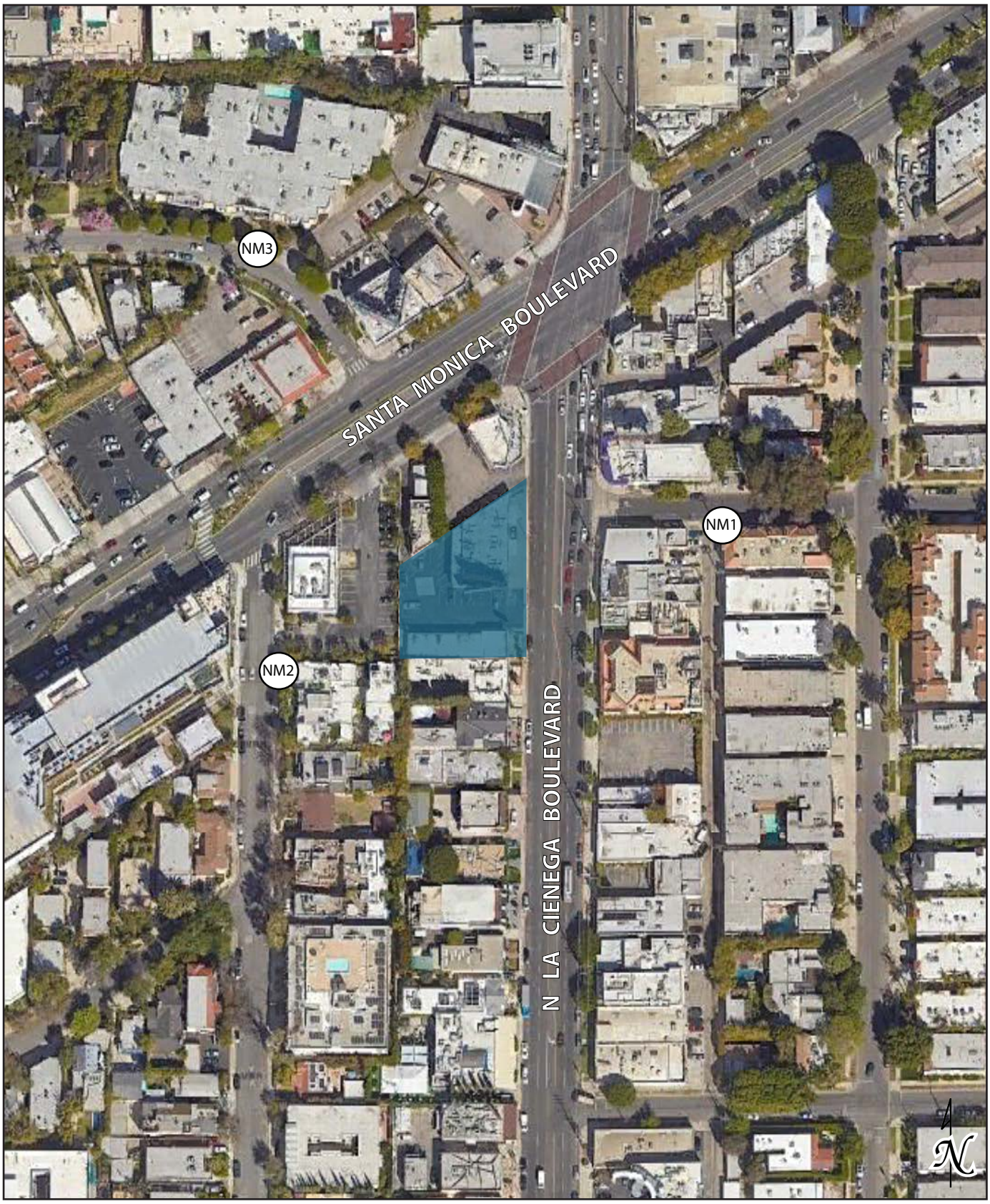
Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas with substantial traffic noise. Exposures up to 70 dBA CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for sensitive receptors except in unusual circumstances.[23] Ambient average noise levels were measured between 57.5 and 61.6 dBA Leq. **Appendix B** to this document includes photos, field sheet, and measured noise data. The dominant noise sources were from vehicles traveling along the adjacent roadways, helicopter and other aircraft, and pedestrian-related noise (bicycle and foot traffic).

Table III-3
Existing Ambient Noise Levels

Noise Measurement Location	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}
NM1	Adjacent to the multi-family residence east of the site at 8474 Romaine Street, West Hollywood	Main noise sources are from vehicular traffic traveling along La Cienega Boulevard, Santa Monica Boulevard & other surrounding roads. Other noise sources include bird song, residential ambiance, wind chimes, music being played from various residences, pedestrians. Air traffic consists of occasional helicopters, light propeller aircraft and commercial jet liners.	60.7	71.3	52.9
NM2	Adjacent to the multi-family residential use located adjacent to the southwest corner of the site, at 924 North West Knoll Drive, West Hollywood		57.5	71.9	49.3
NM3	Adjacent to the multi-family residential uses located northwest of the site on West Knoll Drive, north of Santa Monica Boulevard.		61.6	86.5	47.1

[a] ***See Figure III-1*** *for noise measurement locations. Each noise measurement was performed over a 15-minute duration.*
[b] *Noise measurements performed on July 7, 2022.*
Ambient noise data details are available in ***Appendix B*** *to this document.*

[23] *City of Los Angeles General Plan Noise Element, adopted February 3, 1999.*



Project Site

Source: Google Earth, July 2022.

Figure III-1
Noise Measurement Location Map

(i) Construction Noise

Construction of the Project is expected to last approximately 28 months and would require the use of heavy equipment. The construction phases for the Project are anticipated to include: demolition, site preparation/foundation work, building construction, and architectural coating. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

As stated above, the nearest sensitive receptors that could potentially be subject to noise impacts associated with demolition/construction of the Project include residential uses to the southwest, east and northwest of the Project Site. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition and foundation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors. As shown in **Table III-3** above, sensitive receptors in the area are already exposed to maximum (L_{max}) noise levels up to 86.5 dBA.

A summary of noise level data for a variety of construction equipment compiled by the FTA is available in **Appendix B** to this document. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

As mentioned previously, per Section 41.40 of the LAMC, a project would normally have a significant impact on noise levels from construction if construction activity (including demolition) or 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, occurs between the hours of 9:00 PM and 7:00 AM Monday through Friday, or between 6:00 PM and 8:00 AM on Saturday. Per Section 112.05 of the LAMC, a significant impact on noise levels from construction could also occur if equipment is operated in a manner that causes it to exceed 75 dBA at a distance of 50 feet, between the hours of 7:00 AM and 10:00 PM. Also, per the City of Los Angeles CEQA Thresholds Guide, construction noise levels would be significant if they exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

The 75 dBA noise level limitation does not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be met despite the

use of mufflers, shields, sound barriers, and/or other noise reduction techniques during the operation of the equipment.

There is an existing, approximately 6-foot high wall located along the western edge of the Project Site and an existing commercial building to the south (adjacent to a building on-site that will be demolished) that would partially shield the closest receptor (NM2) from construction activities and provide some construction noise attenuation; however, as the wall and the building are not joined together, the gap between these structures will allow noise to seep through and reach the façade of the multi-family residential uses just to the southwest of the Project Site. However, there are a couple of intervening buildings (commercial uses) that almost completely block the line-of-site from the receptors located on Romaine Street at North Alfred Street (NM1), east of the Site. The construction noise levels at the sensitive receptors located northwest of the Site (NM3) would also be partially attenuated by intervening commercial buildings along Santa Monica Boulevard. The reduction in construction noise from these intervening buildings would be at least 3 dBA for the buildings to the northwest (NM3) and 5 dBA for the buildings to the east (NM1). The construction noise levels reported in Table III-4 below includes attenuation from the intervening commercial buildings in the BMP noise level calculations.

The Project proposes standard Best Management Practices (BMPs) as Project design features to reduce construction noise to the extent feasible. These standard industry-wide best BMPs for construction in urban or otherwise noise-sensitive areas will be incorporated as conditions of approval to attenuate construction noise levels to receptors located to the southwest.

- The use of power construction equipment with state-of-the-art noise shielding and muffling devices capable of a 16 dBA reduction.
- The scheduling of demolition and construction activities so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- A temporary noise control barrier/sound curtain on the property line of the construction site abutting/facing residential uses located at the southwest corner of the Project Site that is engineered to block the line-of-sight from the residential uses to the construction activity and reduce construction-related noise levels at the façade of the adjacent residential structures with a goal of a reduction of at least 16 dBA. Supporting structures are engineered and erected according to applicable codes. The temporary barrier remains in place until all windows have been installed and all activities on the project site are complete.

Project construction noise levels with incorporation of these BMPs as Project design features at each of the nearby sensitive receptors detailed above for each phase of

construction are shown in **Table III-4**, **Construction Noise Levels With BMPs (by Phase) at Nearest Receptors**.

Table III-4
Construction Noise Levels With BMPs (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Level at Receptors (dBA Leq)[1]	Construction Noise Levels With BMPs (dBA Leq)[2]	Allowable Noise Threshold (dBA)[3]	Exceeds Threshold?
Demolition	East (NM1)	60.7	64.3	65.7	No
	Southwest (NM2)	57.5	61.9	62.5	No
	Northwest (NM3)	61.6	63.0	66.6	No
Site Preparation /Foundation	East (NM1)	60.7	63.6	65.7	No
	Southwest (NM2)	57.5	61.1	62.5	No
	Northwest (NM3)	61.6	62.2	66.6	No
Building Construction	East (NM1)	60.7	57.7	65.7	No
	Southwest (NM2)	57.5	55.3	62.5	No
	Northwest (NM3)	61.6	56.4	66.6	No
Architectural Coating	East (NM1)	60.7	55.6	65.7	No
	Southwest (NM2)	57.5	53.1	62.5	No
	Northwest (NM3)	61.6	54.2	66.6	No

[1] *Ambient noise measurement locations are shown in Figure III and detailed in Table III-3 above.*
[2] *Includes attenuation from the use of a temporary noise barrier and/or mufflers that would reduce noise levels by at least 16 dBA for receptors located southwest of the Site.*
[3] *Noise threshold is ambient noise level plus 5 dBA.*

As shown in **Table III-4** above, with incorporation of BMPs such as mufflers and/or use temporary construction noise barriers (where feasible) that provide at least a 16 dBA reduction during all phases of construction at receptors located adjacent to the southwestern corner of the Project Site (NM2); construction noise levels would not exceed the 5 dBA above ambient noise levels at the closest receptors and would also not exceed the LAMC 75 dBA construction noise standard at the nearby sensitive receptors.

The use of an acoustical curtain, as a temporary construction noise barrier that blocks the line-of-sight between construction activities and receptors, can reduce noise impacts by up to 32 dBA.[24]

Therefore, with compliance with City noise regulations and incorporation of BMPs as Project design features, construction noise impacts would be less than significant.

[24] *Source: https://www.acousticalsurfaces.com/curtan_stop/sound_blankets.htm*

(ii) Operational Noise

(a) Parking Noise

The proposed parking areas have the potential to generate noise due to cars entering and exiting, engines accelerating, braking, car alarms, squealing tires, and other general activities associated with people using the parking areas (i.e., talking, opening/closing doors, etc.). Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Activity levels would be highest in the early morning and evening when the largest number of people would enter and exit as they go to or return from work. However, these events would occur at low exiting and entering speeds, which would not generate high noise levels. During these times, the noise levels can range from 44 to 63 dBA Leq.[25] The parking areas would be enclosed, except for the driveway area which would have garage access from La Cienega Boulevard. Noise generated from within the parking area would not exceed existing noise levels of 60.7 dBA Leq, at the closest receptors to the entrance to the parking area, located east of the Project Site, and would not adversely affect any off-site sensitive receptors. Furthermore, operational noise generated by motor vehicles within the Project Site is regulated under the LAMC. Specifically, Section 114.02 of the LAMC prohibits the operation of any motor vehicles upon any property within the City such that the created noise would cause the noise level on the premises of the property to exceed the ambient noise level by more than five decibels. LAMC Section 114.06 prohibits any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. LAMC Section 114.03 prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. of the following day. Therefore, through project design, and compliance with existing LAMC regulations, noise impacts associated with parking would be less than significant.

(b) Stationary Noise Sources

Roof Top Open Space

Noise associated with the roof deck common/open space would consist primarily of people talking which would be generally consistent with the existing pedestrian-oriented environment along La Cienega Boulevard. This would result in noise levels of approximately 60-65 dBA at three feet[26] with an increase of 5 dBA to approximately 70

[25] *Gordon Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.*

[26] *California Department of Transportation, Technical Noise Supplement, October 1998*

dBA for a crowd.[27] The roof deck common/open space is located approximately 78 feet above ground level and approximately 40 feet above the rooftop of the adjacent residential building. At a distance of 40 feet, the noise from conversation would be approximately 47.5 dBA which would be below measured ambient noise levels at the closest receptor locations (i.e., 57.5 dBA and 60.7 dBA measured along West Knoll Drive and Romaine Street respectively) and noise level increases would be imperceptible at off-site locations and will be less than significant.

Mechanical Equipment

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new building. The operation of mechanical equipment typical for developments like the Project, such as air conditioners, fans, generators, and related equipment, may generate audible noise levels. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, to comply with noise limitation requirements provided in Section 112.02 of the LAMC, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than five decibels. The Project would comply with the requirement to install mechanical equipment that would generate noise levels below this threshold, consistent with applicable regulatory requirements. As such, the HVAC equipment associated with the Project would not represent a significant source of noise in the Project Site vicinity and would not exceed the ambient noise levels in the area.

As stated above, the operation of the HVAC and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Compliance with this regulation will ensure that HVAC-related noise impacts are less than significant.

(iii) Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing

[27] *Source: (2011) Hayne, M.J. et al. Prediction of Noise from Small to Medium Sized Crowds. Proceedings of Acoustics 2011. Paper Number 133. 2-4 November. (https://www.acoustics.asn.au/conference_proceedings/AAS2011/papers/p133.pdf)*

traffic, then the project's mobile noise impacts can be assumed to be less than significant.[28] Per the Transportation Assessment (see **Appendix A** to this document),[29] the Project would be expected to generate 636 daily trips. The Transportation Assessment showed that the existing traffic volume along La Cienega Boulevard north of Santa Monica Boulevard is 12,250 average daily trips. Even if all of the Project's 636 daily trips were added to the traffic along La Cienega Boulevard, the combined total (existing plus project) would be 12,886 (ADT) and would not result in a doubling of the traffic volume. Additional traffic noise calculations (available in **Appendix B**) show that there will be no increase in traffic-related noise due to the Project on streets in the Project's vicinity. Therefore, as Project-related increases in traffic do not result in a doubling of the existing traffic volume on the well-traveled streets in the Project's vicinity, the net increase in traffic noise would not result in a significant (3 dBA or greater) increase in traffic noise from the Project and traffic-generated noise impacts would be considered less than significant.

(iv) Noise Impact Summary

The Project would not result in any significant noise impacts during the construction and operations phases. No mitigation measures are required.

(c) Air Quality Emission Impacts

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin (SCAB) is non-attainment under an applicable federal or state ambient air quality standard. The significance of these potential impacts is described below.

(i) Standards of Significance

The SCAQMD has developed significance thresholds for regulated pollutants, as summarized in **Table III-5, SCAQMD Air Quality Significance Thresholds**. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. It should be noted that the SCAQMD provides a threshold for emissions of lead, however for purposes of this analysis no lead emissions are calculated as there are no substantive sources of lead emissions. Additionally, the air quality modeling program

[28] *The L.A. CEQA Thresholds Guide is no longer used by the City of Los Angeles Planning Department; however, the conclusion regarding the increase in traffic noise is still accurate and applicable.*

[29] *Transportation Assessment Study for the 961 N. La Cienega Boulevard Mixed-Use Project, prepared by Raju Associates, Inc, April 2022 (refer to **Appendix A** of this document).*

(discussed below) does not calculate any emissions of lead from typical construction or operational activities.

Table III-5
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	**Construction**	**Operation**
NO_x	100 pounds/day	55 pounds/day
VOC[b]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Lead	3 pounds/day	3 pounds/day
Toxic Air Contaminants and Odor Thresholds		
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants [c]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

[a] *Source: SCAQMD CEQA Handbook (SCAQMD, 1993).*

[b] *The definition of VOC includes ROG compounds and additional organic compounds not included in the definition of ROG. However, for the purposes of this evaluation, VOC and ROG will be considered synonymous.*

[c] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, table A-2 unless otherwise stated.*

[d] *Ambient air quality threshold based on SCAQMD Rule 403.*

Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, revised April 2019.

(ii) Construction Emissions

(a) Regional Significance-Construction

Emissions are estimated using the CalEEMod (Version 2020.4.0) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from a variety of land use projects. CalEEMod was

developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.[30]

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are available in the CalEEMod Output provided in **Appendix C** of this document.

Construction activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation/Foundation
- Building Construction
- Architectural Coating

Demolition activities are expected to start no sooner than the second quarter of 2023 and construction completion and occupancy is anticipated by the fourth quarter of 2025. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to

[30] *South Coast Air Quality Management District, California Emissions Estimator Model.*

emission regulations becoming more stringent.[31] The construction activities for the Project are anticipated to include: demolition of the existing approximately 12,700 square feet of commercial buildings; site preparation and foundation work, construction of a seven-story, approximately 69,839 square-foot mixed-use building with 52 residential apartment units, seven (7) affordable apartment units, 5,326 square feet of retail uses and 2,800 square feet of high-turnover restaurant to be built above a subterranean parking structure with a total of 96 vehicle parking spaces, and application of architectural coatings.

Dust is typically a major concern during demolition, site preparation and rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions". Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 0.431 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the best available dust control measures are applied for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur and is incorporated into the emissions modeling for the Project.

Construction emissions for construction worker vehicles traveling to and from the Project Site, as well as vendor trips (construction materials delivered to the Project Site) were

[31] *As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0, Section 4.3 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.*

estimated based on CalEEMod. SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). Best Available Control Measures (BACMs) are considered standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken.

The estimated maximum daily construction emissions are summarized in **Table III-6, Construction-Related Regional Pollutant Emissions**. Detailed construction model outputs are presented in **Appendix C** to this document.

Table III-6
Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Demolition	On-Site[a]	0.65	5.78	7.39	0.01	0.38	0.28
	Off-Site[b]	0.04	0.31	0.44	0.00	0.15	0.04
	Subtotal	0.69	6.09	7.83	0.01	0.53	0.33
Site Preparation/Foundation	On-Site[a]	0.74	6.05	8.74	0.01	0.25	0.24
	Off-Site[b]	0.13	3.09	1.60	0.02	0.71	0.21
	Subtotal	0.86	9.14	10.34	0.03	0.97	0.44
Building Construction	On-Site[a]	0.60	5.97	7.07	0.01	0.28	0.26
	Off-Site[b]	0.21	0.70	2.26	0.01	0.78	0.21
	Subtotal	0.81	6.67	9.33	0.02	1.06	0.47
Architectural Coating	On-Site[a]	7.57	1.93	3.45	0.01	0.06	0.06
	Off-Site[b]	0.04	0.02	0.38	0.00	0.13	0.04
	Subtotal	7.60	1.95	3.82	0.01	0.20	0.10
Total for overlapping phases[c]		8.41	8.62	13.15	0.03	1.26	0.57
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

[a] *On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.*
[b] *Off-site emissions from equipment operated on public roads.*
[c] *Construction, painting and paving phases may overlap.*
*Source: CalEEMod Version 2020.4.0. Output, available in **Appendix C**.*

As shown in **Table III-6, Construction-Related Regional Pollutant Emissions**, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions. No mitigation measures are required.

(b) Localized Significance-Construction

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs."[32] Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The CalEEMod output in **Appendix C** of this document show the equipment used for this analysis.

As discussed above, the Project Site is located in the Hollywood Community Plan boundaries, and is zoned C4-1VL (Commercial, Height District No. 1VL) with a corresponding General Plan land use designation of "Neighborhood Office Commercial." The Project is located in the Mid City West community of the City of Los Angeles. Parcels to the east of the Project Site across La Cienega Boulevard are zoned C4-1VL and are improved with various one- and two-story commercial buildings including a cannabis store (The Plug Hollywood), a Mediterranean restaurant (Al Layali Restaurant

[32] *South Coast Air Quality Management District, Final Localized Significance Thresholds Methodology, 2003 (Revised July 2008).*

and Café), a hardware store (Renaissance Design Studio), a rug store (Azad Rug Care), and a post-production studio office (Electric Entertainment). Parcels to the south of the Project Site are zoned C4-1VL and are improved with two-story commercial buildings including a jewelry designer (Baldazzi & Iacobellis Jewelry) and door supplier (Panoramic Doors). Parcels to the north of the Project Site are located in the City of West Hollywood, carry a zoning designation of CC1 (Commercial, Community 1), and are improved with various one- and two-story commercial buildings – including a burger restaurant (Shake Shack), a vacant restaurant tenant space (formerly Blackship LA), a music club (The Doors 1970 Workshop), a bicycle store (Bike Shop LA), a single-face off-site billboard sign, and surface automobile parking lots. Parcels to the west of the Project Site are located in the City of West Hollywood, carry a zoning designation of R2 (Residential, Low Density), are within the City of West Hollywood's Parking Overlay District, and are improved with surface automobile parking lots.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in LST Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Los Angeles source receptor area (SRA) 1 and a disturbance value of one acre per day (as the site is approximately 0.431 acres).

According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the Project Site include: the multi-family residential uses east of West Knoll Drive, located adjacent to the southwestern corner of the Project Site; the multi-family residential uses located on the southwest corner of Romaine Street and North Alfred Street, approximately 210 feet east of the Project Site; and the multi-family residential uses located north of West Knoll Drive, approximately 360 feet northwest of the Project Site; therefore, the SCAQMD Look-up Tables for 25 meters was used. Other air quality sensitive land uses located further from the Project Site and would experience lower impacts. **Table III-7, Local Construction Emissions at the Nearest Receptors** shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

Table III-7
Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition	5.78	7.39	0.38	0.28
Site Preparation/Foundation	6.05	8.74	0.25	0.24
Building Construction	5.97	7.07	0.28	0.26
Architectural Coating	1.93	3.45	0.06	0.06
SCAQMD Thresholds[a]	**74**	**680**	**5**	**3**
Exceeds Threshold?	**No**	**No**	**No**	**No**

[a] *The nearest sensitive receptors to the project include: the multi-family residential uses east of West Knoll Drive, located adjacent to the southwestern corner of the project site; the multi-family residential uses located on the southwest corner of Romaine Street and North Alfred Street, approximately 210 feet east of the site; and the multi-family residential uses located north of West Knoll Drive, approximately 360 feet northwest of the Project Site; therefore, the 25 meter threshold was used.*
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 1 (Central Los Angeles).

The data provided in **Table III-7**, **Local Construction Emissions at the Nearest Receptors,** shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the Project. No mitigation measures are required.

(iii) Operational Emissions

Emissions were calculated for the Project. Operational activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Emissions were also calculated for the removal of the existing commercial uses. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

(a) Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. Rule 1113 (Architectural Coatings) limits paints applied to buildings to 50g/L VOC content.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Fireplaces

The Project is not proposing to install any fireplaces and therefore would not result in any emissions associated with hearths/fireplaces. However, to be conservative, the CalEEMod default for gas 90 percent of dwelling units with gas fireplaces was retained.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

(b) Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered.

(c) Mobile Source Emissions

Vehicles

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project.

On July 30, 2019, the City of Los Angeles updated its travel demand model, impact evaluation methodology, and transportation impact thresholds based on VMT. In accordance with the new CEQA Section 15064.3, although the City considers the Level of Service (LOS) which measures vehicle delay during the Site Plan Review process, the

Significance of Transportation Impacts for the purposes of CEQA are now determined using the vehicle miles traveled (VMT) metric.

Per the Transportation Assessment Study[33], the Project would be expected to generate 322 net new daily trips, or 636 total daily vehicle trips. As the VMT data is only provided for weekday traffic trips, the weekend trip generation rates for: multi-family mid-rise housing (ITE code 221), small office building (ITE code 712), strip retail (ITE code 822) and high-turnover restaurant (ITE code 932) were obtained from the 11th Edition ITE Trip Generation Manual. The Affordable Housing trip generation rate was obtained from the LADOT Transportation Guidelines and correspond to affordable family housing inside a TPA land use. The CalEEMod program then applies the emission factors for each trip, which is provided by the EMFAC2017 model, to determine the vehicular traffic pollutant emissions.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates.

(d) Emissions Summary

Regional Significance - Operation

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The worst-case summer or winter criteria pollutant emissions created from the Project's long-term operations and the existing commercial uses (to be removed) have been calculated and are shown below in **Table III-8, Regional Operational Pollutant Emissions.**

Table III-8
Regional Operational Pollutant Emissions

Operational Activities	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area Sources[a]	1.78	0.94	5.25	0.01	0.10	0.10
Energy Usage[b]	0.04	0.32	0.21	0.00	0.03	0.03
Mobile Sources[c]	3.82	3.67	33.80	0.07	7.70	2.08
Total Emissions	**5.64**	**4.93**	**39.26**	**0.08**	**7.82**	**2.21**
- Existing Commercial Uses Being Removed	-2.37	-2.00	-19.18	-0.04	-4.09	-1.11
Total Net Emissions	**3.27**	**2.93**	**20.08**	**0.04**	**3.73**	**1.10**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[b] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[c] Mobile sources consist of emissions from vehicles and road dust.
*Source: CalEEMod Version 2020.4.0 the higher of either summer or winter emissions, available in **Appendix C**.*

[33] *Transportation Assessment Study for the 961 N. La Cienega Boulevard Mixed-Use Project, prepared by Raju Associates, Inc, April 2022 (refer to **Appendix A** of this document).*

The results from **Table III-8, Regional Operational Pollutant Emissions,** show that even before the emissions from the existing uses (being removed) are subtracted, none of the SCAQMD regional emissions thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the Project. No mitigation measures are required.

Therefore, the Project's contribution to cumulative regional emissions would not be cumulatively considerable and, thus, would be less than significant. No mitigation measures are required.

Localized Significance - Operation

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors to the Project Site include: the multi-family residential uses located on the southwest corner of Romaine Street and North Alfred Street, approximately 210 feet east of the Project Site; and the multi-family residential uses located north of West Knoll Drive, approximately 360 feet northwest of the Project Site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The Project involves the construction and operation of a mixed-use building containing retail/commercial and residential uses over three levels of parking. However, due the lack of on-site/stationary source emissions, no long-term localized significance threshold analysis is warranted.

(iv) Toxic Air Contaminants

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors"; they are also known to be locations where an individual can remain for 24 hours. The nearest sensitive receptors to the Project Site include: the multi-family residential uses located on the southwest corner of Romaine Street and North Alfred Street, approximately 210 feet east of the Project Site; and the multi-family residential uses located north of West Knoll Drive, approximately 360 feet northwest of the Project Site.

(a) Construction TACs

With respect to TACs, the greatest potential for TAC emissions resulting from construction of the Project would involve diesel particulate emissions associated with trucks and heavy equipment. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 28 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and Federal level that would protect sensitive receptors from substantial concentrations of these emissions. The Project would be consistent with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five (5) minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the demolition activities.

(b) Operational TACs

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast

Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority (Metro) evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

Per the VMT portion of the Transportation Assessment analysis, the Project would generate approximately 636 daily vehicle trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The highest roadway traffic volume of 12,620 ADT occurs along the segment of Santa Monica Boulevard and La Cienega Boulevard for the Cumulative (2025) With Project Conditions Scenario. Therefore, as the addition of Project-related traffic volumes to existing traffic volumes would fall far short of 100,000 vehicles necessary to create a CO "hot spot," no CO hot spot modeling was performed. No significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project.

As discussed above, the Project would not exceed any of thresholds of significance recommended by the SCAQMD; therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

(v) Odors

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants,

food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of a residential building, which is not typically associated with odor complaints.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant and no mitigation is required.

(vi) AQMP Consistency

(a) Overview

The City, including the Project Site, is within the South Coast Air Basin (Basin), and the South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. The SCAQMD has responded to this requirement by preparing a series of AQMPs. The 2016 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Control measures established in previous AQMPs have substantially decreased exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.[34] The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan / Sustainable

[34] *South Coast Air Quality Management District. Final 2016 Air Quality Management Plan (AQMP), March 2017.*

Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.[35]

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

The 2016 AQMP control strategies were developed, in part, based on regional growth projections prepared by SCAG. As the AQMP control strategy is based on projections from local General Plans, projects which are consistent with local General Plans are considered consistent with the growth assumptions of the air quality related regional plans and their emissions are assumed to be accounted for in the AQMP emissions inventory. Projects which include amendments to General or Specific Plans, or are considered significant projects, undergo further scrutiny for AQMP consistency. As noted above, the 2016 AQMP has been adopted by the SCAQMD and CARB. Therefore, this analysis considers the Project's consistency with the 2016 AQMP.

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. In accordance with SCAQMD's *CEQA Air Quality Handbook,*[36] the following criteria were used to evaluate the Project's consistency with the SCAQMD and SCAG regional plans and policies, including the AQMP:

- Criterion 1: Will the Project result in any of the following:
    - An increase in the frequency or severity of existing air quality violations;
    - Cause or contribute to new air quality violations; or
    - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Criterion 2: Will the Project exceed the assumptions utilized in preparing the AQMP?
    - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
    - Does the Project include air quality mitigation measures; or

[35] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.*

[36] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*

- To what extent is Project development consistent with the AQMP control measures?

The Project's impacts with respect to these criteria are discussed to assess the consistency with SCAQMD's AQMP.

Consistency Criterion No. 1: The 2016 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment of the AQMP's goals. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The 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 AQMP.

(b) Construction Impacts

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards ("CAAQS") and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds ("LSTs") or regional significance thresholds were exceeded. The Project would not exceed the applicable LSTs or regional significance thresholds for construction activity (see discussion above). Therefore, the Project would not conflict with the AQMP according to this criterion.

(c) Operational Impacts

The Project would not exceed the applicable LST or regional significance thresholds for operational activity (see discussion above). Therefore, the Project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the Project is consistent with the first criterion.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Overview

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the 2016-2040 RTP/SCS. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The 2016-2040 RTP/SCS includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state

requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

On September 1, 2020, SCAG's Regional Council adopted an updated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as the 2020–2045 RTP/SCS or Connect SoCal. As with the 2016–2040 RTP/SCS, the purpose of the 2020–2045 RTP/SCS is to meet the mobility needs of the six-county SCAG region over the subject planning period through a roadmap identifying sensible ways to expand transportation options, improve air quality and bolster Southern California long-term economic viability.[37] The goals and policies of the 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS. The 2020–2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these criteria.

As discussed above in this analysis, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including: the General Plan, Hollywood Community Plan, Planning and Zoning Code, LA Green Building Code, Citywide Design Guidelines, and Walkability Checklist. Therefore, as 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. Furthermore, the Project's housing and population increases are consistent with the RTP/SCS (making the addition of 59 dwelling units resulting from the Project consistent with regional growth). Therefore, the Proposed Project would not exceed the population and housing projections of the 2016–2040 RTP/SCS and the 2020-2045 RTP/SCS for the Los Angeles subregion, and would therefore be consistent with the assumptions underlying the 2016 AQMP and those utilized in preparing the 2022 AQMP.

Regarding feasible air quality mitigation measures, the Proposed Project does not have significant impacts that require mitigation. Additionally, the Proposed Project would comply with applicable regulatory measures enforced by the SCAQMD. SCAQMD enforces stationary and mobile source compliance with respect to both operational and construction emissions. The Proposed Project would adhere to current and applicable regulatory compliance measures (including SCAQMD Rule 403: Fugitive Dust and Rule 1113: Architectural Coating). As such, the Proposed Project is consistent with this criterion. No mitigation measures are required to meet SCAQMD air quality thresholds.

[37] *SCAG, News Release: SCAG Regional Council Formally Adopts Connect SoCal, September 3, 2020.*

With respect to land use policies set forth in the AQMP, the Proposed Project would implement several land use policies and strategies listed in the RTP/SCS and the AQMP. Such land use strategies set forth in the 2016 AQMP that are applicable to the Proposed Project include planning for growth around livable corridors, providing more options for short trips/neighborhood mobility areas, expanding electric vehicle charging stations, supporting local sustainability planning, and balancing growth distribution. The Proposed Project would provide commercial/residential uses in a built-up urban environment and would help reduce vehicle miles traveled by reducing the distance between employment opportunities and home, and would balance growth distribution. The Project Site is located in the Hollywood Community Plan boundaries, and is zoned C4-1VL (Commercial, Height District No. 1VL) with a corresponding General Plan land use designation of "Neighborhood Office Commercial." The Project Site is also located within a Transit Priority Area (TPA) pursuant to Senate Bill (SB) 743,[38] and a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Program Area as the Project Site is within one-half (0.5) mile of a Major Transit Stop as defined in Public Resources Code Section 21064.3.[39] The City's Zoning Information File No. 2452 also identifies the Project Site as within a TPA.[40]

Within the Project Site area, the City's Mobility Plan 2035 classifies La Cienega Boulevard as Avenue I.[41] La Cienega Boulevard is not designated as part of the Bicycle Lane Network in the City's Mobility Plan 2035.[42]

The Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. There are eight (8) public transit lines currently serving the Project area, five (5) of which are operated by the Los Angeles County Metropolitan Transportation Authority (Metro), and three (3) of which are operated by the City of West Hollywood (WH). In addition, the Project would provide bicycle parking spaces for the proposed uses that would serve to promote use of bicycles. The Project would also include adequate parking to serve the proposed uses and would provide charging stations to serve electric vehicle per LAMC. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking. As such, the Project is an appropriate location for the proposed uses and would serve the

[38] SB 743 made several changes to the California Environmental Quality Act (CEQA) and deems aesthetic and parking impacts less than significant as a matter of law for residential, mixed-use residential, or employment center projects on an infill site within a TPA.
[39] City of Los Angeles Department of City Planning, Zone Information & Map Access System.
[40] City of Los Angeles Department of City Planning, Zone Information & Map Access System.
[41] City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map A3 West Subarea, June 23, 2016.
[42] City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map D1, June 23, 2016.

local community's demand for residential uses. Thus, the Project would be compatible with the existing established land uses in the Project area. The Project's estimated population growth projections would not conflict with SCAG's future growth projections for the City of Los Angeles.

Additionally, the Project would include sustainability features that are further discussed in Project Characteristics Section above. Sustainability features of the Project include development of a residential/commercial building that will meet or exceed California's Building Energy Efficiency Standards (Title 24). The Project would be designed to meet the minimum energy efficiency standards of the Los Angeles Green Building Code. Further consideration regarding energy efficiency and sustainability will include use of low-water use plumbing fixtures throughout the project. As also required by the City Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which would be provided in the parking garage.

In addition, regarding land use developments, such as the Project, SCAG's RTP/SCS land use goals and policies focus on the reduction of vehicle trips and VMT. Per the City's Traffic Assessment Guidelines (TAG), projects that are consistent with the RTP/SCS in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2020 RTP/SCS and would have a less-than-significant cumulative impact on VMT. As the Project would result in a Household VMT per Capita of 5.3, which is less than the threshold of 6.0, the Project would not result in any significant VMT transportation impacts. Therefore, the Project is consistent with the 2016-2020 RTP/SCS. Additionally, it should be noted that the goals and policies of the recently adopted 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS. Hence, because the Proposed Project would be consistent with the City's land use plans, zoning requirements and the 2016– 2040 RTP/SCS as discussed above, the Proposed Project would also be consistent with the 2020–2045 RTP/SCS.

(d) AQMP Consistency Conclusion

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the Proposed Project on air quality in the Air Basin. The Project is an infill development near transit within an existing urbanized area that would concentrate new commercial/residential uses, thus reducing VMT. The Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards.

(vii) Air Quality Impact Summary

The Project would not result in any significant effects relating to air quality.

(d) Greenhouse Gas Impacts

Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs.

Because there is no applicable adopted or accepted numerical threshold of significance for GHG 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. CARB's Climate Change Scoping Plan; the City's LA Green Plan; and Sustainable City pLAn all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, the Lead Agency has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's 2017 Climate Change Scoping Plan, the City's LA Green Plan, and Sustainable City pLAn.

However, 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 significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. The Project also includes the removal of existing commercial uses. The following provides the

methodology used to calculate the Project-related GHG emissions and the Project impacts.

CalEEMod Version 2020.4.0 was used to calculate the GHG emissions from the Project. The CalEEMod Annual Outputs for year 2025 for the proposed Project and year 2023 for the existing uses (being removed), are available in **Appendix C** of this document. Each source of GHG emissions is described in greater detail below.

(i) Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

(ii) Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

(iii) Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The emissions from the vehicle trips associated with the Project have been analyzed in the manner described above in the Project-specific Air Quality Impacts analysis.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip generation rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Los Angeles County portion of the South Coast Air Basin as provided in EMFAC2017 and CalEEMod.

"Annual mobile source GHG emissions in units of $MTCO_2e$ are generally calculated as follows:

Annual Emissions [$MTCO_2e$] = (Σi (Units × ADT × DTRIP × Days × EF × GWP)i) ÷ 2204.6

Where:

Units = Number of vehicles (same vehicle model year and class)

ADT = Average daily trip rate [trips/day]

DTRIP = Trip distance [miles/trip]

Days = Number of days per year [days/year]

EF = GHG emission factor [pounds per mile]

GWP = Global warming potential [CO_2 = 1, CH_4 = 25, N_2O = 298]

2204.6 = Conversion factor [pounds/MT]

i = Summation index""[43]

Per the Transportation Assessment, the Project would be expected to generate 636 daily trips which would not create a significant impact.

(iv) Waste

Waste includes the GHG emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. According to the City of Los Angeles Zero Waste Progress Report (March 2013), the City achieved a landfill diversion rate of approximately 76 percent by year 2012.[44] AB 341 requires that 75 percent of waste be diverted from landfills by 2020. To be conservative, no changes were made to the default waste parameters and no reductions were taken.

(v) Water/Wastewater

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy associated with supplying and treating water and wastewater. California Green Building Standards require a 20 percent reduction in indoor water usage. To be conservative, no changes were made to the default water usage parameters and no reductions were taken.

(vi) Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod.

(vii) Impact Analysis

The GHG emissions have been calculated based on the parameters as described above. A summary of the results is shown below in **Table III-9, Project-Related GHG Emissions,** and the CalEEMod Model runs for the Project are provided in **Appendix C**

[43] *Eyestone Environmental. 2016, Crossroads Hollywood Project, Greenhouse Gas Emissions Methodology, page 24, October 2016.*

[44] *City of Los Angeles, Department of Public Works, LA Sanitation, Zero Waste Progress Report, March 2013.*

of this document. **Table III-9, Project-Related GHG Emissions,** shows that the Project's emissions would be 939.27 MTCO2e per year. However, with the emissions from the existing uses (being removed) subtracted, the total net emissions are reduced to 543.27 MTCO2e per year.

Table III-9
Project-Related GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	13.85
Energy Usage (Electricity & Natural Gas)	265.79
Mobile Sources (Motor Vehicles)	568.19
Solid Waste Generation	33.22
Water/Wastewater	37.30
Construction Emissions	20.92
Project Total	**939.27**
-Existing Commercial Uses Being Removed	**-396.00**
Total Net Emissions	**543.27**

*Calculation sheets are provided in **Appendix C** of this document.*
Source: CalEEMod Version 2020.4.0 for Opening Year 2025 for the Project and Year 2023 for Existing Uses (being removed).

As stated above, because there is no applicable adopted or accepted numerical threshold of significance for GHG 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.

As set forth above, the Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. As discussed below, the Project would be consistent with t the Project would be consistent with the 2020–2045 RTP/SCS, the Climate Change Scoping Plan, and the *Sustainable City pLAn/L.A.'s Green New Deal*. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions and compliance with regulatory requirements, would minimize the Project's GHG emissions. Therefore, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts with respect to GHGs would be less than significant. No mitigation measures would be required.

(a) Consistency with Scoping Plan (AB 32)

CARB's Scoping Plan identifies strategies to reduce California's GHG emissions in support of Assembly Bill (AB) 32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the Project, such as energy efficiency. Finally, while some measures are not directly applicable, the Project would not conflict with their implementation.

Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.

2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.

3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).

4. **Renewables Portfolio Standards.** Achieve 60 percent renewable energy mix by 2030 statewide.

5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.

6. **Regional Transportation-Related GHG Targets.** Develop regional GHG emissions reduction targets for passenger vehicles.

7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures.

8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.

9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.

10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010. Future, yet to be determined improvements, includes hybridization of MD and HD trucks.

11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.

12. **High Speed Rail.** Support implementation of a high-speed rail system.

13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.

14. **High Global Warming Potential Gases.** Adopt measures to reduce high warming global potential gases.

15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.

16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration was 5 million MTCO2e/yr.

17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.

18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. The program will require a 40 percent reduction in methane emissions by 2030.

Table III-10, Scoping Plan Consistency Summary, summarizes the Project's consistency with the State Scoping Plan. As summarized, the Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table III-10
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	**Not Applicable**. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect commercial/residential projects.
Light-Duty Vehicle Standards	T-1	**Not Applicable**. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1 E-2 CR-1 CR-2	**No Conflict**. The Project will include a variety of building, water, and solid waste efficiencies consistent with current CALGREEN requirements.
Renewables Portfolio Standard	E-3	**Not Applicable**. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	**Not Applicable**. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Not Applicable. This is a statewide measure and is not within the purview of this Project.
Vehicle Efficiency Measures	T-4	**Not Applicable**. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5 T-6	**Not Applicable**. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are yet to be implemented and will be voluntary, the Project would not interfere with their implementation.
Million Solar Roofs (MSR) Program	E-4	**Not Applicable**. The MSR program sets a goal for use of solar systems throughout the state as a whole. The Project includes solar thermal or voltaic systems.
Medium- & Heavy-Duty Vehicles	T-7 T-8	**Not Applicable**. MD and HD trucks and trailers accessing the Project will be subject to aerodynamic and hybridization requirements as established by ARB; no feature of the Project would interfere with implementation of these requirements and programs.
Industrial Emissions	I-1 I-2 I-3 I-4 I-5	**Not Applicable**. These measures are applicable to large industrial facilities (> 500,000 $MTCO_2e$/yr) and other intensive uses such as refineries.
High Speed Rail	T-9	**Not Applicable**. Supports increased mobility choice.
Green Building Strategy	GB-1	**No Conflict**. The Project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
High Global Warming Potential Gases	H-1 H-2 H-3 H-4 H-5 H-6 H-7	**Not Applicable**. The Project is not a substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
Recycling and Waste	RW-1	

Table III-10
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
	RW-2 RW-3	**No Conflict**. The Project will recycle a minimum of 75 percent diversion to recycling from construction activities and operations pursuant to AB 939, AB 341 and AB 75 requirements.
Sustainable Forests	F-1	**No Conflict**. The Project will increase carbon sequestration by increasing on-site trees per the Project landscaping plan.
Water	W-1 W-2 W-3 W-4 W-5 W-6	**No Conflict**. The Project will include use of low-flow fixtures and efficient landscaping pursuant to CalGreen requirements.
Agriculture	A-1	**Not Applicable**. The Project is not an agricultural use.
*NOTE: Supporting measures can be found in CARB, **Appendix C** Status of Initial Scoping Plan Measures.* *Table Source: EcoTierra Consulting, 2022.*		

As shown above, the Project would be consistent with the applicable measures established in the Scoping Plan.

(b) Consistency with Updated 2017 Scoping Plan

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal of Executive Order S-3-05, to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). The Project, as analyzed above, is consistent with AB 32. Therefore, the Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the Updated 2017 Scoping Plan Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; largescale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively, the 2050 target of Executive Order S-3-05 has not been codified, so the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the Executive Order S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (Cleveland National). The case arose from SANDAG's adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB 375. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target. Accordingly, since the Project is much smaller in size and scope in comparison to the Regional Transportation Plan examined in Cleveland National, assessing the Project's consistency with regard to the 2050 target of Executive Order S-3-05 is not necessary for determining compliance with CEQA.

The Updated 2017 Scoping Plan builds on the 2008 Scoping Plan in order to achieve the 40 percent reduction from 1990 levels by 2030. Major elements of the Updated 2017 Scoping Plan framework that will achieve the GHG reductions include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing Zero Emission Vehicle (ZEV) buses and trucks. When adopted, this measure would apply to all trucks accessing the Project site; this may include existing trucks or new trucks purchased by the project proponent, which could be eligible for incentives that expedite the Project's implementation of ZEVs.

- Low Carbon Fuel Standard (LCFS), with an increased stringency (20 percent by 2030). When adopted, this measure would apply to all fuel purchased and used by the Project in the state.

- Implementing SB 350, which expands RPS to 50 percent and doubles energy efficiency savings by 2030. When adopted, this measure would apply when electricity is provided to the Project by a utility company.

- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. When adopted, this measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.

- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.

- Continued implementation of SB 375. The Project is not within the purview of SB 375 and would therefore not conflict with this measure.

- Post-2020 Cap-and-Trade Program that includes declining caps. When adopted, the Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.

- 20 percent reduction in GHG emissions from refineries by 2030. When adopted, the Project would be required to comply with this measure if it were to utilize any fuel from refineries.

- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink. This is a statewide measure that would not apply to the Project.

As shown above, the Project would not conflict with any of the Updated 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.[45]

(c) City of Los Angeles Sustainable City pLAn

While not a plan adopted solely to reduce GHG emissions, within L.A.'s Green New Deal (Sustainable City pLAn 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals.

The 2019 L.A. New Green Deal is the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future and it addresses the climate emergency with accelerated targets and new aggressive goals. The Project will contribute towards the attainment of the aspirations and goals previously identified in the Regulatory Framework discussion above by:

- Obtaining power from a utility provider that supplies 55% renewable energy by 2025.

[45] *California Legislative Information, Senate Bill No. 32.*

- Including components that will reduce building energy use per square foot 22% by 2025.
- Reducing Vehicle Miles Traveled per capita by at least 13% by 2025.
- Ensuring 57% of new housing units are built within 1,500 feet of transit.

The Proposed Project would use energy from the Los Angeles Department of Water and Power (LADWP), which currently provides 34 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. The Proposed Project would be designed and constructed to meet LA Green Building Code standards, where applicable, by including several measures designed to reduce energy consumption. The Proposed Project would include Energy Star® appliances where applicable, and would be a modern development with energy efficient heaters and air conditioning systems. As such, the Proposed Project would be consistent with the goals and initiatives in the L.A. Green New Deal.

A discussion of the Project's consistency with the Sustainable City pLAn targets is provided below in **Table III-11, Project Consistency with the LA Sustainable City pLAn**.

Table III-11
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
Local Water. 20% reduction in water use per capita by 2017; 22.5% by 2025; and 25% by 2035.	**No conflict**. The Project would be consistent with the LAMC to reduce water consumption by 20 percent. The Project is required to follow CALGreen Standards which mandates a 20 percent reduction in indoor water use.
Solar Power. Increase cumulative total megawatts of local solar photovoltaic power to between 900-1,500 megawatts by 2025 and 1,500 to 1,800 megawatts by 2035 as well as increasing the cumulative total megawatts of energy storage capacity to at least 1,654 to 1,750 megawatts by 2025.	**No conflict**. Compliance with the LA Green Building Code and CALGreen Code would ensure energy efficiency. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Energy Efficient Buildings. Reduce energy use per square foot below 2013 baseline levels for all building types by at least 14% by 2025 and 30% by 2035 and use energy efficiency to deliver 15% of all of the City's projected electricity needs by 2020.	**No conflict**. Compliance with the LA Green Building Code and CALGreen Code would ensure energy efficiency. Project would include, but not be limited to: air-tight and insulated envelope, Low-E windows, low-water use plumbing fixtures, MERV 13 air filters, low water-use landscaping and weather-sensor controlled drip irrigation, and solar thermal or photovoltaic systems. Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten

Table III-11
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
	percent of the total number of parking spaces will have chargers for electric vehicles.
Carbon and Climate Leadership. Reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. Improve GHG efficiency of the City from 2009 levels by 55 percent by 2025 and 75 percent by 2035.	**No conflict.** The Project would be designed to incorporate energy and water efficient design that meet or exceed the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures. The Project includes design features and compliance with Code measures that will assist in the reduction of Project-related GHG emissions. Some of these design features and mitigation measures include: air-tight and insulated envelope, Low-E windows, low-water use plumbing fixtures, MERV 13 air filters, low water-use landscaping and weather-sensor controlled drip irrigation, and solar thermal or photovoltaic systems. Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles.
Waste and Landfills. Increase land fill diversion rates to at least 90 percent by 2025 and 95 percent by 2035, as well as increasing proportion of waste products and recyclable commodities productively reused and repurposed within the County of Los Angeles to at least 25 percent by 2025 and 50 percent by 2035.	**No conflict**. the Project would be required to implement recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341). The Project would be served by a solid waste collection and recycling service that may include mixed-waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site.
Housing and Development. Increase cumulative new housing unit construction to 100k by 2021, 150k by 2025, and 275k by 2035. Ensure proportion of new housing units built within 1,500 feet of transit is at least 57 percent by 2025 and 65 percent by 2035.	**Not applicable.** The Project includes construction of a new, 59 dwelling unit residential building (7 of which are being set aside for Very Low Income households). The Project is also an infill development located in close proximity to transit.
Mobility and Transit. Reduce daily VMT per capita by at least 5 percent by 2025 and 10 percent by 2035. Increase the percentage of all trips made by walking, biking, or transit to at	**No conflict.** The Project is an infill development located along La Cienega Boulevard, which is well-served by existing transit service, including Metro

Table III-11
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
least 35 percent by 2025 and 50 percent by 2035.	Local Buses (Lines 2,4, 10, 16, 105) and WH Cityline Local, Commuter and PickUp Lines. La Cienega Boulevard is developed with a diversity of land uses, including commercial uses, that connects and serve the surrounding neighborhoods. The Project would include short- and long-term bicycle parking. Pedestrians would access the ground floor commercial space and residential units from La Cienega Boulevard, via separate entrances for retail tenant spaces and the residential lobby. Accordingly, the Project would facilitate pedestrian and bicycle access between the Site, existing transit, and nearby neighborhood-serving commercial uses along La Cienega and Santa Monica Boulevards.
Air Quality. Increase the percentage of electric and zero emissions vehicles in the city to 10 percent by 2025 and 25 percent by 2035 as well as increasing the percentage of port-related goods movement trips that use zero-emissions technology to at least 15 percent in 2025 and 25 percent in 2035.	**No conflict**. The Project will comply with applicable City of Los Angeles Building Codes pertaining to building code requirements for charging station prewiring and installation of charging stations for residential uses.
Note: This analysis focuses on the Sustainable City pLAn targets most applicable to the Project. *Source: City of Los Angles Sustainable City pLAn, April 2015 and L.A.'s Green New Deal Sustainable City pLAn 2019.*	

The analysis above describes the consistency of the Project with the City's *Sustainable City pLAn*. As discussed **in Tables III-10** and **III-11**, generally the Project's consistency with the plans and policies should be demonstrated by a combination of regulatory compliance (green building code etc.) as well as Project-specific characteristics (water conservation, energy conservation, and other features consistent with these plans). Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant, and no mitigation is required.

(d) Greenhouse Gas Impact Summary

The Project would not result in any significant effects relating to greenhouse gases.

(e) Project-Specific Water Quality Impacts

(i) Groundwater

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to:

- Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
- Reduce yields of adjacent wells or well fields (public or private);
- Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. During subsurface explorations conducted on the Project Site, groundwater was encountered at a depth of 18 feet; the depth to historically high groundwater levels is approximately 15 feet below the surface.[46] Because the Project includes three subterranean levels, and excavation for the subterranean levels would be greater than 15 feet in depth, groundwater water could be encountered during construction activities which are anticipated to include subgrade excavation to approximately 30 feet below adjacent street grade. Such activities would comply with all required geotechnical recommendations related to groundwater and, if necessary, dewatering, pursuant to the Geotechnical Report (see **Appendix D** to this document) and the Department of Building and Safety (LADBS). However, operation of the Project would not interfere with any groundwater recharge activities within the area. Thus, construction and operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is entirely paved in its existing condition and the degree to which any surface water infiltration and groundwater recharge occurs on-site is negligible. Therefore, impacts to groundwater would be less than significant.

(ii) Surface Water

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050

[46] *GeoConcepts Inc, Preliminary Geotechnical Engineering Investigation, Proposed Six Story Mixed Use Development with Two Levels Subgrade Parking, 951-965 La Cienega Boulevard, Los Angeles CA, March 5, 2020 and SUPPLEMENTAL REPORT No. 1, 951–965 North La Cienega Boulevard, Los Angeles, California, January 14, 2022.*

of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

(a) Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Due to the small size of the Project Site (approximately 0.43-acre), the Project would not be required to obtain a Construction General Permit for stormwater. However, during construction, the Project would be required to implement a Stormwater Pollution Prevention Plan that specifies BMPs, including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant.

(b) Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which

would apply to the Project.[47] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. In compliance with these regulatory requirements, a Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance would require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff and reduce stormwater runoff such as the installation of LID BMPs for, at a minimum, the first flush or the equivalent of the greater between the 85th percentile storm and first 0.75-inch of rainfall for any storm event. In this regard, the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety (LADBS), and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built, such as on-site filtration, capture and reuse of stormwater runoff, and biofiltration/bioretention of stormwater runoff into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Considering the Project Site would be

[47] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 97 et seq.*

developed with a building that incorporates exterior landscaping, runoff into the existing storm drain system would be controlled through implementation of the Project's landscaping and water retention plan. Therefore, impacts would be less than significant.

(iii) Summary

As the approval of the Project would not result in any significant effects relating to traffic, noise, air quality, greenhouse gases, or water quality, the Project meets this condition.

Condition (e): The site can be adequately served by all required utilities and public services.

The following provides an analysis of the Project's impacts to utilities and public services that would serve the Project.

(a) *Utilities Impacts*

(i) Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. The LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,326 miles of pipes, and more than 117 storage tanks and reservoirs.[48] Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP treats approximately 600 million gallons of water per day.[49]

The Project's estimated water consumption is presented on **Table III-12, Estimated Average Daily Water Consumption**. As shown, the Project would consume a net total of approximately 11,806 gallons per day (gpd) (approximately 0.012 million gallons per day [mgd]), or approximately 13.20 acre-feet of water per year.

Table III-12
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Project				
One-bedroom apartments	42 du	132 gpd/du	5,544	6.21

[48] *Los Angeles Department of Water and Power, 2018-2019 Briefing Book.*
[49] *Better Buildings U.S. Department of Energy website.*

Table III-12
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Two-bedroom apartments	17 du	180 gpd/du	3,060	3.42
Restaurant: High-Turnover	93 seats[b]	30/seat	2,790	3.12
Retail Use	5,326 sf	30 gpd/1,000 sf	160	0.17
Parking Area	44,850 sf	20 gpd/1,000 sf	897	1.00
Landscaped Area	1,616[c] sf	60 gpd/1,000 sf	97	0.10
Existing Use				
Commercial Use	12,700 sf	60 gpd/1,000 sf	762	0.85
		Project Total	**12,548**	**14.02**
		Existing Uses Total	*762*	*0.85*
		Project Net Total	**11,786**	**13.17**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day; AF/Y = acre-feet per year. Estimated gallons per day have been rounded.

[a] *Based on 120 percent of rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*

[b] *Assumes 30 square feet per seat; 2,800 square feet of high-turnover restaurant / 30 sf per seat = 93.3 seats.*

[c] *Landscaping estimated at 25 percent of total provided open space (6,465 square feet).*

Source (table): EcoTierra Consulting, 2022.

Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant.

Moreover, as discussed below, the Project's anticipated water demand is consistent with demand projected under LADWP's UWMP, therefore, it is anticipated that LADWP would be able to meet the Project's water treatment demand.

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Los Angeles Fire Code. The City of Los Angeles Fire Department (LAFD) and LAMC Section 57.507 require a water flow ranging from 4,000 gallons per minute (gpm) flowing from four hydrants simultaneously for high-density residential and neighborhood commercial land uses and 6,000 to 9,000 gpm flowing from four to six hydrants simultaneously for industrial and commercial land uses. The existing water lines that currently serve the Project Site would serve the proposed Project. If water main or infrastructure upgrades are required, LAMC requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. To the extent such upgrades result in a temporary disruption in

service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are to be required, would be less than significant.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of LAMC comprises the City's Emergency Water Conservation Plan.

The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use.

On April 7, 2017, following unprecedented water conservation averaging approximately 25 percent across the State and plentiful winter rain and snow, the governor ended the drought state of emergency in most of California (including Los Angeles County) through Executive Order B40-17. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16, which remains in effect, to continue making water conservation a way of life in California.[50] Executive Order B-37-16 (Making Water Conservation a California Way of Life) directs the California Department of Water Resources to work with the State Water Resources Control Board (SWRCB) to make some of the requirements of the emergency conservation regulation permanent so as to build upon and exceed the existing State law requirements to achieve a 20 percent reduction in urban water usage by 2020. LADWP used these water use targets to develop a goal of saving 142 gallons per capita per day by 2020 and achieved a savings of 106 gallons per capita per day by 2020. LADWP continues to implement water saving strategies to achieve regulatory water saving requirements year over year. Overall, the Project's water demand is expected to

[50] *State Water Resources Control Board, Press Room, Announcements, State Releases Plan to Make Water Conservation a Way of Life, April 7, 2017.*

comprise a small percentage of LADWP's existing water supplies. Moreover, as discussed below, the Project's anticipated water demand is consistent with demand projected under LADWP's UWMP. Therefore, the impact would be less than significant.

(ii) Wastewater Treatment Facilities and Existing Infrastructure

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site has existing sewer connections to the City's sewer system via a sewer lateral that conveys wastewater into a 12-inch sewer pipeline located along La Cienega Boulevard.[51] Sewage from the Project Site is ultimately conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP), which has the capacity to treat approximately 450 mgd of wastewater to full secondary treatment level and currently treats 260 mgd. The remaining capacity at the HTP is approximately 190 million gpd or approximately 42 percent of its total capacity.[52]

Estimated Project wastewater generation is presented below in **Table III-13, Estimated Average Daily Wastewater Generation**. As shown, the Project would generate approximately 6,860 net gpd (0.007 mgd) of wastewater. Therefore, the HTP would have adequate capacity to serve the Project. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant.

Table III-13
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
Project			
One-bedroom apartments	42 du	75 gpd/du	3,150
Two-bedroom apartments	17 du	110 gpd/du	1,870
Restaurant: High-Turnover	93 seats[b]	25/seat	2,325
Retail Use	5,326 sf	25 gpd/1,000 sf	133
Existing Use			
Commercial Use	12,700 sf	50 gpd/1,000 sf	635
		Project Total	**7,478**
		Existing Uses Total	*635*
		Project Net Total	**6,843**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day. Some numbers have been rounded.
[a] *Based on rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
[b] *Assumes 30 square feet per seat.*

[51] *City of Los Angeles, Bureau of Engineering, Public Works Department, NavigateLA.*
[52] *City of Los Angeles, One Water LA 2040 Plan, Volume 2, Wastewater Facilities Plan, page 59.*

Table III-13
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
Source (table): EcoTierra Consulting, 2022.			

Based on the estimated net wastewater generation of approximately 6,843 gpd (0.007 mgd), and given the infill location of the Project Site surrounded by commercial and residential uses that are well-served by existing utility infrastructure, it is reasonably anticipated that the existing sewer lines have sufficient capacity to accommodate the additional flow. Nonetheless, as part of the building permit process, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Project Applicant would be required, at its own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation in accordance with all City permitting requirements, which would be a temporary action and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

(iii) Existing and Projected Water Supply

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. MWD uses a land use-based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The LADWP *2020 Urban Water Management Plan* (UWMP) confirmed that the rate of water use in the City has remained relatively consistent over the previous five years and the City's average water usage in 2020 was lower than the City's average water usage in the 1970s. The *2020 Urban Water Management Plan* water demand projection for 2045 is approximately 746,000 acre-feet. As shown in **Table III-12, Estimated Average Daily Water Consumption**, the Project is anticipated to consume a net total of approximately 13.17 af/y of water. This projected water demand from the Project falls within the UWMP's projected water supplies through 2045, representing less than approximately 0.002 percent of the projected water supply (746,000 af/y). The City is also making efforts to increase the availability of water

supplies, including increasing recycled water use and identification of alternative water supplies, such as water transfer, desalination, and stormwater runoff reuse, as well as implementing management agreements for long-term groundwater use strategies to prevent overdraft. Consideration of existing sources of supply, coupled with the combined effect of these City efforts to increase available water supplies, it is expected to assure adequate water supplies for the LADWP service area through at least 2045. Therefore, the amount of new annual demand from the Project would be insignificant relative to available supplies through 2045, projected growth in Los Angeles, and planned water resource development by LADWP.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City and increasing its water resources, enhance the quality of water it distributes, and improve the security of the water supply. These goals are accomplished by replacing and/or adding to the water system infrastructure, complying with and/or exceeding all state and federal water regulations, looking for new sources of water supply as well as conserving those already in existence, and adopting new and improved security measures to ensure the safety of the city's water. Through this program, LADWP can provide reliable sources of water to the residents of the City.[53] Thus, sufficient water supplies are anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. Moreover, the Project's housing and population increases are consistent with the RTP/SCS and UWMP (making the addition of 59 dwelling units resulting from the Project consistent with regional growth). Thus, the Project's estimated water usage is within applicable projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts.

The Project would also comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season), therefore helping to reduce the Project's water demand.

Water demand would be further reduced through adherence to the City's existing regulatory compliance measures including the following:

[53] *City of Los Angeles Department of Water and Power, Water System Ten-Year Capital Improvement Program for the Fiscal Years 2010-2019.*

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- High-efficiency Energy Star-rated dishwashers.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- High-efficiency clothes washers (water factor of 6.0 or less), if provided in either individual units and/or in a common laundry room(s).
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.
- Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.

Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. Therefore, impacts would be less than significant.

(iv) Solid Waste Disposal

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential developments within

the City. It is reasonably anticipated then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles area, the hauler would be anticipated to separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Moreover, as of 2019, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.[54] **Table III-14, Current Landfill Capacity and Intake**, details the permitted daily intake and estimated remaining capacity at these landfills currently.

Table III-14
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2019 Average Daily Intake (tpd)[a]	Estimated Total Remaining Permitting Capacity[a] (million tons)
Class III Landfill			
Sunshine Canyon	12,100	6,387	55
Inert Construction & Demolition Waste-Accepting Landfill			
Azusa Land Reclamation	6,500	1,038	59

Notes: tpd = tons per day
[a] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020, pages 57 and 67.*
Source (table): EcoTierra Consulting, 2022.

(c) Construction

Implementation of the Project would generate C&D waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. **Table III-15, Estimated Project Construction and Demolition Solid Waste**, presents the Project's estimated C&D waste.

Table III-15
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Demolition of Existing Structures	12,700 sf	158 lbs/sf	2,006,600 lbs (1,003 tons)
Project Construction	69,839 sf[b]	4.39 lbs/sf	306,593 lbs (153 tons)
		Total	**2,313,193 lbs (1,156 tons)**

Notes: sf = square feet; lbs = pounds. Numbers have been rounded.

[54] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020, page 33.*

Table III-15
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated

[a] *Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table 2-4 (Summary of Nonresidential Demolition Job Site Surveys of C&D Materials0 and Table 2-1 (Summary of Residential Construction Job Site C&D Materials Surveys).*
[b] *Gross building useable area square footage.*
Source (table): EcoTierra Consulting, 2022.

As shown in **Table III-15**, the Project would generate approximately 2,313,193 pounds or 1,156 tons of C&D debris. This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City-certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 148.40 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste.[55] Some C&D waste may also be landfilled at the Sunshine Canyon Class III landfill. Thus, Project-generated C&D waste would represent a small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled since the Project would comply with City's recycling requirements. Therefore, solid waste impacts from C&D activities would be less than significant.

(d) Operation

The Project's estimated operational solid waste generation is presented in **Table III-16, Estimated Project Operational Solid Waste**.

Table III-16
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Residential	59 units	12.23 lbs/unit	722
Retail/Restaurant	8,795 sf	0.005 lb/sf	44
		Project Total	**766**

[55] *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2019 Annual Report, September 2020, page 32.*

Table III-16
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Notes: sf = square feet; lbs = pounds *[a] L.A. CEQA Thresholds Guide, 2006, page M.3-2.* *Source (table): EcoTierra Consulting, 2022.*			

AB 374 mandates a 75 percent landfill diversion rate by 2020.[56] Furthermore, the City's Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, aims to achieve a goal of 90 percent diversion by 2025 within the City.[57] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[58] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[59] At the State-mandated minimum diversion rate of 75 percent, approximately 575 pounds would be recycled and the remaining 191 pounds (0.09 tons) would be landfilled. At the City's goal of 90 percent diversion, approximately 689 pounds would be recycled and the remaining 77 pounds (0.03 tons) would be landfilled. In either scenario, there is adequate landfill capacity for the Project's operational impact (see **Table III-16**, above). Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Therefore, solid waste impacts from operation of the Project would be less than significant.

(v) Natural Gas Existing Infrastructure

Southern California Gas Company (SCG) provides natural gas service to the City, including the Project Site. The *2020 California Gas Report* presents a comprehensive outlook for natural gas requirements and supplies for California through 2035. SCG expects its active meter growth to increase by an annual average of 0.58 percent from the period 2019 through 2035; however, SCG expects natural gas demand in its service area will decline at an annual rate of 1.0 percent during this same period. Specifically, the residential load in Southern California is expected to decline by 1.7 percent annually from 238 billion cubic feet in 2019 to 198 billion cubic feet in 2035. The decrease in gas demand results from a combination of continued decline in residential use per meter, increases in marginal gas rates, the impact of savings from SCG's Advanced Metering Infrastructure (AMI) project deployment which began in 2013, and CPUC authorized energy efficiency program savings in this market. These energy efficiency savings are forecasted to lead

[56] *California Department of Resources and Recycling, California's 75 Percent Initiative.*
[57] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013.*
[58] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.*
[59] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.*

to very large reductions in residential gas use equaling a total of 18.8 billion cubic feet in year 2035.[60]

The Project's natural gas consumption would represent an extremely small percentage of SCG's total usage supplied to residential buildings. Also, as the Project would be infill redevelopment, there is already a natural gas connection point; expansion for distribution infrastructure would not be required and capacity-enhancing alterations to existing facilities would be highly unlikely. SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts. However, in the event SCG cannot provide service from the existing infrastructure, a system analysis would be conducted by SCG to determine the best method to provide service and appropriate actions such as pressure betterments may be initiated to resolve the issue. Thus, any corrective action, albeit unlikely, would be minimal and temporary, and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

(vi) Electrical Power Existing Infrastructure

LADWP provides electrical service to the City, including the Project Site. On January 13, 2017, LADWP adopted the 2017 Power Integrated Resource Plan (IRP), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. In April 2018, LADWP approved the expansion of the IRP into the Power Strategic Long-Term Resource Plan (SLTRP),[61] which increased the planning horizon from 20 years ending in 2037 through 2050, in order to better align with Statewide GHG emissions goals and align with the City's 100 percent clean energy initiative. The SLTRP lays out alternative strategies for meeting LADWP's regulatory requirements and environmental policy goals for increasing renewable energy and reducing GHG emissions, while maintaining power reliability. The SLTRP provides detailed analysis and results of the updated Power SLTRP resource cases, which investigated the economic and environmental impact of increased Renewable Portfolio Standard (RPS), local solar, energy storage, and various levels of transportation electrification within a 20-year horizon. LADWP generates power from a variety of different sources that include renewable energy, hydroelectric, natural gas, nuclear energy, and other fuels. LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of

[60] *California Gas and Electric Utilities, 2020 California Gas Report, page 99.*
[61] *Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017.*

the State's energy from renewables by 2020 (LADWP reached 34 percent in 2019).[62] Current installed generation capacity is over 8,009 megawatts of power.[63]

The Project Site is currently served by LADWP for electrical power. LADWP routinely plans capacity additions and changes at existing and new facilities as needed to supply area load. The Project's electrical consumption would be part of the total load growth forecast for the City and has been accounted for in the planned growth of the City's power system. Furthermore, as the Project would be infill redevelopment, there is already an electrical power connection point, and expansion for distribution infrastructure would not be required, nor would capacity-enhancing alterations to existing facilities be required from Project implementation. Therefore, impacts would be less than significant.

(b) *Public Services Impacts*

(vii) Fire Protection

LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high-density residential land uses (which is likely the most appropriate land use category for the Project) and a LAFD fire station that houses an engine company is 1.5 miles, and two miles from a station that houses a truck company. If these distances are exceeded, the project in question would be required to install automatic fire sprinkler systems.

The Project would be served primarily by Fire Station No. 41, located at 1439 North Gardner Street, approximately 1.9 roadway miles northeast of the Project Site.[64] Fire Station No. 41 includes an engine, paramedic rescue ambulance, and brush patrol.[65] Fire Station No. 41 is not located within the 1.5 mile maximum response distance of a station with an engine company and a truck company. Two Los Angeles County Fire Stations are closer to the Project Site: Station 7 is located 0.8 mile roadway miles to the west of the Project Site, and Station 8 is located 1.2 miles to the east. These stations would also provide additional aid to the Project Site as needed. However, as the Project Site location exceeds the maximum distances for City of Los Angeles Fire Department stations, the Project would include automatic fire sprinkler systems as required by the Fire Code.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1,

[62] *California Environmental Protection Agency, Air Resources Board, Renewable Portfolio Standard.*
[63] *Los Angeles Department of Water and Power website, Power, Facts & Figures.*
[64] *City of Los Angeles Fire Department website, Find Your Station.*
[65] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*

City-established fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gpm for high density residential projects such as the Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Land uses in the High Density Residential and Neighborhood Commercial category require one hydrant per 100,000 square feet of land with 300 to 450-foot distances between 2.5-inch by 4-inch or 4-inch by 4-inch double fire hydrants. Regardless of land use, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant. The Project would implement City Building and Fire Code requirements regarding Project components including, but not limited to, structural design, building materials, site access, clearance, hydrants, fire flow, storage and management of hazardous materials, alarm and communications systems, and building sprinkler systems. Compliance with these requirements would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to issuance of a building permit in accordance with City regulations. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways. All improvements proposed would comply with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation pursuant to the Worksite Traffic Control Plan that would be prepared for the Project and approved by the City.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant.

(viii) Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Wilshire Community Police Station, which is located at 4849 West Venice Boulevard, approximately 4.1 roadway miles southeast of the Project Site.[66] The Wilshire Community Police Station's boundaries include more than 251,000 people and covers 13.97 square miles. The Wilshire Community Police Station is under the jurisdiction of LAPD's West Bureau.[67] The Project Site is located in Reporting District 701.[68]

(a) Construction

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

(b) Operation

Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons could be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the

[66] *City of Los Angeles Police Department website, Find Your Community.*
[67] *City of Los Angeles Police Department, Valley Bureau, Foothill Community Police Station.*
[68] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

construction of which could potentially cause environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant.

(ix) Schools

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to address a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law.

To reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for Los Angeles Unified School District (LAUSD) was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.[69] The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered to fully address impacts, impacts would be less than significant.

(x) Parks and Recreation

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City. Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide approximately 6,465 square feet of open space in roof-top open areas and private balconies. The open space and recreational amenities would help relieve stress on the City's existing park system. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. This impact would be reduced to a less than significant level through the payment of the park fees as required by LAMC Section 12.33. LADRP would collect these park fees based on their current rate and fee schedule. The City requires park fees to reduce the park- and open space-related impacts of new residential development projects, and requires these fees to be paid before a Certificate of Occupancy can be issued. Therefore, through provision of on-site open space and payment of required park fees, impacts to parks would be less than significant.

[69] *Los Angeles Unified School District, Developer Fee Justification Study, March 2018.*

(xi) Libraries

Los Angeles Public Library (LAPL) provides library services to the City. On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes.[70]

Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant.

(c) *Summary*

As demonstrated above, the Project can be adequately served by all required utilities and public services, and therefore the Project meets this condition.

(2) Conclusion of Class 32 Categorical Exemption Conditions Consistency

The Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA.

b) Exceptions to a Categorical Exemption

[State CEQA Guidelines Section] 15300.2. Exceptions

> *(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.*

[70] *Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L.*

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

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

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

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

(3) Project Analysis

Exception (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.

This exception does not apply to the Project as the Project is seeking Class 32 Categorical Exemption which is not one of the specifies classes for this exception.

Exception (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.

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State CEQA Guidelines Section 15130[b][1][A]). A list of 24 related projects (in the City and in the City of West Hollywood) was compiled. The related projects research

was based on information on file at LADOT within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in Table 8 of the Transportation Assessment (see **Appendix A** to this document). The location of the related projects is shown in Figure 14 of the Transportation Assessment (see **Appendix A** to this document). These related projects have been used to evaluate cumulative impacts.

An overview of each impact discussion is provided below, and as shown, the Project would not result in any Project-specific significant impacts, and would not have any impacts that are individually limited but cumulatively considerable.

(d) *Local Land Use Plans and Zoning*

Development of related projects is reasonably anticipated to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

(e) *Endangered, Rare, or Threatened Species*

The Project Site is located in an urbanized area. However, it is unknown whether or not any of the properties on which related projects may be located contain biological resources, such as sensitive species that may be listed at the federal or State level as endangered, rare, or threatened. Nonetheless, as the Project would not result in a potentially significant impact to listed species or habitat, there is no potential for the Project to contribute to a cumulative impact.

(f) *Transportation*

With respect to construction traffic, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. These plans, identified as a Work Area Traffic Control Plan herein, would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that related projects would comply with this requirement, similar to the Project, and as such, cumulative construction traffic impacts would be less than significant.

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared as part of the Transportation Assessment (see **Appendix A** to this document) by

incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project was evaluated within the context of the cumulative impact of all ongoing development.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE Trip Generation Manual. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in Table 8 of the Transportation Assessment (see **Appendix A** to this document). The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in Figure 15 of the Transportation Assessment (see **Appendix A** to this document).

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and the City's Department of City Planning (LADCP). As with the Project, the related projects, including those located in West Hollywood,[71] would be required to include adequate bicycle facilities and many include high density urban uses in proximity to the nearby multimodal transportation facilities. The related projects, as with the Project, would not conflict with adjacent street designations and classifications. Accordingly, there would be no significant cumulative impacts to which both the Project and other nearby related projects contribute to in regard to transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT.

The Project is consistent with the City of Los Angeles' programs, plans, ordinances, and policies, since it does not preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. The City's Transportation Assessment Guidelines requires that the Project be reviewed in combination with nearby related projects to determine if there may be a cumulatively significant impact resulting from inconsistency with the programs, plans, policies, or ordinances. Similar to the Project, related projects considered in this cumulative analysis are individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system in their jurisdiction. Therefore, the Project, together with the related projects, will not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed and does not cause a cumulative significant impact relative to Threshold T-1.

Per cumulative impact methodology, projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient

[71] *City of West Hollywood Ordinance No. 19-1055 and the Transportation Assessment Study for the 961 N. La Cienega Boulevard Mixed-Use Project, prepared by Raju Associates Inc, April 2022. Refer to* ***Appendix A*** *of this document.*

in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS. Therefore, the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

The City's Transportation Assessment Guidelines requires that the Project be reviewed in combination with related projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. Related Project No. 15, a mixed-use project, is located directly adjacent to the north of the Project Site and would provide access along the same block as the Project. Similar to the Project, the related project local street access would be consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway Design. Therefore, the combined effects of this related project and the Project would not substantially increase hazards due to a geometric design feature or incompatible uses.[72] Therefore, the Project would not cause a cumulative significant impact relative to Threshold T-3.

As such, cumulative operational transportation impacts would be less than significant.

(g) *Noise*

Development of the Project in combination with related projects in the vicinity of the Project Site could result in an increase in construction noise in an already urbanized area of the City. With respect to construction impacts, it is unknown whether any potential nearby projects would have overlapping construction schedules with the Project. However, as with the Project, any nearby project that could be built simultaneously with the Project would be required to meet the same LAMC requirements (or City of West Hollywood Municipal Code [WHMC], depending on location) regarding construction noise levels. Specifically, construction of all projects would be subject to either LAMC Section 41.40, or WHMC Section 9.08.050, which limits the hours of allowable construction activities. To comply with this and all applicable code standards, nearby development projects, much like the Project, would implement best practices and/or project design features to reduce construction noise levels. Accordingly, while concurrent construction of nearby projects in the vicinity of the Project Site could potentially contribute to cumulative increases in ambient noise levels, because the Project would not result in any significant construction noise increases, it would not result in a cumulatively considerable contribution to any such increase. Therefore, potential construction-related noise impacts would not be cumulatively significant.

[72] *Transportation Assessment Study for the 961 N. La Cienega Boulevard Mixed-Use Project, prepared by Raju Associates Inc, April 2022. Refer to* ***Appendix A*** *of this document.*

Cumulative operational noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and related projects within the study area. As discussed above, the Project would not result in any significant VMT transportation impacts. With an insignificant generation of VMT, and an associated low number of anticipated traffic trips to and from the Project Site since most residents would not be driving on or off the site daily, the Project is not anticipated to make a cumulatively considerable contribution to a cumulative noise impact associated traffic noise sources.

In addition to cumulative mobile source noise levels, operation of the Project in combination with other projects that could potentially be developed nearby could result in an increase in operational noise in this urbanized area of the City.

Operation of the Project in combination with other projects that could potentially be developed nearby could result in an increase in operational or mobile noise in this urbanized area of the City. However, as described above, mobile and long-term noise impacts from Project operations would be negligible, as building operations and human activities inside and outside the Project would generate minimal noise impacts. Specifically, most on-site parking would be located in the subterranean parking level and therefore noise from parking would not generally be heard outside of the property. Noise from use of the roof deck common/open space will be imperceptible at off-site receptor locations and will also be less than significant. Thus, Project operations would not result in a meaningful increase in noise as measured at the property line of surrounding sensitive uses compared to existing conditions. Moreover, as with the Project, other developments in the vicinity of the Project would be required to comply with the City's extensive regulatory requirements that limit operational noise sources to minimal levels. Accordingly, as the Project would not produce any significant operational noise impacts, it would not result in a cumulatively considerable contribution to any significant operational noise impacts. As such, cumulative on-site operational noise impacts would be less than significant.

(h) *Air Quality*

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As described above, the Project does not generate any regional or localized emissions that exceed SCAQMD's thresholds; therefore, the Project would not contribute a cumulatively considerable

increase in emissions for the pollutants which the Basin is in nonattainment, and cumulative air quality impacts would be less than significant.

(i) *Greenhouse Gases*

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not necessarily an adverse environmental effect. As discussed in CEQA case law,[73] the global scope of climate change and the fact that carbon dioxide and other GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not.

For individual developments, like the Project, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary, one can reasonably argue that the Project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of GHG emissions as envisioned by California law.

As discussed above, the Project would reduce GHGs in a manner consistent with applicable regulatory plans and policies to reduce GHG emissions, including: AB 32 Scoping Plan, SCAG's 2020-2045 RTP/SCS, Green LA Plan, and the Green New Deal.

Similar to the Project, all future projects in the State would be reviewed for consistency with applicable State, regional and local plans, policies, or regulations for the reduction of GHGs. Therefore, based on the discussion above, and consistent with *State CEQA Guidelines* Section 15064(h)(3), the Project's generation of GHG emissions would not be cumulatively considerable because the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Therefore, the Project's contribution to cumulative impacts to GHGs would not be cumulative considerable, and cumulative impacts would be less than significant.

[73] *Supreme Court of California, Center for Biological Diversity et al. v. California Department of Fish and Wildlife (2015), S217763, 11-13.*

(j) *Water Quality*

With respect to construction impacts, it is unknown whether any related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related projects would be required to comply with City requirements, or similar requirements in their jurisdiction, designed to protect water quality during construction. Assuming compliance with these regulatory requirements, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with related projects would result in the further infilling in an already developed area. The Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, related projects would also drain to the surrounding street system or otherwise retain stormwater on-site as all projects would comply with existing stormwater/LID requirements, which would ensure impacts are less than significant.

The runoff associated with related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. Related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology and water quality impacts during operation would be less than significant.

(k) *Utilities*

(c) Water

Implementation of the Project in combination with related projects within the service area of LADWP would generate demand for additional water supplies.[74] In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan and long-range SCAG growth projections has been accounted for in the adopted 2020 UWMP. The 2020 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2045 (the planning horizon required of 2020 UWMPs) under wet and dry year scenarios. The Project would be consistent with the site's Community Plan land use designation as well as SCAG growth projections, and therefore, has been accounted for in the 2020 UWMP and its water demand would not be cumulatively considerable. Related projects as well

[74] *LADWP serves most areas of the City of West Hollywood and Beverly Hills Water serves certain areas on the west side of the City of West Hollywood. City of West Hollywood, Public Works, Environmental Services, Water Conservation, https://www.weho.org/city-government/city-departments/public-works/environmental-services/water-conservation. Accessed October 2022.*

as other development in the LADWP service area will be required to comply with current Green Building Code requirements to conserve water, and in addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, because the 2020 UWMP forecasts adequate water supplies to meet all projected water demands in the City through the year 2045, cumulative impacts with respect to water supply are not anticipated from the development of the Project and related projects.

With respect to water treatment facilities, the remaining daily treating capacity of the LAAFP is 600 mgd. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0.012 mgd) and, as such, the Project's demand would not be cumulatively considerable.

Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. Similar to the Project, related projects would be subject to LADWP review to assure the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements. Furthermore, LADWP through the five year updates of the LADWP 2020 UWMP, Los Angeles Department of Public Works, and the LAFD project specific checks would conduct on-going evaluations of its infrastructure. Therefore, the cumulative impact would be less than significant.

(d) Wastewater

Implementation of the Project in combination with related projects within the service area of the HTP would generate additional wastewater that would be treated at HTP.[75] Currently, the HTP has an average daily flow of 260 mgd; however, the HTP has capacity to treat a maximum daily flow of 450 mgd. This equals a typical remaining capacity of 190 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.007 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants of related projects will be required to submit a Sewer Capacity Availability Request to verify the

[75] *City of West Hollywood Sewer System Management Plan.*

anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

(e) Solid Waste

Implementation of the Project in combination with related projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. As described above, the Sunshine Canyon Landfill and the Azusa Land Reclamation Landfill both have sufficient capacity to accommodate the Project. The City of West Hollywood contracts with Athens Services for the pickup and disposal of solid waste. As of July 1, 2013, Athens Services has a 10-year contract with the County of San Bernardino to manage the County's five landfills and nine transfer stations.[76] These five landfills include: Mid-Valley Landfill in Rialto; San Timoteo Landfill in Redlands; Victorville Landfill in Victorville, Barstow Landfill in Barstow and Landers Landfill in Landers. These landfills that Athens Services uses for its contract cities, including the City of West Hollywood, can receive approximately 15,200 tons per day of solid waste per day and have a total remaining capacity of 235,609,533 cubic yards.[77]

As such, the Project's demand would not be cumulatively considerable. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management

[76] *The Sun News, http://www.sbsun.com/general-news/20130426/athens-services-gets-167m-landfill-contract. Accessed October 2022.*

[77] *CalRecycle, Solid Waste Information System, Site Activity Details, https://www2.calrecycle.ca.gov. Accessed October 2022.*

Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2019 Annual Report (published September 2020) projects waste generation and available landfill capacity through 2034. Based on the 2019 Annual Report, Los Angeles County has the projected disposal capacity through 2034.[78] The Project's estimated increase in operational solid waste generation, in conjunction with related projects, would represent an insignificant portion of the estimated waste that is anticipated to be generated in 2025 (Project build-out year) and beyond. The County will continually address landfill capacity through the preparation of Annual Reports. The preparation of each Annual Report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which reduces the amount of solid waste being landfilled for related projects. Therefore, cumulative impacts from operational solid waste would be less than significant.

(f) Natural Gas

Implementation of the Project, in conjunction with related projects, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project, related projects and future development must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. Therefore, cumulative impacts are less than significant.

(g) Electrical Power

Implementation of the Project, in conjunction with related projects, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020. Southern California Edison (SCE) provides electricity service to the City of West Hollywood. SCE obtains electricity from various generating sources that utilize natural gas, fossil fuels,

[78] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020*.

hydroelectric sources, nuclear energy and renewable resources, such as solar and wind.[79] The City of West Hollywood adopted one of the nation's first mandatory green building ordinance, on October 1, 2007. The program requires new buildings and remodels to strive towards energy efficiency, improve the health of the environment and community, and help the City shape a sustainable future. The guidelines for energy conservation are included in the *West Hollywood Green Building Manual*. All applications for projects proposing three (3) or more residential units, and all applications for new commercial buildings (including mixed-use projects) must comply with the Green Building Point System.[80] All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of related projects could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of related projects that the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the SLTRP considers a planning horizon through 2050 to guide LADWP as it executes major new and replacement projects and programs. The estimated power requirement for related projects would be part of the total load growth forecast for the City and would be accounted for in the planned growth of power system. LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Electrical service to related projects would be provided in accordance with the LADWP Power Rules and Regulations. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

(h) Public Services

(xii) Fire Protection

Development of the Project in combination with related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would

[79] *Southern California Edison, Power Generation, http://www.sce.com. Accessed October 2022.*

[80] *City of West Hollywood, Building and Safety, https://www.weho.org/city-government/city-departments/planning-and-development-services/building-and-safety/green-building-program. Accessed: October 2022.*

be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and related projects would contribute.

Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant.

(xiii) Police Protection

It is anticipated that the Project in combination with related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

(xiv) Schools

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

(xv) Parks and Recreation

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects would be required to pay Parks and Recreation Fees to the City or similar measures in their jurisdiction for the construction of residential dwelling units pursuant to LAMC Section 12.33. The payment of fees would address potential impacts to park and recreational facilities. Moreover, as with the Project, related projects containing residential uses would be required to comply

with the City's open space requirements which would help offset new residential demand for park and recreational facilities. Therefore, the cumulative impact would be less than significant.

(xvi) Libraries

Related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant.

Therefore, the cumulative impact would be less than significant.

(l) Summary

As no cumulatively significant impacts would result from the Project, the exception is not applicable to the Project.

Exception (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.

There are no unusual circumstances with the Project Site or the proposed Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a highly urbanized setting, and the site would be redeveloped from a site with two commercial buildings and paved surfaces to a mixed-use residential building, which is a typical urban land use appropriate for the area. Moreover, the Lead Agency has not determined an unusual circumstance is applicable to the Project. By deed-restricting 11 percent (7 dwelling units) of the proposed 59 dwelling units for Very-Low Income Households, the Project is consistent with the underlying zoning, as well as the City's Affordable Housing Incentive Program. Moreover, as analyzed in Exception (b), above, the Project would not result in any Project-specific or cumulative traffic, noise, air quality, greenhouse gas, or water quality impacts. The proposed land uses are consistent and compatible with the Project Site's urban setting and are typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed Project or Project Site, the exception is not applicable to the Project.

Exception (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.

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.[81] There are also no locally-designated scenic highways in the Project Site vicinity.[82] Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project.

Exception (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.

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis.

There are no known hazardous sites associated with the Project Site as according to California Department of Toxic Substances Control's (DTSC) current "Cortese" list or EnviroStor database[83] or the SWRCB's GeoTracker database[84]. Therefore, the Project is not located on a site which is included on any of the applicable hazardous site lists, and this exception does not apply. r.

Exception (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.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1. a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2. a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

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81 *CalTrans website, Scenic Highways.*

82 *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A5 – Central, East, and Cornfield Arroyo Secco Plan (CASP) Subarea, September 2016.*

83 *California Department of Toxic Substances Control, EnviroStor, website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60002080, accessed: February 2022.*

84 *State Water Resources Control Board, GeoTracker, website: https://geotracker.waterboards.ca.gov/map/?global_id=SL603798682, accessed: February 2022.*

3. an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The following historic resource impact analysis summarizes and incorporates by reference the information provided in the *951 La Cienega Boulevard and 961-971 La Cienega Boulevard Los Angeles, California Historic Resource Evaluation,* prepared by Kaplan Chen Kaplan, dated June 26, 2023 (Historic Resource Evaluation). The Historic Resource Evaluation is available as **Appendix E** to this document.

The building at 951 La Cienega Boulevard was constructed in 1939 as one of a pair of buildings on a single lot; the northernmost building was demolished in 1967. There is no master architect or master builder associated with the buildings. The remaining building is a vernacular commercial structure. The building has been remodeled and is not an excellent example of the vernacular commercial property type. The building is not related to the early development of the tract or area. The building is not associated with the productive life of any historic individuals or merchants or to the commercial growth and development of Los Angeles. There is no evidence of any historic events associated with the property.

Based on the research and evidence presented in the Historic Resource Evaluation (see **Appendix E**), the building at 951 La Cienega Boulevard does not meet the criteria to be eligible for the National Register of Historic Places, or to the California Register of Historical Resources, or as a City of Los Angele Historic Cultural Monument.

The building at 961-971 La Cienega Boulevard was constructed in 1946 as stores and offices. There is no master architect or master builder associated with construction of the building. The building has been remodeled several times and is not an excellent example of the vernacular commercial property type. The building is not related to the early development of the tract or area. The building is not associated with the productive life of any historic individuals or merchants or to the commercial growth and development of Los Angeles. There is no evidence of any historic events associated with the property. Based on the research and evidence presented in the report below, the building at 961-971 La Cienega Boulevard does not meet the criteria to be eligible for the National

Register of Historic Places, or to the California Register of Historical Resources, or as a City of Los Angele Historic Cultural Monument.

The Historic Resource Evaluation also assessed the Project in relation to the parcel at 8512 Santa Monica Boulevard which contains a presumptive eligible historic resource, the walk-up food stand known as the Tail o' the Pup. The location of the eligible Tail o' the Pup food stand is around the corner from the Project Site. As further described in Appendix E, the Historic Resource Evaluation finds that the Project will not have any physical adjacency to the Tail o' the Pup. There will be no impact from construction of the proposed Project on the Tail o' the Pup food stand.

Furthermore, there is no eligible historic district that includes the 900 block of La Cienega Boulevard. As neither of the properties are eligible as individual historic resources or as contributing buildings to an eligible historic district, demolition of the buildings would not result in any direct or indirect adverse impacts to any historical resources.

Therefore, implementation of the Project would not result in a substantial adverse change to a historic resource. This exception is not applicable to the Project.

(4) Conclusion

None of the six exceptions to a Categorical Exemption is applicable to this Project. As the Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA and no exceptions are applicable, the Project therefore qualifies for a Categorical Exemption under CEQA. No further analysis is required.

Appendix A

Transportation Assessment and LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

951-971 N La Cienega Bl
DOT Case No. CEN22-52807

Date: May 12, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 951-971 NORTH LA CIENEGA BOULEVARD**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Raju Associates, INC., dated May, 2022, for the proposed mixed-use project at 951-971 North La Cienega Bl. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the 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 LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

This mixed-use project proposes to construct 59 mid-rise multifamily units, including 7 affordable units, 5,326 square feet of retail, and 2,800 square feet of high turnover restaurant. The project will provide a total of 96 vehicular parking spaces and 114 bicycle parking spaces. A driveway is proposed along La Cienega Bl with Right Turn Only (RTO) operation. The existing office building and retail will be demolished. The project's site plan is illustrated in **Attachment A**. The project is expected to be completed by 2025.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a **freeway ramp analysis is not required**.

C. 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 the net 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 Engineers (ITE) Trip Generation Manual, 11th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does exceed** the net 250 daily vehicle trips threshold. Therefore, VMT analysis is required. A copy of the VMT Calculator summary report is provided in **Attachment B.**

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 are determined by using the VMT calculator. A copy of the VMT Calculator summary report is provided in **Attachment B.**

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The LADOT

VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the city. For the **Central APC area**, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

The proposed project is projected to have a Household VMT impact of 5.3. Since the retail uses are less than 50,000 square feet, Work VMT is not required. Therefore, it is concluded that the implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided in **Attachment B**.

E. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land-use decisions provided that such analyses 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, LADOT 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 proposed development will not likely result in adverse circulation conditions at several locations. LADOT 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 and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
   The project will provide a total of 96 vehicular parking spaces and 114 bicycle parking spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements
   Per the Mobility Element of the General Plan, **La Cienega Bl**, is designated as Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The review of this study **does not** constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last-minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements
   LADOT recommends that a construction work site traffic control plan be submitted to LADOT'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/businesses/temporary-traffic-control-plans 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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in the future. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

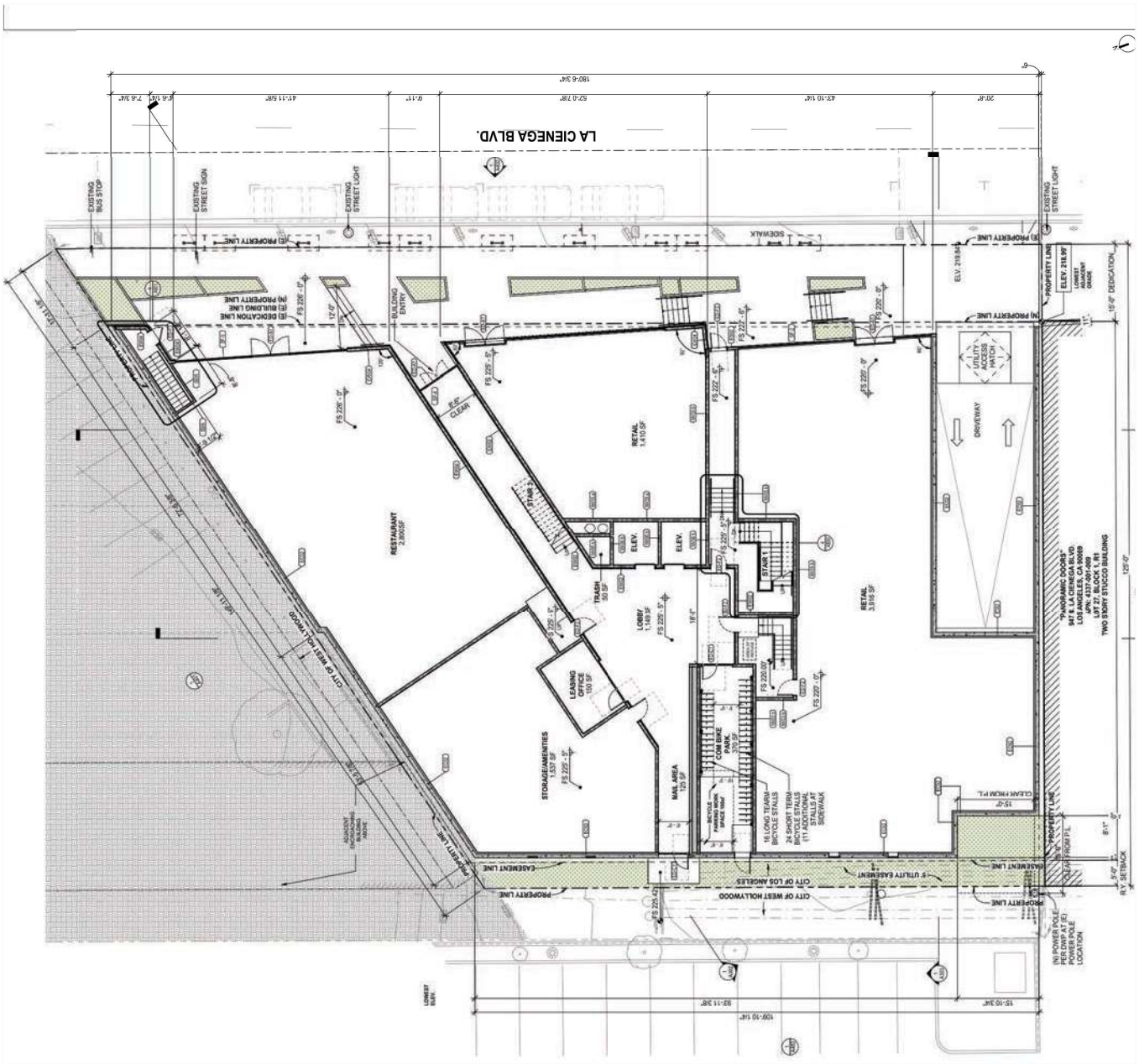
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Russell Hasan at (213) 972-7024.

Attachments

J:\Letters\2022\CEN22-52807_961 La Cienega Bl_Mixed Use.docx

c: Dylan Sittig, Council District 5
Hok Chi Chiu, Central District, BOE
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Case Management Office, DOT
Srinath Raju, Raju Associates



Source: AUX Architecture

FIGURE 2
PROJECT SITE PLAN

RAJU Associates, Inc.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

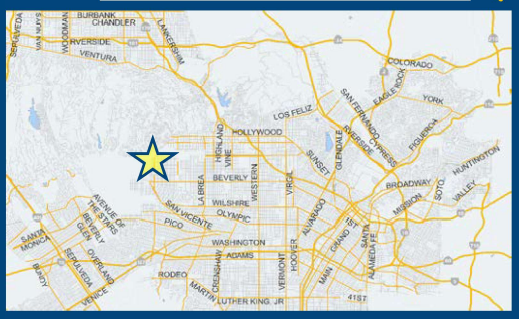
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 961 N. La Cienega Mixed-Use Project

Scenario:

Address: 34.088716, -118.376657



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	4.815	ksf
Retail | General Retail	7.948	ksf
Office | General Office	4.815	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 | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Multi-Family	52	DU
Retail | General Retail	5.326	ksf
Retail | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Affordable Housing - Family	7	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
314 Daily Vehicle Trips	636 Daily Vehicle Trips
2,423 Daily VMT	4,457 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	322 Net Daily Trips
The net increase in daily VMT ≤ 0	2,034 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	8.126 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 961 N. La Cienega Mixed-Use Project

Scenario:

Address: 34.088716, -118.376657

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	52	DU
Retail | General Retail	5.326	ksf
Retail | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Affordable Housing - Family	7	DU

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
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements
☐ Proposed Prj ☐ Mitigation
25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements: within project and connecting off-site
☐ Proposed Prj ☐ Mitigation

Analysis Results

Proposed Project	With Mitigation
636 Daily Vehicle Trips	**636** Daily Vehicle Trips
4,457 Daily VMT	**4,457** Daily VMT
5.3 Household VMT per Capita	**5.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	52	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	7	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	5.326	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.800	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: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

Analysis Results

Total Employees: 22
Total Population: 139

Proposed Project		*With Mitigation*	
636	**Daily Vehicle Trips**	**636**	**Daily Vehicle Trips**
4,457	**Daily VMT**	**4,457**	**Daily VMT**
5.3	**Household VMT per Capita**	**5.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	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: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*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: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	53	-20.8%	42	6.5	345	273
Home Based Other Production	145	-35.2%	94	5.0	725	470
Non-Home Based Other Production	169	-4.7%	161	6.7	1,132	1,079
Home-Based Work Attraction	32	-31.3%	22	10.5	336	231
Home-Based Other Attraction	302	-32.1%	205	7.9	2,386	1,620
Non-Home Based Other Attraction	118	-5.1%	112	7.0	826	784

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%	42	273	0.0%	42	273
Home Based Other Production	0.0%	94	470	0.0%	94	470
Non-Home Based Other Production	0.0%	161	1,079	0.0%	161	1,079
Home-Based Work Attraction	0.0%	22	231	0.0%	22	231
Home-Based Other Attraction	0.0%	205	1,620	0.0%	205	1,620
Non-Home Based Other Attraction	0.0%	112	784	0.0%	112	784

MXD VMT Methodology Per Capita & Per Employee

Total Population: 139
Total Employees: 22
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**743**	**743**
Total Home Based Work Attraction VMT	**231**	**231**
Total Home Based VMT Per Capita	**5.3**	**5.3**
Total Work Based VMT Per Employee	**N/A**	**N/A**

TABLE 9
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Existing (2022) Conditions		Existing (2022) with Project Conditions		Cumulative (2025) without Project Conditions		Cumulative (2025) with Project Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	La Cienega Boulevard & Santa Monica Boulevard	AM	58.2	E	58.2	E	80.2	F	80.2	F
		PM	58.0	E	58.7	E	88.3	F	89.5	F
2.	La Cienega Boulevard & Melrose Avenue	AM	42.4	D	42.5	D	43.7	D	43.8	D
		PM	58.8	E	58.8	E	75.7	E	75.8	E

Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service

TABLE 11
PROJECT DRIVEWAY LEVEL OF SERVICE AND QUEUE ANALYSIS

Intersection	Peak Hour	Existing (2022) with Project Conditions				Cumulative (2025) with Project Conditions			
		Delay	LOS [2]	NBL Queue (feet) [3]	EB Queue (feet) [3]	Delay	LOS [2]	NBL Queue (feet) [3]	EB Queue (feet) [3]
La Cienega Boulevard & Project Driveway [1]	AM	10.4	B	0	5	10.6	B	0	5
	PM	10.4	B	3	5	11.0	B	3	5

[1] This intersection is unsignalized. Worst case movement delay and LOS is reported in table.
[2] Level of Service definitions for stop-controlled intersections (source: Highway Capacity Manual, Transportation Research Board, 2016):

LOS: Average Delay (seconds/vehicle)
LOS A: ≤ 10.0 seconds
LOS B: > 10.0 and ≤ 15.0 seconds
LOS C: > 15.0 and ≤ 25.0 seconds
LOS D: > 25.0 and ≤ 35.0 seconds
LOS E: > 35.0 and ≤ 50.0 seconds
LOS F: > 50.0 seconds

[3] 95th-Percentile queue length from Highway Capacity Manual (HCM) 6th Edition methodology using Synchro 11 software.

TRANSPORTATION ASSESSMENT STUDY
FOR THE
961 N. LA CIENEGA BOULEVARD MIXED-USE PROJECT

Prepared for:

961 LA CIENEGA, LLC.

APRIL 2022

Submitted by:

RAJU Associates, Inc.

TRANSPORTATION ASSESSMENT STUDY
FOR THE
961 N. LA CIENEGA BOULEVARD MIXED-USE PROJECT

APRIL 2022

Prepared for:

961 LA CIENEGA, LLC.

Prepared by:

RAJU ASSOCIATES, INC.
505 E. Colorado Boulevard, Suite 202
Pasadena, California 91101
(626) 792-2700

Ref: RA 693

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APPENDICES

EXECUTIVE SUMMARY

A detailed transportation assessment study has been performed by Raju Associates, Inc. to assess the transportation impacts of the proposed mixed-use project (the Project) located in the City of Los Angeles' Hollywood Community Plan Area (Council District 5) of the City of Los Angeles. The Project address is 951-971 N. La Cienega Boulevard (APN 4337-001-010, 4337-001-011, 4337-001-012), Los Angeles, California 90069.

The Project consists of a mixed-use development with 59 mid-rise multifamily dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The Project would provide a total of 96 vehicle parking spaces and 114 bicycle spaces (79 long-term and 35 short-term spaces). The existing site includes contains 4,815 square feet of office use and 7,948 square feet of retail use. The existing uses will be demolished. The Project is anticipated to be completed in the Year 2025.

Currently, one driveway located along the west side of La Cienega Boulevard provides access to the existing site. As proposed, the existing driveway would be removed, and a new full-access driveway would be provided at the south end of the Project site.

The Project's design takes into consideration the City of Los Angeles adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes including the Transportation Element of the City's General Plan, Vision Zero Los Angeles, and Citywide Design Guidelines.

This transportation assessment study has been prepared consistent with the current City of Los Angeles' Transportation Assessment Guidelines (July 2020) for both CEQA and non-CEQA evaluations, as applicable.

The CEQA evaluation consists of analysis of transportation impacts for the following relevant City adopted thresholds for development projects:

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies
- Threshold T-2.1 - Causing Substantial Vehicle Miles Traveled (VMT), and
- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

The non-CEQA Transportation Analysis includes Pedestrian, Bicycle and Transit Access Assessment, Project Access, Safety and Circulation Evaluation, and Project Construction Assessment.

The following executive summary highlighting the key findings of this study are presented below.

PROJECT DESCRIPTION

- The Project consists of a mixed-use development with 59 mid-rise multifamily dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The Project would provide a total of 96 vehicle parking spaces and 114 bicycle spaces (79 long-term and 35 short-term spaces). The existing site contains approximately 4,815 square feet of office use and 7,948 square feet of retail use. The existing buildings will be demolished. The Project is anticipated to be completed in the Year 2025.

- Currently, one driveway located along the west side of La Cienega Boulevard provides access to the existing site. As proposed, the existing driveway would be removed, and a new full-access driveway would be provided at the south end of the Project site.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies - This threshold test is conducted to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

    - Based on the responses to the questions (from *Attachment D: Plans, Policies and Programs Consistency Worksheet*) and a review of relevant policies and programs corresponding to the questions to assess whether the proposed Project precludes the City's implementation of any adopted policy and/or program, it was observed that the Project generally conforms with the City's development policies and standards. The Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact relative to Threshold T-1.

    - An examination of cumulative assessment of the Project and related projects in the vicinity was conducted. There would not be a significant cumulative impact relative to this Threshold due to the Project and related projects.

- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

- Utilizing the City's VMT Calculator Tool (version 1.3), the VMT analysis was prepared for the Project. The Project would result in a Household VMT per capita of 5.3. The Project's Household VMT per capita (5.3) is less than the impact threshold of 6.0. Therefore, the Project would not cause a significant project impact relative to Threshold T-2.1.

- The Project's retail uses do not exceed a net 50,000 square feet and thus does not trigger a VMT analysis for this portion of the Project.

- Since the Project does not cause a significant impact using the efficiency-based impact threshold (Household VMT per capita), the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.

    - Based on review of the preliminary site plan, Project description and analysis of the impact criteria factors, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to the Threshold T-3.

    - A review and examination of the available site plans of the cumulative projects and the Project (with access points on the same block) reveals that the combined effects of the projects would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project along with the related projects would not cause significant cumulative impact relative to Threshold T-3.

    - The Project is not located along a street within the High Injury Network. However, the Project has taken measures to align with the City of Los Angeles' Vision Zero Program.

Summarizing, the Project would not cause significant impacts relative to the City established CEQA thresholds including the following: Threshold T-1 – Conflicting with Plans, Threshold T-2.1 - Causing Substantial Vehicle Miles Traveled (VMT) and Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use. Therefore, no Project-specific mitigation measures would be required.

NON-CEQA TRANSPORTATION ANALYSIS

- The study area includes a distance of one-quarter mile (1,320-foot) radius from the Project Site. The study area is generally bounded by Holloway Drive and Santa Monica Boulevard on the north, Sherwood Drive and Waring Avenue on the south, Hancock Avenue and Huntley Drive on the west, and Flores Street and Kings Road on the east.

- For the Non-CEQA transportation analysis, two locations were chosen as study intersections. Both study intersections are located in the City of West Hollywood and are controlled by traffic signals. The study intersections include the following locations:

    - La Cienega Boulevard and Santa Monica Boulevard
    - La Cienega Boulevard and Melrose Avenue

- The Project would generate a net increase of 322 daily trips, of which a net total of approximately 30 trips would occur during the morning peak hour and 20 trips during the evening peak hour.

- Project Access, Safety and Circulation Evaluation - This section includes an evaluation of the Project's access and circulation constraints relative to the provision of access to and from the Project Site based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines. HCM methodology was utilized to calculate operational analysis and vehicle queuing. Two intersections were evaluated (non-CEQA) within the study area for this Project.

    - Existing Conditions: The intersection of La Cienega Boulevard/Santa Monica Boulevard is currently operating at LOS E during the morning and evening peak hour. The intersection of La Cienega Boulevard/Melrose Avenue is operating at LOS D during the morning peak hour and LOS E during the evening peak hour.

    - Existing (2022) with Project Conditions: The Project's traffic does not change the levels of service at any study locations compared to Existing Conditions (without Project) during both the morning and evening peak hours.

    - Cumulative (2025) without Project Conditions: The intersection of La Cienega Boulevard/Santa Monica Boulevard is projected to operate at LOS F during the morning and evening peak hour. The intersection of La Cienega Boulevard/Melrose Avenue is projected to operate at LOS D during the morning peak hour and LOS E during the evening peak hour.

    - Cumulative (2025) with Project Conditions: The Project's traffic does not change the levels of service at any study locations compared to Cumulative (2025) without Project Conditions during both the morning and evening peak hours.

    - Based on the analysis and evaluation of the study intersections, the Project would only add minimal amounts to existing queues. The queueing analysis during morning and evening peak hours indicates that the Project's weekday morning and evening peak hour traffic volumes would have a minimal effect on vehicle queuing at the study intersections under existing and future conditions. Therefore, no project corrective measures would be required at the analysis locations.

    - The Project driveway is located along La Cienega Boulevard (Avenue I). The driveway would operate at LOS C under both scenarios (Existing with Project, Cumulative (2025) with Project conditions) during the morning and evening peak hours. The driveway would not adversely affect queues at nearby intersections and side streets and would not contribute to unacceptable queuing at the Project's driveway. Therefore, no project corrective measures would be required.

- Passenger Loading Evaluation. Based on review of the Project site plan, all passenger loading demand can be accommodated on-site. No further evaluation is needed, and no additional constraints are expected. Therefore, no recommended actions would be required for the Project.

- Project Construction – The project's construction assessment based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines indicates the following:

  - The Project construction assessment identified no potential bicycle constraints during construction. However, temporary/intermittent loss of a travel lane along the Project's La Cienega Boulevard frontage, temporary relocation of a bus stop, and restriction of on-street parking along the Project's La Cienega Boulevard frontage (west side) are anticipated during construction. Sidewalks along the Project's La Cienega Boulevard frontage are also anticipated to be intermittently closed. In order to address these construction effects, potential corrective conditions could include:

    - Preparation of a construction traffic management plan
    - Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces
    - Coordination of access with adjacent property owners and/or tenants.
    - Coordination with transit providers regarding the need to temporarily relocate a bus stop.

I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a transportation assessment study conducted by Raju Associates, Inc., to evaluate the potential transportation impacts of the proposed mixed-use project located in the City of Los Angeles' Hollywood Community Plan Area (Council District 5) of the City of Los Angeles. The Project address is 951-971 N. La Cienega Boulevard (APN 4337-001-010, 4337-001-011, 4337-001-012), Los Angeles, California 90069.

PROJECT DESCRIPTION

The Project is located on the west side of La Cienega Boulevard between Santa Monica Boulevard and Willoughby Avenue. Figure 1 illustrates the location of the Project in relation to the surrounding street system.

The Project consists of a mixed-use development with 59 mid-rise multifamily dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The Project would provide a total of 96 vehicle parking spaces and 114 bicycle spaces (79 long-term and 35 short-term spaces). The existing site contains 4,815 square feet of office use and 7,948 square feet of retail use. The existing uses will be demolished. The Project is anticipated to be completed in the Year 2025. The Project Site plan is presented in Figure 2.

Although the Project is not located within the City of Los Angeles' High Injury Network (HIN), the Project has taken measures to align with the City's Vision Zero Program. The Project plans to provide 79 long-term and 35 short-term bicycle spaces, encouraging residents and employees of the Project to travel via bicycle and creating a bicycle-friendly environment surrounding the Project.

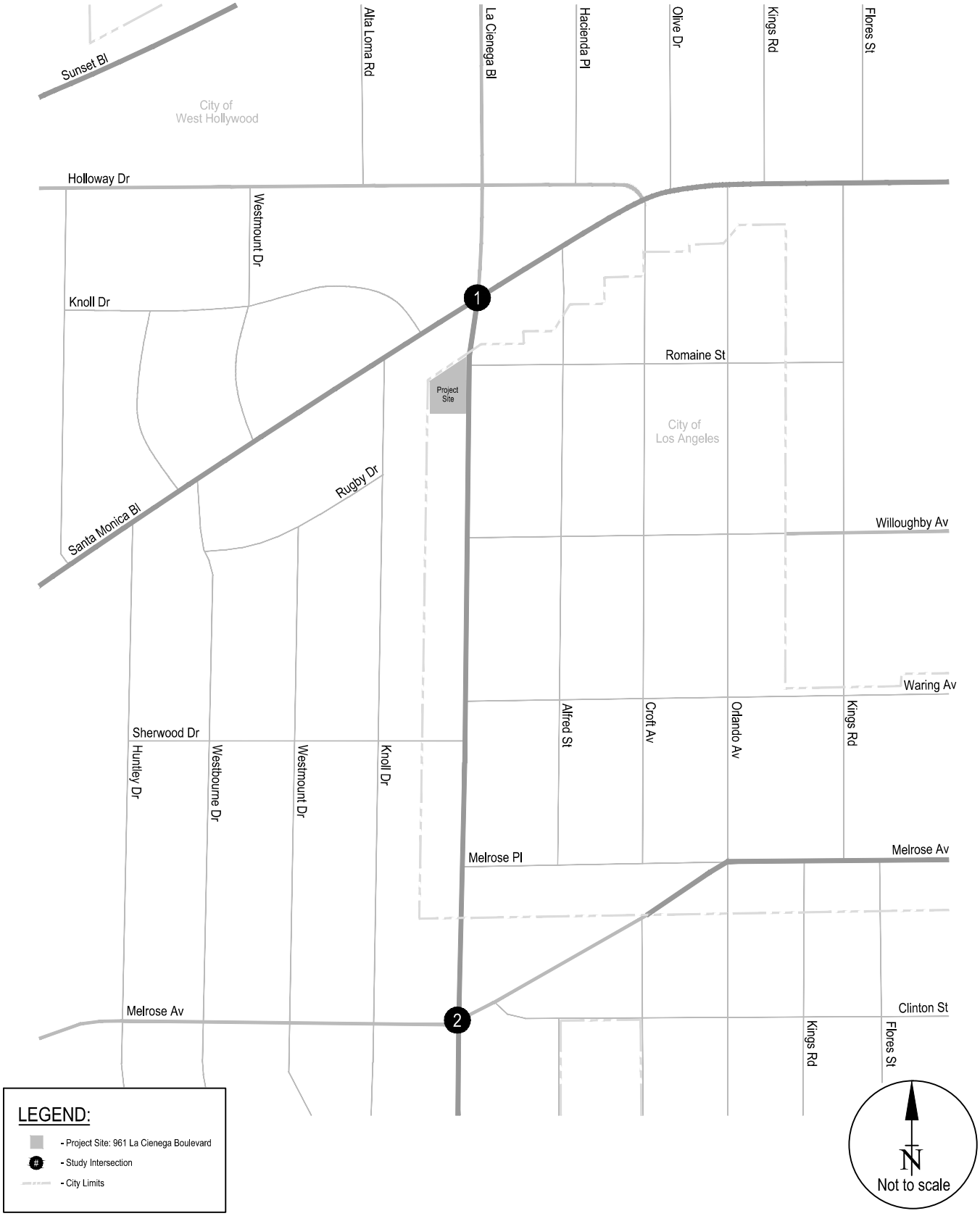
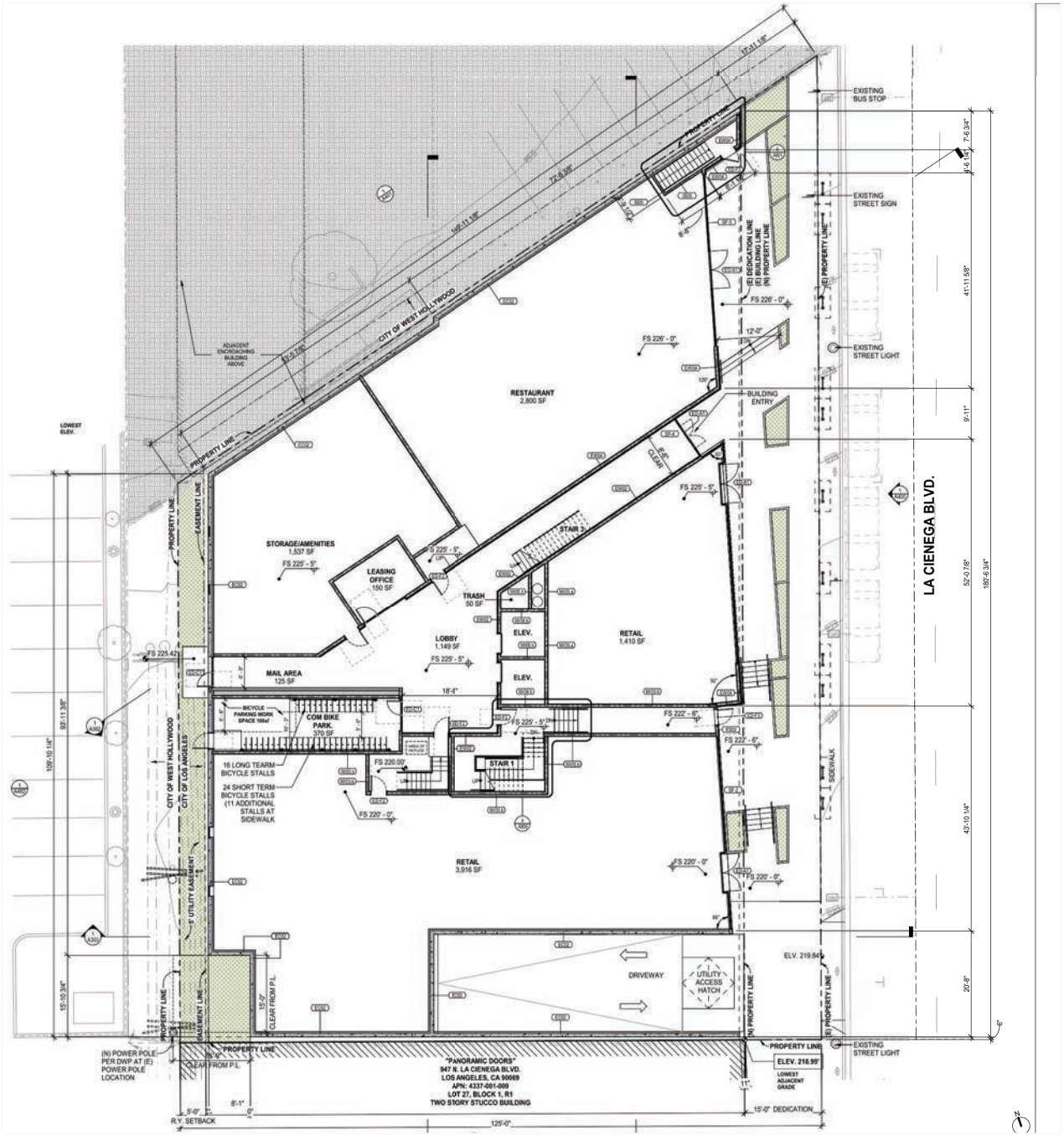


FIGURE 1
LOCATION OF PROJECT SITE AND NON-CEQA STUDY INTERSECTIONS

RAJU Associates, Inc.



Source: AUX Architecture

FIGURE 2
PROJECT SITE PLAN

RAJU Associates, Inc.

The Project has been designed to be consistent with the City of Los Angeles adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes including the Transportation Element of the City's General Plan, Vision Zero Los Angeles, and Citywide Design Guidelines. The Project will not impede the Mobility Plan 2035 improvements which have already been realized, and the Project will support the implementation of future improvements. The Project Site has been designed with consideration of the Mobility Plan 2035 specifications for La Cienega Boulevard.

PROJECT VEHICULAR ACCESS AND CIRCULATION

Currently, one driveway located along the west side of La Cienega Boulevard provides access to the existing site. As proposed, the existing driveway would be removed, and a new full-access driveway would be provided at the south end of the Project site. As shown in Figure 2, the Project is proposing a driveway width of 20 feet, consistent with the City of Los Angeles' driveway requirements as well as the policies included in the City of Los Angeles' *Citywide Design Guidelines*, *October 24, 2019*. Additionally, per the City of Los Angeles' *Citywide Design Guidelines,* the Project driveway is located as far away from street intersections as possible, and the number of driveway entrances and overall driveway widths are optimized, thereby enhancing walkability and pedestrian network circulation.

PROJECT PEDESTRIAN ACCESS AND CIRCULATION

La Cienega Boulevard would provide the main pedestrian access to the Project Site. Sidewalks are available on both sides of La Cienega Boulevard adjacent to and in the vicinity of the Project site. The existing sidewalk along La Cienega Boulevard adjacent to the Project Site is approximately 5 feet wide. Pedestrian crosswalks adjacent to the Project Site are available at the nearby intersection of La Cienega Boulevard / Santa Monica Boulevard.

La Cienega Boulevard within the City of Los Angeles currently provides a curb-to-curb roadway width of 65 feet and a 5-foot sidewalk along the Project's frontage, resulting in a half right-of-way width of 35 feet. Per the City of Los Angeles' Mobility Plan 2035, a designated half right-of-way width of 50 feet is identified for La Cienega Boulevard. Therefore, the Project is required to provide a 15-foot dedication along its La Cienega Boulevard frontage. In lieu of the 15-foot dedication, the Project is requesting a 15-foot surface easement for sidewalk purposes. Additionally, the Project is requesting a waiver of dedication from the 5-foot roadway widening requirement. The waiver would result in the maintenance of the existing 30-foot half roadway and the widening of the sidewalk from 5 feet to 20 feet.

STUDY SCOPE

The scope of work for this study was developed based on the latest City of Los Angeles' Transportation Assessment Guidelines, in conjunction with LADOT staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at both the CEQA analysis of transportation impacts and non-CEQA transportation analysis of the proposed Project. A brief description of the required analyses is provided below.

CEQA Analysis of Transportation Impacts

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies - The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion.

Non-CEQA Transportation Analysis

- Pedestrian, Bicycle and Transit Access Assessment - The pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

- Project Access, Safety and Circulation Evaluation - Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays.

  For this Non-CEQA transportation analysis, two locations were chosen as study intersections (see Figure 1). Both study intersections are located in the City of West Hollywood and are controlled by traffic signals. The study intersections include the following locations:

  1. La Cienega Boulevard and Santa Monica Boulevard
  2. La Cienega Boulevard and Melrose Avenue

- Project Construction Assessment - This section addresses activities associated with Project construction and major in-street construction of infrastructure projects.

A detailed Memorandum of Understanding (MOU) was prepared working closely with the City of Los Angeles Department of Transportation. A copy of the City-approved/signed MOU is attached in Appendix A of this report.

This transportation assessment report has been prepared in accordance with the latest LADOT's Transportation Assessment Guidelines.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into six chapters. Chapter I presents an introduction including the Project description and provides details of the various elements of the study. Chapter II describes the existing conditions including the circulation system, traffic volumes, traffic conditions, pedestrian network, bicycle network and transit system within the study area. Chapter III presents the CEQA Analysis of Transportation Impacts due to the Project. Chapter IV describes the development of the Project's traffic projections including Existing with Project, and Future Year 2025 conditions with and without Project used for non-CEQA evaluation. The results of the Non-CEQA Transportation Analyses are provided in Chapter V. A summary of the analysis and study conclusions is included in Chapter VI. Appendices to this report include details of the technical analyses.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, pedestrian network, bicycle network and transit system; and vehicular traffic volumes and operating conditions. A detailed description of these elements is presented in this chapter.

STUDY AREA

The Project is located at 951-971 N. La Cienega Boulevard, Los Angeles, California 90069, as shown in Figure 1. It is located on the west side of La Cienega Boulevard between Santa Monica Boulevard and Willoughby Avenue.

Per City of Los Angeles' latest Transportation Assessment Guidelines, the study area include key facilities within a one-quarter mile (1,320 feet) radius of the Project Site. Therefore, the Study Area was determined to be generally bounded by Holloway Drive and Santa Monica Boulevard on the north, Sherwood Drive and Waring Avenue on the south, Hancock Avenue and Huntley Drive on the west, and Flores Street and Kings Road on the east.

EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional roadway system including major and secondary arterials and a local street system including collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

Two freeways provide regional access to the Project Site. The Santa Monica Freeway (I-10) is located approximately 3.6 mile south of the Project Site, and the Hollywood Freeway (US-101)

is located approximately 4 miles east of the Project Site. The major and other arterial streets that provide access to the study area include Santa Monica Boulevard and La Cienega Boulevard. The local streets providing main access and circulation possibilities to the Project Site include Holloway Drive, Romaine Street, Willoughby Avenue, Waring Avenue, Sherwood Drive, Knoll Drive, Alfred Street, Croft Avenue, Orlando Avenue, and Kings Road.

Streets located within the City of Los Angeles are defined and designated with modal priorities in the City of Los Angeles' *Mobility Plan 2035* including categorization of roadway facilities providing emphasis on specific modes of travel along these facilities. Generalized definitions of these modal priorities are provided below.

- Pedestrian Enhanced Districts: Pedestrian Enhanced Districts are an analysis of a snapshot in time of areas where pedestrian improvements are prioritized relative to other modes. These areas may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunity areas.

- Transit Enhanced Network: The proposed Transit Enhanced Network is intended to improve existing and future bus service on arterial streets by prioritizing improvements for transit riders. Enhancements may range from streetscape improvements to make walking safer and easier, to transit shelters, or bus lanes.

- Bicycle Enhanced Network: The Bicycle Enhanced Network includes streets that are identified to receive treatments that prioritize bicyclists. This network is comprised of facilities including protected bicycle lanes and bicycle paths to provide bikeways for a variety of users. The low-stress network provides a higher level of comfort than just a striped bicycle lane.

- Neighborhood Enhanced Network: The Neighborhood Enhanced Network is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. This network complements the Pedestrian Enhanced Districts and the Bicycle Enhanced Network by identifying non-arterial streets important to the movement of people who walk and bike.

- Vehicle Enhanced Network: The proposed Vehicle Enhanced Network consists of enhancements, on a select group of streets, to prioritize the efficient movement of motor vehicles. The Vehicle Enhanced Network identifies 79 miles of arterials, important to vehicular movement, that carry between 30,000 and 80,000 vehicles per day, traverse 10 miles or more through the City, and provide access to freeways and critical facilities.

- Goods Movement: Streets or truck routes that are defined to facilitate the transport of for-sale products from their manufacturing origin to their final destination where they will be sold. Moving goods can involve many different types of transport such as airplanes, cargo ships, trains, and trucks.

Figure 3 illustrates a street map of the study area including street names and modal priorities as described in the Mobility Plan. As shown in Figure 3, several streets within the study area are included in the Pedestrian Enhanced Districts, Transit Enhanced Network, Neighborhood Enhanced Network, and Goods Movement Network. However, none of the streets within the study area are included in the Bicycle Enhanced Network and Vehicle Enhanced Network. The existing lane configurations of the analyzed intersections are included in Appendix B.

Brief descriptions of the roadway facilities serving the study area including number of lanes, speed limits, parking availability, functional classes and modal priorities are presented in the following section.

- Santa Monica Boulevard – Santa Monica Boulevard is classified as an Arterial street within the City of West Hollywood that runs in an east-west direction. Within the study area, this roadway provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. Metered on-street parking is generally allowed on both sides of the roadway. Bike lanes are provided on both sides of the street west of Flores Street. The posted speed limit along this facility is 35 miles per hour. Within the study area, Santa Monica Boulevard west of Holloway Drive is designated as a Goods Movement Truck Route.

- La Cienega Boulevard – La Cienega Boulevard is classified as an Arterial street within the City of West Hollywood and classified as an Avenue I roadway in the City of Los Angeles. This roadway runs in a north-south direction and defines the eastern frontage of the Project Site. La Cienega Boulevard generally provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. Metered on-street parking is generally allowed on both sides of La Cienega Boulevard south of Santa Monica Boulevard. The posted speed limit is 35 miles per hour. La Cienega Boulevard within the City of Los Angeles is designated as a Pedestrian Segment within the Pedestrian Enhanced District and identified as a Moderate Plus Transit Enhanced Street within the Transit Enhanced Network. The Project is dedicating 15 feet along its La Cienega Boulevard frontage and implementing pedestrian circulation improvements.

- Romaine Street – Romaine Street is a local street that runs in an east-west direction. This roadway provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour along this roadway.

- Willoughby Avenue – Willoughby Avenue is a local street in the City of Los Angeles and classified as a collector roadway in the City of West Hollywood. This roadway runs in an east-west direction. This roadway provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on south side of Willoughby Avenue while parking is not allowed on north side of Willoughby Avenue within the study area. The prima facie speed limit is 25 miles per hour along this roadway. Willoughby Avenue between Croft Avenue and Orlando Avenue is included in the Neighborhood Enhanced Network.

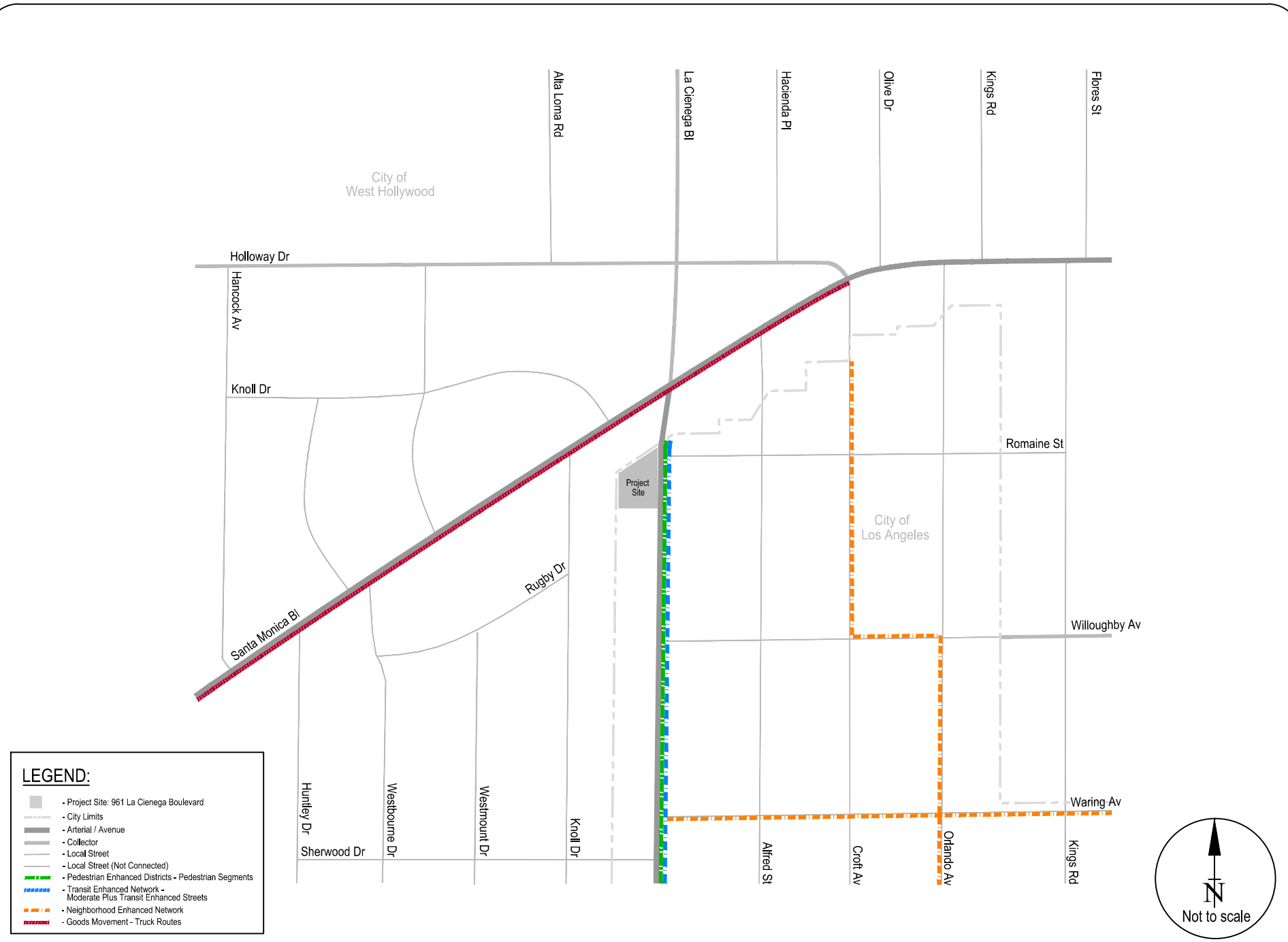


FIGURE 3
PROJECT STUDY AREA

RAJU Associates, Inc.

- Holloway Drive – Holloway Drive is classified as a collector roadway and runs in an east-west direction. Holloway Drive provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The posted speed limit along this facility is 30 miles per hour.

- Waring Avenue – Waring Avenue is a local street that runs in an east-west direction. This roadway offers two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour. Waring Avenue is included in the Neighborhood Enhanced Network.

- Sherwood Drive – Sherwood Drive is a local street and runs in an east-west direction. This roadway generally offers two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour.

- Knoll Drive – Knoll Drive is a local street. This roadway runs in an east-west direction north of Santa Monica Boulevard, and runs in a north-south direction south of Santa Monica Boulevard. This roadway provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour along this roadway.

- Alfred Street – Alfred Street is a local street that runs in a north-south direction. This roadway offers two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour along this roadway.

- Croft Avenue – Croft Avenue is a local street and runs in a north-south direction. This roadway provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour. Croft Avenue is included in the Neighborhood Enhanced Network.

- Orlando Avenue – Orlando Avenue is a local street that runs in a north-south direction. This roadway provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The prima facie speed limit is 25 miles per hour. Orlando Avenue south of Willoughby Avenue is included in the Neighborhood Enhanced Network.

- Kings Road – Kings Road is a local street that runs in a north-south direction. This roadway provides two travel lanes, one lane in each direction. Metered and unmetered on-street parking is generally allowed on both sides of the roadway. The posted speed limit is 25 miles per hour.

EXISTING PEDESTRIAN CIRCULATION SYSTEM CONDITIONS

The pedestrian circulation system includes crosswalks, intersection traffic control, and sidewalks available to serve pedestrians. Figure 4 illustrates the pedestrian facilities within the study area defined by a distance of 1,320 feet radius of the Project Site. Table 1 provides a summary of the sidewalk widths within the study area.

La Cienega Boulevard offers the primary pedestrian access and circulation possibilities to the Project Site. Sidewalks are available on both sides of La Cienega Boulevard. The existing sidewalk along La Cienega Boulevard adjacent to the Project Site is approximately 5 feet wide. Pedestrian crosswalks adjacent to the Project Site are available at nearby intersection of La Cienega Boulevard / Santa Monica Boulevard.

An inventory of signalized pedestrian crossing locations and amenities is provided in Table 2. As indicated in Table 2, these intersections generally provide adequate pedestrian amenities. At these locations, crosswalks are generally provided at each leg of the intersection with curb ramps. A brief description of the pedestrian crossing locations and amenities, including traffic signals and intersection crosswalks within the study area follows:

Pedestrian Crossing Locations Along Holloway Drive

- Intersection of Holloway Drive / Alta Loma Road (T-intersection): This intersection is signalized with traffic control devices. Continental crosswalks are available on all approaches of the intersection. Pedestrian call pushbuttons are provided on the east and west legs of the intersection. Pedestrian signal calls are actuated/automated on the north leg of the intersection. Curb ramps are provided on all corners of the intersection.

- Intersection of Holloway Drive / La Cienega Boulevard – This intersection is signalized with traffic control devices. Continental crosswalks with pedestrian call pushbuttons are available on all four legs of the intersection. Curb ramps are provided on all four corners of the intersection.

Pedestrian Crossing Locations Along Santa Monica Boulevard

- Intersection of Santa Monica Boulevard / Westbourne Drive (West) (T-intersection): This intersection is signalized with traffic control devices. Continental crosswalks are available on the north and east legs of the intersection. Pedestrian call pushbuttons are provided on the east leg of the intersection. Pedestrian signal calls are actuated/automated on the north leg of the intersection. Curb ramps are provided on the north and east legs. No crosswalks are provided on the west leg of the intersection.

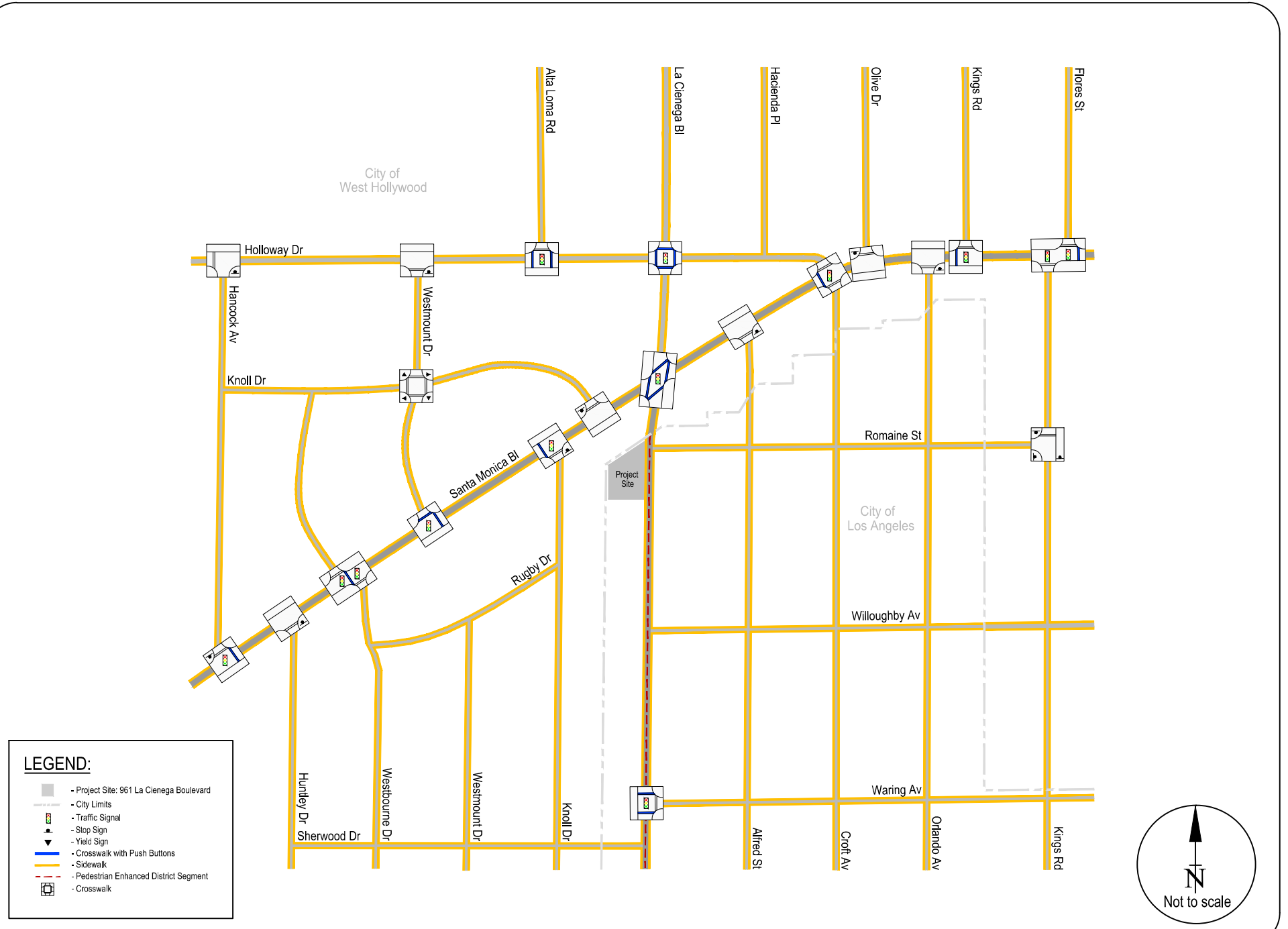


FIGURE 4
INVENTORY OF EXISTING PEDESTIRAN FACILITIES

RAJU Associates, Inc.

TABLE 1
SIDEWALK INVENTORY AND CONDITIONS WITHIN THE STUDY AREA

Street	Segment		Jurisdiction	Street Classification	Side of Street	Sidewalk Available	Sidewalk Width [1]	Condition [2] Adequate or Substandard
	From	To						
Holloway Drive	Hancock Avenue	Westmount Drive	City of West Hollywood	Collector	North	Yes	10'	Adequate
					South	Yes	8'	Adequate
	Westmount Drive	Alta Loma Road	City of West Hollywood	Collector	North	Yes	10'	Adequate
					South	Yes	12'	Adequate
	Alta Loma Road	La Cienega Boulevard	City of West Hollywood	Collector	North	Yes	10'	Adequate
					South	Yes	20' / 8'	Adequate
	La Cienega Boulevard	Hacienda Place	City of West Hollywood	Collector	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Hacienda Place	Santa Monica Boulevard	City of West Hollywood	Collector	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
Knoll Drive	Hancock Avenue	Westbourne Drive	City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Westbourne Drive	Westmount Drive	City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Westmount Drive	Santa Monica Boulevard	City of West Hollywood	Local Street	North	Yes	15'	Adequate
					South	Yes	15'	Adequate
	Santa Monica Boulevard	Rugby Drive	City of West Hollywood	Local Street	West	Yes	8'	Adequate
					East	Yes	10'	Adequate
	Rugby Drive	Sherwood Drive	City of West Hollywood	Local Street	West	Yes	6'	Adequate
					East	Yes	6'	Adequate
Santa Monica Boulevard	Huntley Drive	Westbourne Drive	City of West Hollywood	Arterial	North	Yes	25'	Adequate
					South	Yes	25'	Adequate
	Westbourne Drive	Westmount Drive	City of West Hollywood	Arterial	North	Yes	25'	Adequate
					South	Yes	15'	Adequate
	Westmount Drive	Knoll Drive (West)	City of West Hollywood	Arterial	North	Yes	15'	Adequate
					South	Yes	15'	Adequate
	Knoll Drive (West)	Knoll Drive (East)	City of West Hollywood	Arterial	North	Yes	15'	Adequate
					South	Yes	15'	Adequate
	Knoll Drive (East)	La Cienega Boulevard	City of West Hollywood	Arterial	North	Yes	15'	Adequate
					South	Yes	10'	Adequate
	La Cienega Boulevard	Alfred Street	City of West Hollywood	Arterial	North	Yes	15'	Adequate
					South	Yes	15'	Adequate
	Alfred Street	Holloway Drive - Croft Avenue	City of West Hollywood	Arterial	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Holloway Drive - Croft Avenue	Olive Drive	City of West Hollywood	Arterial	North	Yes	15'	Adequate
					South	Yes	10'	Adequate
	Olive Drive	Orlando Avenue	City of West Hollywood	Arterial	North	Yes	10'	Adequate
					South	Yes	15'	Adequate
	Orlando Avenue	Kings Road (West)	City of West Hollywood	Arterial	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
Romaine Street	La Cienega Boulevard	Alfred Street	City of Los Angeles	Local Street	North	Yes	10'	Substandard / Uneven
					South	Yes	10'	Adequate
	Alfred Street	Croft Avenue	City of Los Angeles	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Croft Avenue	Orlando Avenue	City of Los Angeles	Local Street	North	Yes	10'	Substandard / Uneven
					South	Yes	10'	Adequate
	Orlando Avenue	Kings Road	City of Los Angeles / City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
Rugby Drive	Westbourne Drive	Westmount Drive	City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Westmount Drive	Knoll Drive	City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
Willoughby Avenue	La Cienega Boulevard	Alfred Street	City of Los Angeles	Local Street	North	Yes	10'	Substandard / Uneven
					South	Yes	10'	Adequate
	Alfred Street	Croft Avenue	City of Los Angeles	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Croft Avenue	Orlando Avenue	City of Los Angeles	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Orlando Avenue	Kings Road	City of Los Angeles / City of West Hollywood	Local Street / Collector	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
Waring Avenue	La Cienega Boulevard	Alfred Street	City of Los Angeles	Local Street	North	Yes	10'	Substandard / Uneven
					South	Yes	10'	Adequate
	Alfred Street	Croft Avenue	City of Los Angeles	Local Street	North	Yes	10'	Substandard / Uneven
					South	Yes	10'	Adequate
Sherwood Drive	Huntley Drive	Westbourne Drive	City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
	Westbourne Drive	Westmount Drive	City of West Hollywood	Local Street	North	Yes	10'	Adequate
					South	Yes	10'	Adequate
Huntley Drive	Santa Monica Boulevard	Sherwood Drive	City of West Hollywood	Local Street	West	Yes	10'	Adequate
					East	Yes	10'	Adequate
Westbourne Drive	Knoll Drive	Santa Monica Boulevard	City of West Hollywood	Local Street	West	Yes	15' / 10'	Adequate
					East	Yes	15' / 10'	Adequate
	Santa Monica Boulevard	Rugby Drive	City of West Hollywood	Local Street	West	Yes	10'	Adequate
					East	Yes	10'	Adequate
	Rugby Drive	Sherwood Drive	City of West Hollywood	Local Street	West	Yes	10'	Adequate
					East	Yes	10'	Adequate
Westmount Drive	Holloway Drive	Knoll Drive	City of West Hollywood	Local Street	West	Yes	12' / 10'	Adequate
					East	Yes	15'	Adequate
	Knoll Drive	Santa Monica Boulevard	City of West Hollywood	Local Street	West	Yes	15' / 10'	Adequate
					East	Yes	15' / 10'	Adequate
	Rugby Drive	Sherwood Drive	City of West Hollywood	Local Street	West	Yes	10'	Adequate
					East	Yes	10'	Adequate
Alta Loma Road	Sunset Boulevard	Holloway Drive	City of West Hollywood	Local Street	West	Yes	10'	Adequate
					East	Yes	10'	Adequate

TABLE 1 (continued)
SIDEWALK INVENTORY AND CONDITIONS WITHIN THE STUDY AREA

Street	Segment		Jurisdiction	Street Classification	Side of Street	Sidewalk Available	Sidewalk Width [1]	Condition [2] Adequate or Substandard
	From	To						
La Cienega Boulevard	Holloway Drive	Santa Monica Boulevard	City of West Hollywood	Collector	West	Yes	5'	Adequate
					East	Yes	5'	Adequate
	Santa Monica Boulevard	Romaine Street	City of West Hollywood / City of Los Angeles	Arterial / Avenue I	West	Yes	5'	Adequate
					East	Yes	6'	Adequate
	Romaine Street	Willoughby Avenue	City of Los Angeles	Avenue I	West	Yes	5'	Adequate
					East	Yes	5' / 15'	Adequate
	Willoughby Avenue	Waring Avenue	City of Los Angeles	Avenue I	West	Yes	15'	Adequate
					East	Yes	15'	Adequate
	Waring Avenue	Sherwood Drive	City of Los Angeles	Avenue I	West	Yes	15'	Adequate
					East	Yes	15'	Adequate
	Sherwood Drive	Melrose Place	City of Los Angeles	Avenue I	West	Yes	15'	Adequate
					East	Yes	15'	Adequate
Hacienda Place	Fountain Avenue	Holloway Drive	City of West Hollywood	Local Street	West	Yes	10'	Adequate
					East	Yes	10'	Adequate
Alfred Street	Santa Monica Boulevard	Romaine Street	City of West Hollywood / City of Los Angeles	Local Street	West	Yes	12'	Substandard / Uneven
					East	Yes	12'	Adequate
	Romaine Street	Willoughby Avenue	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Adequate
	Willoughby Avenue	Waring Avenue	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Adequate
	Waring Avenue	Melrose Place	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Adequate
Croft Avenue	Santa Monica Boulevard	Romaine Street	City of West Hollywood / City of Los Angeles	Local Street	West	Yes	10' / 12'	Adequate
					East	Yes	10' / 12'	Adequate
	Romaine Street	Willoughby Avenue	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Substandard / Uneven
	Willoughby Avenue	Waring Avenue	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Adequate
	Waring Avenue	Melrose Place	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Adequate
Olive Drive	Fountain Avenue	Santa Monica Boulevard	City of West Hollywood	Local Street	West	Yes	6' / 10'	Adequate
					East	Yes	6'	Adequate
Orlando Avenue	Santa Monica Boulevard	Romaine Street	City of West Hollywood / City of Los Angeles	Local Street	West	Yes	12'	Substandard / Uneven
					East	Yes	12'	Adequate
	Romaine Street	Willoughby Avenue	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Substandard / Uneven
	Willoughby Avenue	Waring Avenue	City of Los Angeles	Local Street	West	Yes	12'	Adequate
					East	Yes	12'	Adequate
Kings Road	Fountain Avenue	Santa Monica Boulevard	City of West Hollywood	Local Street	West	Yes	15' / 10'	Adequate
					East	Yes	15' / 10'	Adequate

* Street classifications from City of Los Angeles' *Mobility Plan 2035 and City of West Hollywood's General Plan 2035 - Mobility Element.*
[1] Existing sidewalk widths measured from Google Maps aerial view. Measurements are approximate.
[2] Sidewalk conditions based on observations from Google Maps street views.

TABLE 2
INVENTORY OF SIGNALIZED PEDESTRIAN CROSSING LOCATIONS AND AMENITIES WITHIN THE STUDY AREA

Intersection	Crosswalk Type				Curb Access Ramp Provided				Tactile Warning Strip Provided				Curb Extension/Bulbout Provided				Overall Assessment of Quality
	North Leg	West Leg	South Leg	East Leg	NW Corner	NE Corner	SE Corner	SW Corner	NW Corner	NE Corner	SE Corner	SW Corner	NW Corner	NE Corner	SE Corner	SW Corner	
Holloway Drive & Alta Loma Road [1]	Continental	Continental	N/A	Continental	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No	No	No	Adequate
Holloway Drive & La Cienega Boulevard	Continental	Continental	Continental	Continental	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No	No	No	Adequate
Santa Monica Boulevard & Westbourne Drive (West)	Continental	None	N/A	Continental	Yes	Yes	Yes	N/A	No	No	No	N/A	Yes	No	No	N/A	Adequate
Santa Monica Boulevard & Westbourne Drive (East) [2]	N/A	Continental	Continental	None	Yes	N/A	Yes	Yes	No	N/A	No	No	No	N/A	No	Yes	Adequate
Santa Monica Boulevard & Westmount Drive [1]	Continental	None	N/A	Continental	Yes	Yes	Yes	N/A	No	Yes	No	N/A	No	Yes	Yes	N/A	Adequate
Santa Monica Boulevard & Knoll Drive (West) [1, 2]	N/A	Continental	Continental	None	Yes	N/A	Yes	Yes	No	N/A	No	Yes	No	N/A	Yes	Yes	Adequate
Santa Monica Boulevard & La Cienega Boulevard	Decorative Brick Pattern	Decorative Brick Pattern	Decorative Brick Pattern	Decorative Brick Pattern	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	Adequate
Santa Monica Boulevard & Holloway Drive	Decorative Brick Pattern	Decorative Brick Pattern	Decorative Brick Pattern	None	Yes	Yes	Yes	Yes	No	No	No	No	No	No	Yes	Yes	Adequate
Santa Monica Boulevard & Kings Road (West) [1]	Continental	Continental	N/A	None	Yes	Yes	N/A	Yes	No	No	N/A	No	No	No	N/A	No	Adequate
Waring Avenue & La Cienega Boulevard [1]	Continental	N/A	Continental	Standard	No	Yes	Yes	No	No	No	No	No	No	No	No	No	Adequate

* Based on Google Maps aerial view and street views
[1] T-intersection.

- Intersection of Santa Monica Boulevard / Westbourne Drive (East) (T-intersection): This intersection is signalized with traffic control devices. Continental crosswalks are available on the south and west legs of the intersection. Pedestrian call pushbuttons are provided on the west leg of the intersection. Pedestrian signal calls are actuated/automated on the south leg of the intersection. Curb ramps are provided on the south and west legs. No crosswalks are provided on the east leg of the intersection.

- Intersection of Santa Monica Boulevard / Westmount Drive (T-intersection): This intersection is signalized with traffic control devices. Continental crosswalks with pushbuttons are available on north and east approaches. Curb ramps are provided on the north and east legs of the intersection. No crosswalks are provided on the west leg of the intersection.

- Intersection of Santa Monica Boulevard / Knoll Drive (West) (T-intersection): This intersection provides a pedestrian signal with traffic control devices on the eastbound and westbound approaches. The intersection is stop controlled on the northbound approach. Continental crosswalks are available on the west and south legs of the intersection. Pedestrian call pushbuttons are provided on the west leg of the intersection. Curb ramps are provided on the west and south legs of the intersection. No crosswalks are provided on the east leg of the intersection.

- Intersection of Santa Monica Boulevard / La Cienega Boulevard: This intersection is signalized with traffic control devices. Standard crosswalks with a decorative brick pattern and pedestrian call pushbuttons available on all four approaches. Curb ramps are also provided on all four corners of the intersection.

- Intersection of Santa Monica Boulevard / Holloway Drive - Croft Avenue: This intersection is signalized with traffic control devices. Standard crosswalks with decorative brick pattern are available on north, south, and west legs of the intersection. Pedestrian call pushbuttons are provided on the west leg of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection. Curb ramps are provided on all four corners of the intersection. No crosswalks are provided on the east leg of the intersection.

- Intersection of Santa Monica Boulevard / Kings Road (West) (T-intersection) – This intersection is signalized with traffic control devices. Continental crosswalks are provided on the north and west legs of the intersection. Pedestrian call pushbuttons are provided on the west leg of the intersection. Pedestrian signal calls are actuated/automated on the north leg of the intersection. Curb ramps are provided on the north and west legs of the intersection. Crosswalks are not provided on the east leg.

<u>Pedestrian Crossing Locations Along Waring Avenue</u>

- Intersection of Waring Avenue / La Cienega Boulevard (T-intersection) – This intersection is signalized with traffic control devices. Continental crosswalks with pedestrian pushbuttons are available on north and south approaches of the intersection. A standard crosswalk is available on the east leg of the intersection. Pedestrian signal calls are actuated/automated on the east leg of the intersection. Curb ramps are provided on the east leg of the intersection.

As shown in Figures 3 and 4, La Cienega Boulevard is designated as a Pedestrian Enhanced District street segment in the City of Los Angeles's 2035 Mobility Plan.

Potential Pedestrian Destinations

The pedestrian network consisting of sidewalks, intersections with signalized crossing and crosswalks, provide connectivity to the potential pedestrian destinations within the study area, a distance of 1,320 feet radius from the Project Site per the City of Los Angeles' Transportation Assessment Guidelines. These potential pedestrian destinations are shown in Figure 5 and summarized in Table 3. Table 3 indicates the facility types, the names, and the locations for the potential destinations including a total of the following facility types:

- 27 Bus Stops
- 4 Pharmacies
- 4 Clinics
- 3 Grocery Stores
- 2 Child Care Facilities
- 2 Coffee Shops
- 1 School
- 1 Church
- 1 Park with Playground

As shown in Table 3, the destinations within the study area include several transit stops and other facilities including pharmacies, clinics, grocery stores, child care facilities, coffee shops, school, church, and park with playground.

EXISTING BICYCLE CONDITIONS

This section presents a review of the *City of Los Angeles' 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element* (2010 Bicycle Plan) and City of West Hollywood's *Pedestrian & Bicycle Mobility Plan* (2017), and an evaluation of the existing and future bicycle network within the study area for the Project.

City of Los Angeles' 2010 Bicycle Plan

The 2010 Bicycle Plan introduces new goals, objectives, policies and programs as well as updated policies and programs in comparison to the 1996 Plan. The 2010 Bicycle Plan states the following goals noted on the page after Figure 5 and Table 3.

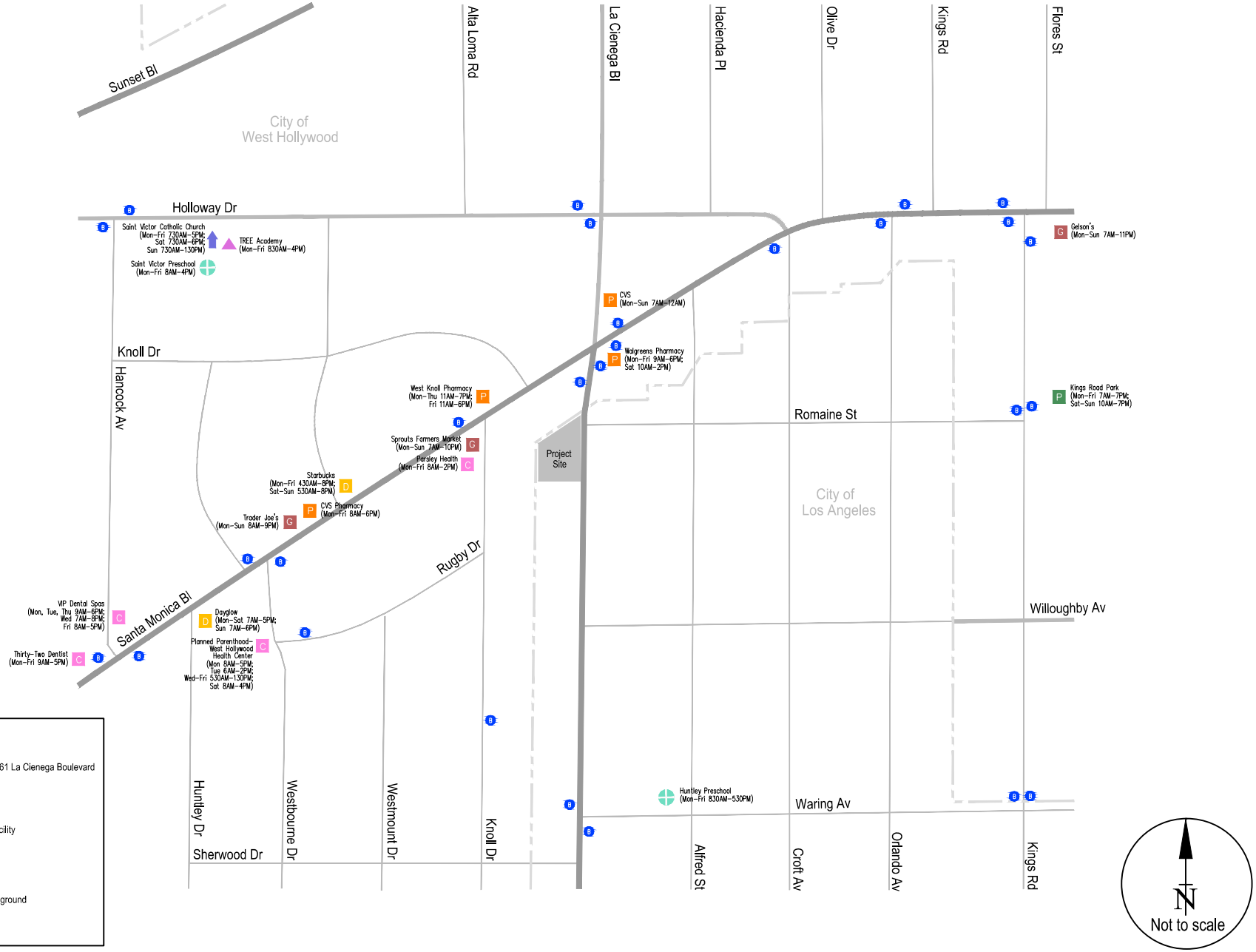


FIGURE 5
POTENTIAL PEDESTRIAN DESTINATIONS

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TABLE 3
POTENTIAL PEDESTRIAN DESTINATIONS

Facility Type	Name	Location
Bus Stop	Holloway / Hancock - Eastbound	SW corner of Holloway Drive / Hancock Avenue
	Holloway / Hancock - Westbound	NE corner of Holloway Drive / Hancock Avenue
	Holloway / La Cienega - Westbound	NW corner of Holloway Drive / La Cienega Boulevard
	Holloway / La Cienega - Eastbound	SW corner of Holloway Drive / La Cienega Boulevard
	Santa Monica / Hancock - Westbound	NW corner of Santa Monica Boulevard / Hancock Avenue
	Santa Monica / Hancock - Eastbound	SE corner of Santa Monica Boulevard / Hancock Avenue
	Santa Monica / Westbourne - Westbound	NW corner of Santa Monica Boulevard / Westbourne Drive
	Santa Monica / Westbourne - Eastbound	SE corner of Santa Monica Boulevard / Westbourne Drive
	Santa Monica / West Knoll - Westbound	NW corner of Santa Monica Boulevard / Knoll Drive
	La Cienega / Santa Monica - Southbound	SW corner of Santa Monica Boulevard / La Cienega Boulevard
	La Cienega / Santa Monica - Northbound	SE corner of Santa Monica Boulevard / La Cienega Boulevard
	Santa Monica / La Cienega - Eastbound	SE corner of Santa Monica Boulevard / La Cienega Boulevard
	Santa Monica / La Cienega - Westbound	NE corner of Santa Monica Boulevard / La Cienega Boulevard
	Santa Monica / Croft - Eastbound	SW corner of Santa Monica Boulevard / Croft Avenue
	Santa Monica / Orlando - Eastbound	SW corner of Santa Monica Boulevard / Orlando Avenue
	Santa Monica / Kings - Westbound	NE corner of Santa Monica Boulevard / Orlando Avenue
	Santa Monica / Kings - Westbound	NW corner of Santa Monica Boulevard / Kings Road
	Santa Monica / Kings - Eastbound	SW corner of Santa Monica Boulevard / Kings Road
	Kings / Santa Monica - Northbound	SE corner of Santa Monica Boulevard / Kings Road
	Rugby / Westbourne - Westbound	NE corner of Rugby Drive / Westbourne Drive
	Kings / Romaine - Southbound	NW corner of Romaine Street / Kings Road
	Kings / Romaine - Northbound	NE corner of Romaine Street / Kings Road
	838 N.W. Knoll - Northbound	East side on Knoll Drive between Rugby Drive and Sherwood Drive
	La Cienega / Waring - Southbound	NW corner of Waring Avenue / La Cienega Boulevard
	La Cienega / Waring - Northbound	SE corner of Waring Avenue / La Cienega Boulevard
	801 N. Kings - Southbound	NW corner of Waring Avenue / Kings Road
	800 N. Kings - Northbound	NE corner of Waring Avenue / Kings Road
Pharmacy	CVS Pharmacy	8607 Santa Monica Blvd, West Hollywood, CA 90069
	West Knoll Pharmacy	8547 Santa Monica Blvd, West Hollywood, CA 90069
	CVS	8491 Santa Monica Blvd, West Hollywood, CA 90069
	Walgreens Pharmacy	8490 Santa Monica Blvd, West Hollywood, CA 90069
Clinic	Thirty-Two Dentist	8763 Santa Monica Blvd, West Hollywood, CA 90069
	VIP Dental Spas	8747 Santa Monica Blvd, West Hollywood, CA 90069
	Planned Parenthood - West Hollywood Health Center	869 Westbourne Dr, West Hollywood, CA 90069
	Parsley Health	8550 Santa Monica Blvd 2nd Floor, West Hollywood, CA 90069
Grocery Store	Trader Joe's	8611 Santa Monica Blvd, West Hollywood, CA 90069
	Sprouts Farmers Market	8550 Santa Monica Blvd Ste 100, West Hollywood, CA 90069
	Gelson's	8330 Santa Monica Blvd, West Hollywood, CA 90069
Child Care Facility	Saint Victor Preschool	8706 Holloway Dr, West Hollywood, CA 90069
	Huntley Preschool	803 Alfred St, West Hollywood, CA 90069
Coffee Shop	Dayglow	866 Huntley Dr, West Hollywood, CA 90069
	Starbucks	8595 Santa Monica Blvd, West Hollywood, CA 90069
School	TREE Academy	8628 Holloway Dr, West Hollywood, CA 90069
Church	Saint Victor Catholic Church	8634 Holloway Dr, West Hollywood, CA 90069
Park	Kings Road Park	1000 Kings Rd, West Hollywood, CA 90069

"The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy and enjoyable means of transportation and recreation. The 2010 Plan establishes three goals – Increase the number and types of bicyclists who bicycle in the City; Make every street a safe place to ride a bicycle; and Make the City of Los Angeles a bicycle-friendly community."

These goals each have three to four objectives that include a variety of policies and programs intended to increase bicycle ridership, increase awareness, implementation, and use of the bicycle networks, expand bicycle parking options, integrate bicycling with the transit system, introduce and identify locations for the Clean Mobility and Multi-Modal Hubs, expand motorist and bicycle education, provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

City of West Hollywood's Pedestrian & Bicycle Mobility Plan

The Project's study area includes portions of the City of West Hollywood. A review of the City of West Hollywood's *Pedestrian & Bicycle Mobility Plan*, September 2017, was conducted. The City of West Hollywood's *Pedestrian & Bicycle Mobility Plan* introduces existing and future development plans for bicycling and walking for achieving the concept of complete network in the City of West Hollywood. The Pedestrian & Bicycle Mobility Plan states the following:

"*This Plan will create the foundation for a pedestrian- and bicycle-friendly West Hollywood that provides comfortable, safe, healthy, and convenient places to walk and bicycle in the context of a balanced, multimodal transportation network serving pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.*"

This plan expands upon the 2003 Bicycle and Pedestrian Mobility Plan by providing new and updated infrastructure, program, and policy recommendations. In addition to updating the 2003 plan, this Plan takes advantage of new, innovative solutions and significant public input to guide City of West Hollywood in prioritizing resources when implementing future projects, and finally, achieve a network to ensure all people have comfortable options for travel, while increasing mobility and safety, reducing congestion and pollutants, and achieving social equity. This document includes an inventory of the City of West Hollywood's current bicycle and pedestrian network and recommends specific infrastructure, program, and policy changes to encourage bicycling and walking.

A detailed description of the existing bicycle facilities within the study area and an evaluation of the future bicycle network planned is presented in the following sections.

Existing Bicycle Facilities

The City of Los Angeles' *2010 Bicycle Plan* and the City of West Hollywood's *Pedestrian & Bicycle Mobility Plan* document the existing bicycle facilities within each respective jurisdiction. These facilities are classified as Shared-use Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes/Bicycle Boulevards (Class III). A brief description of these facilities follows:

- Shared-use Paths (Class I) – Shared-use Paths are exclusive car free facilities that provide a completed separated right-of-way for the share-uses of cyclists and pedestrians. There are few potential conflicts between people ridding and people driving.

- Bicycle Lanes (Class II) – Bicycle Lanes are part of the street design that is dedicated only for bicycles and identified by a striped one-way bike lane separating from vehicle lanes. The facility may be along a curb, or placed between curbside parking and moving traffic; some bike lanes include striped buffers between the bike lane and traffic lane or parking aisle.

- Bicycle Routes/Neighborhood Greenways/Bicycle Friendly Streets (Class III) – Bicycle Routes provide for a shared use of the roadway with posted signage for bicycle use which can include signs, painted shared-lane markings, or 'sharrow' pavement markings. Neighborhood Greenways and Bicycle friendly streets are another Class III type of routes that include traffic interventions to reduce the traffic speed and vehicle trips.

Figure 6 shows the existing bicycle facilities in the study area. As shown in the figure, bicycle facilities are provided on the following streets:

- Santa Monica Boulevard: Bicycle Lanes (Class II) are provided along Santa Monica Boulevard between Flores Street and Sepulveda Boulevard. Bicycle Routes (Class III) are provided along Santa Monica Boulevard between Flores Street and La Brea Avenue.

- Westmount Drive: Bicycle Routes with signs and sharrows (Class II) are provided along Westmount Drive between Holloway Drive and Knoll Drive.

- Knoll Drive: Bicycle Routes with signs and sharrows (Class II) are provided along Knoll Drive between Westmount Drive and Westbourne Drive.

- Westbourne Drive: Bicycle Routes with signs and sharrows (Class II) are provided along Westbourne Drive between Knoll Drive and Sherwood Dr.

- Sherwood Drive: Bicycle Routes with signs and sharrows (Class II) are provided along Sherwood Drive between La Cienega Boulevard and Huntley Drive.

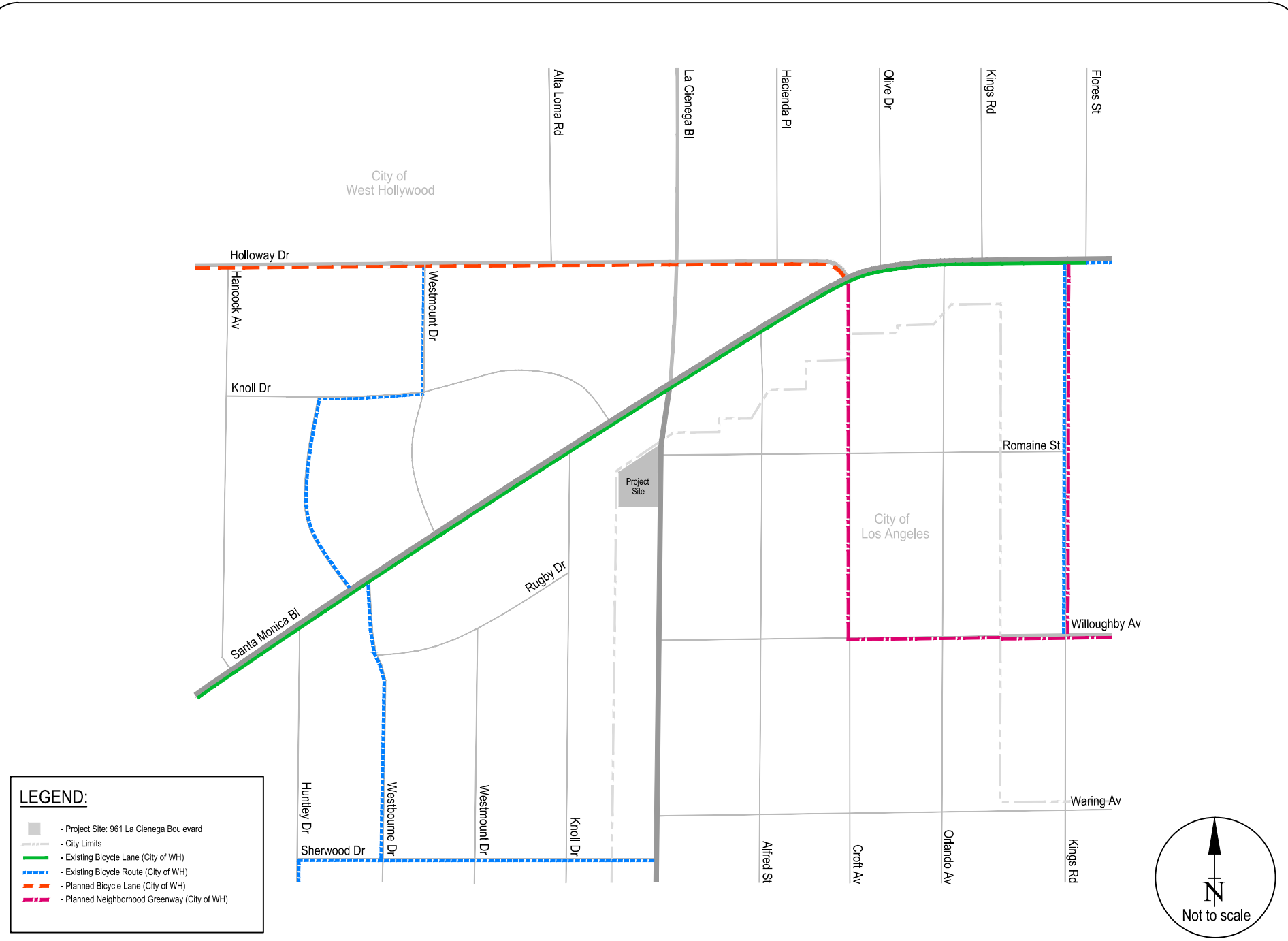

FIGURE 6
EXISTING AND PLANNED BICYCLE FACILITIES

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- Huntley Drive: Bicycle Routes with signs and sharrows (Class II) are provided along Huntley Drive between Sherwood Drive and Beverly Boulevard.

- Kings Road: Bicycle Routes with signs and sharrows (Class II) are provided along Kings Road between Santa Monica Boulevard and Willoughby Avenue.

Future Bicycle Conditions

Future planned bicycle facilities were reviewed in the City of Los Angeles' *2035 Mobility Plan* and the City of West Hollywood's *Pedestrian & Bicycle Mobility Plan* documents.

The future planned bicycle facilities within the City of West Hollywood are shown in Figure 6. As shown in the figure, the future planned bicycle facilities include the following streets:

City of West Hollywood's Proposed Bicycle Facilities

- Holloway Drive: Bike Lanes (Class II) are proposed on Holloway Drive between Santa Monica Boulevard and Palm Avenue.

- Croft Avenue: Neighborhood Greenway (Class III) is proposed along Croft Avenue between Santa Monica Boulevard and Willoughby Avenue.

- Kings Road: Neighborhood Greenway (Class III) is proposed along Kings Road between Santa Monica Boulevard and Willoughby Avenue.

- Willoughby Avenue: Neighborhood Greenway (Class III) is proposed along Willoughby Avenue between Croft Avenue and Gardner Street.

EXISTING TRANSIT CONDITIONS

Eight bus lines currently serve the study area. Five bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (MTA or METRO), and three bus lines are operated by the City of West Hollywood (WH). These transit lines are described in the following section.

- MTA Line 2 – Line 2 is a local east/west bus line that provides service from Westwood to Downtown Los Angeles, and travels along Santa Monica Boulevard within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 10 minutes during peak commute hours and during weekday midday hours. The western terminus is at the intersection of Le Conte Avenue and Broxton Avenue in Westwood. The eastern terminus is at the intersection of Hill Street and Martin Luther King Jr Boulevard in Downtown Los Angeles.

- MTA Line 4 – Line 4 is a local east/west bus line that provides service from Santa Monica to Downtown Los Angeles, and travels along Santa Monica Boulevard within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 10 minutes during peak commute hours and during weekday midday hours. The western terminus is at the intersection of Ocean Avenue and Arizona Avenue in Santa Monica. The eastern terminus is at the intersection of Venice Boulevard and Broadway in Downtown Los Angeles.

- MTA Line 10 – Line 10 is a local east/west bus line that provides service from West Hollywood to Downtown Los Angeles, and travels along Santa Monica Boulevard within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 15 minutes during peak commute hours and during weekday midday hours. The western terminus is at the intersection of Santa Monica Boulevard and Larrabee Street in West Hollywood. The eastern terminus is at the intersection of Main Street and Venice Boulevard in Downtown Los Angeles.

- MTA Line 16 – Line 16 is a local east/west bus line that provides service from West Hollywood to Downtown Los Angeles, and travels along Holloway, La Cienega Boulevard, and Santa Monica Boulevard, within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 7 minutes during peak commute hours and during weekday midday hours. The western terminus is at the intersection of San Vicente Boulevard and Sunset Boulevard in West Hollywood. The eastern terminus is at the intersection of 5th Street and Wall Street in Downtown Los Angeles.

- MTA Line 105 – Line 105 is a local east/west bus line that provides service from West Hollywood to Vernon, and travels along Holloway Drive, La Cienega Boulevard, and Santa Monica Boulevard, within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 10 minutes during peak commute hours and during weekday midday hours. The western terminus is at the intersection of San Vicente Boulevard and Santa Monica Boulevard in West Hollywood. The eastern terminus is at the intersection of Pacific Boulevard and Santa Fe Avenue in Vernon.

- WH Cityline - Local – The West Hollywood Cityline Local is a local east/west bus line that provides service in West Hollywood, and travels along Santa Monica Boulevard, Westbourne Drive, Sherwood Drive, Knoll Drive, Rugby Drive, Kings Road, and Warning Avenue, within the study area. This line runs Monday to Saturday, at a frequency of approximately 30 minutes during peak commute hours and during weekday midday hours. No service is provided on Sundays or holidays. The western terminus is at Cedars-Sinai Medical Center in West Hollywood. The eastern terminus is at the intersection of Fountain Avenue and La Brea Avenue in West Hollywood.

- WH Cityline - Commuter – The West Hollywood Cityline Commuter is a local east/west bus line that provides service from West Hollywood to Hollywood, and travels along Santa Monica Boulevard within the study area. This line runs Monday to Saturday, at a frequency of approximately 10-15 minutes during peak commute hours and 15-20 minutes during weekday midday hours. No service is provided on Sundays or holidays. The western terminus is at West Hollywood Library in West Hollywood. The eastern terminus is at the Hollywood/Highland Station at Metro B Line (Red) in Hollywood.

- WH PickUp – The West Hollywood PickUp Line is a local east/west bus line that provides service in West Hollywood, and travels along Santa Monica Boulevard within the study area. This line runs Friday to Sunday, at a frequency of 15 minutes during operating hours. No service is provided from Monday to Thursday. The western terminus is at the intersection of Santa Monica Boulevard and Robertson Boulevard in West Hollywood. The eastern terminus is at the intersection of Santa Monica Boulevard and La Brea Avenue also in West Hollywood.

These transit lines are illustrated in Figure 7. It can be observed from Figure 7 that the Project Site is within walking distance to the bus routes within the study area. Bus stops are located at the intersections of Knoll Drive / Santa Monica Boulevard, La Cienega Boulevard / Holloway Drive, and La Cienega Boulevard / Santa Monica Boulevard.

The City of Los Angeles *Mobility Plan 2035* includes a network of transit enhanced streets to improve line performance and reliability. Enhancements range from streetscape improvements to make walking safer and easier, to transit stop shelters, or bus lanes. La Cienega Boulevard south of City Limits within the study area are included in the network of transit enhanced streets and prioritized for transit service improvements.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at the study intersection.

Existing Traffic Volumes

Weekday morning (AM) and evening (PM) peak hour traffic counts were compiled from data collected at the signalized study (non-CEQA) intersections in 2019. In consultation with LADOT, 2019 conditions are used to reflect existing conditions, due to the COVID-19 pandemic.

The traffic volumes reflect typical weekday operations during existing conditions. The traffic volumes in Figure 8 represent, for the purposes of this analysis, the Existing (2022) conditions during the AM and PM peak hours. The raw intersection turning movement counts are attached in Appendix C.

FIGURE 7
EXISTING TRANSIT LINES

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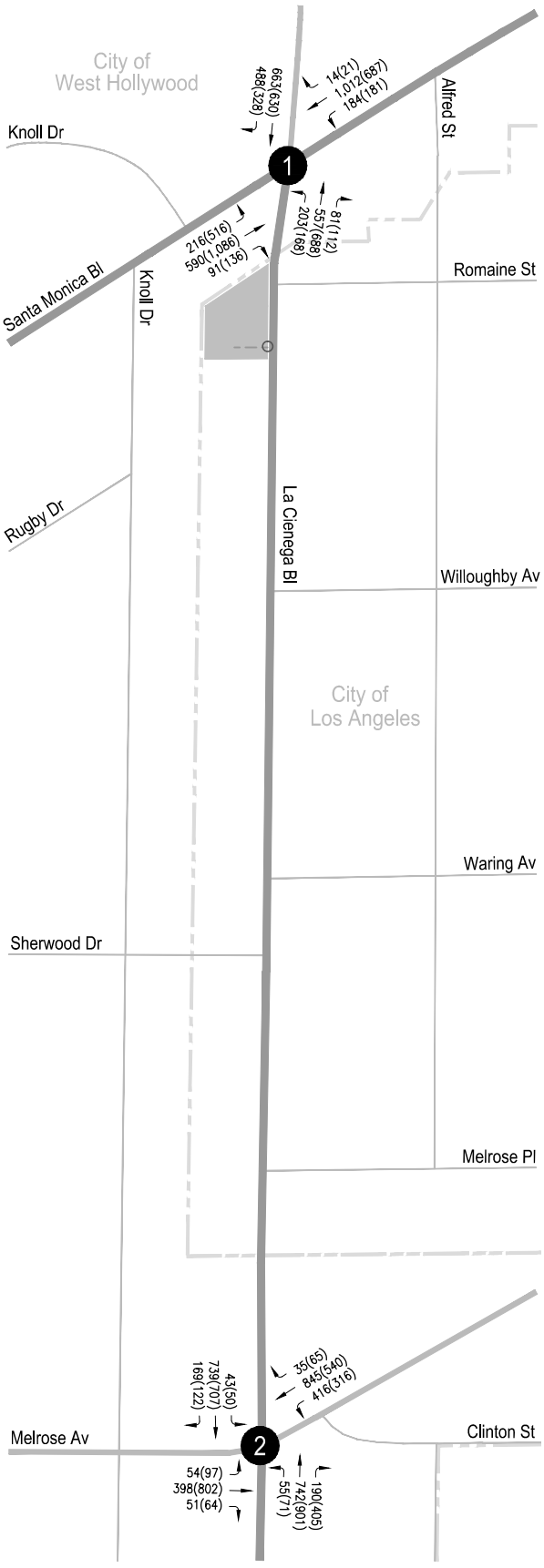

FIGURE 8
EXISTING (2022) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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Level of Service (LOS) Methodology

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The LOS definitions for signalized intersections are provided in Table 4. Both the study locations (La Cienega Boulevard / Santa Monica Boulevard and La Cienega Boulevard / Melrose Avenue) are signalized intersections.

Consistent with the City of Los Angeles' Transportation Assessment Guidelines, the intersection capacity analysis was conducted using the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) signalized intersections methodologies. The HCM signalized methodology calculates the average control delay, in seconds, for each vehicle passing through the intersection.

Existing Levels of Service

The existing traffic volumes presented in Figure 8 for AM and PM peak hours were used in conjunction with the level of service methodologies described above, and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Table 5 summarizes the results of the intersection capacity analysis for existing conditions at the analyzed intersections in the study area. The table indicates the existing average control delay for each intersection approach during the morning and evening peak hours and the corresponding LOS. As indicated in the table, the study intersections are currently operating as follows:

- Intersection of La Cienega Boulevard/Santa Monica Boulevard: AM - LOS E, PM - LOS E
- Intersection of La Cienega Boulevard/Melrose Avenue: AM - LOS D, PM – LOS E

The operational calculation worksheets for Existing (2022) conditions are provided in Appendix D of the report.

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤ 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 10.0 and ≤ 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20.0 and ≤ 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 35.0 and ≤ 55.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 55.0 and ≤ 80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Highway Capacity Manual, Transportation Research Board, 2016

TABLE 5
EXISTING (2022) INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1.	La Cienega Boulevard & Santa Monica Boulevard	58.2	E	58.0	E
2.	La Cienega Boulevard & Melrose Avenue	42.4	D	58.8	E

Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service

ALIGNMENT WITH VISION ZERO PROGRAM

The City of Los Angeles' Vision Zero Program aim to decrease transportation-related serious injuries and fatalities on City streets through a number of strategies including modifying the design of streets to improve the safety for vulnerable road users. In the City of Los Angeles, this policy was adopted as part of the City of Los Angeles' 2035 Mobility Plan (*Mobility Plan 2035, An Element of the General Plan*; Los Angeles Department of City Planning; 2016), and the City of Los Angeles' Vision Zero Action Plan (*Vision Zero Action Plan 2015-2025*; Los Angeles Department of Transportation; 2017). The City of West Hollywood is currently developing the City's Vision Zero Action Plan.

The City of Los Angeles identified High Injury Network locations, where a relatively small number of streets had a disproportionate number of traffic collisions. Future improvement projects, policies, and programs have been prioritized at intersections and along corridors identified within the High Injury Network to reduce traffic violence.

Figure 9 shows the High Injury Network within the study area. The streets included in High Injury Network follow:

- La Cienega Boulevard: La Cienega Boulevard between Willoughby Avenue and Melrose Avenue is included in City of Los Angeles' High Injury Network.

As shown in Figure 9, the Project Site is not located along a roadway identified within the City's High Injury Network.

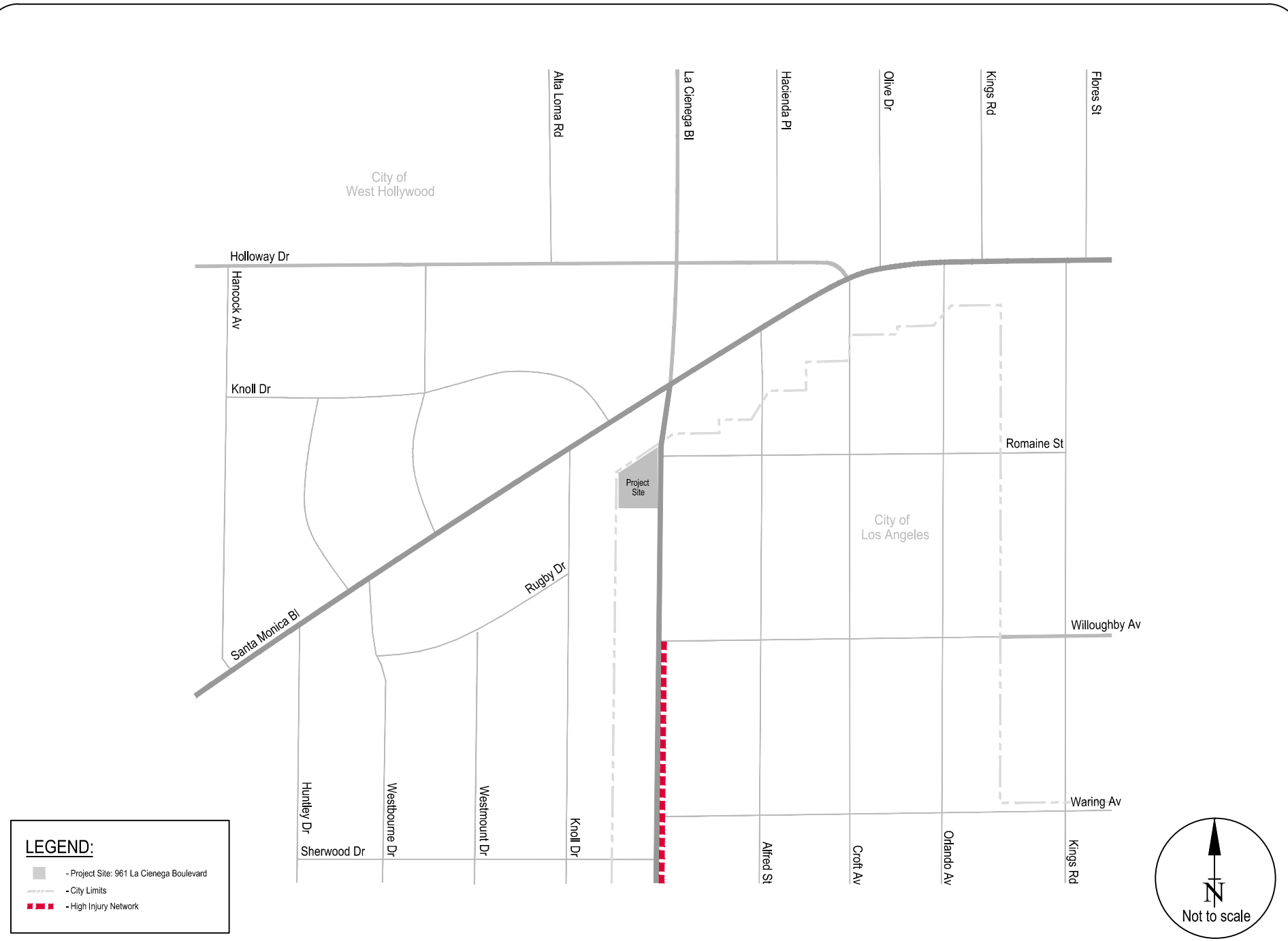


FIGURE 9
HIGH INJURY NETWORK

RAJU Associates, Inc.

III. CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The analysis of transportation impacts associated with the Project was prepared utilizing the methodologies and assumptions per the latest City of Los Angeles' Transportation Assessment Guidelines. The results were then used to assess the potential impact of the Project based on the significance thresholds established by the City of Los Angeles. This chapter includes a summary of the screening criteria, impact criteria, methodology and mitigation (if needed) for each City established threshold.

The CEQA evaluation consists of analysis of transportation impacts for the following City established thresholds for development projects:

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies
- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT), and
- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

THRESHOLD T-1 – CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES OR POLICIES

Per the City's Transportation Assessment Guidelines, "*The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.*

Specifically, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve

the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides project criteria to identify which projects must check for consistency with major City plans and policies, and provides updated references that should be consulted to evaluate how proposed projects and plans relate to adopted City projects and plans."

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

- *Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?*
    - **Project Response: Yes. The Project requires a discretionary action.**
- *Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?*
    - **Project Response: No. The Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.**
- *Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?*
    - **Project Response: Yes. The Project is required to provide a dedication of 15 feet from its easterly property line in order to provide a half right-of-way width of 50 feet along La Cienega Boulevard, consistent with the requirements of the City of Los Angeles Mobility Plan 2035.**

Based on the responses to the screening criteria, the Project is required to assess whether the project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

Impact Criteria

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This threshold test is conducted to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

Methodology

The following includes the methodology for analyzing Threshold T-1, per the City's Transportation Assessment Guidelines:

- *A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances listed in the City's Transportation Assessment Guidelines, Table 2.1-1 - City Documents that Establish the Regulatory Framework, for City plans, policies, programs, ordinances and standards relevant to determining project consistency. The City's Transportation Assessment Guidelines, Attachment D: Plan Consistency Worksheet, lists questions that shall be answered in order to help guide whether the project conflicts with City circulation system policies. A 'yes' or 'no' answer to these questions does not determine a conflict. Rather, as indicated in Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that requires administrative relief or legislative change does not in itself constitute an impact.*

- *If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.*

Cumulative Impacts. *The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area.*

Consider whether there would be a significant impact to which both the proposed project and other projects contribute. For instance, a cumulative impact could occur if the project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework.

Analysis/Project Impact

Utilizing the methodology described above, responses were provided to the City's Transportation Assessment Guidelines' Attachment D: Plan, Policy and Program Consistency Worksheet. A copy of the worksheet and the Project's responses to the questions in the worksheet to help guide whether the project conflicts with City circulation system policies is included in Appendix E.

The following summarizes the sections covered in the worksheet and the results of Project's response:

- Section A. Mobility Plan 2035 Public Right-of-Way (PROW) Classification Standards for Dedications and Improvements

    - The Project is required to provide a dedication of 15 feet from its easterly property line, as necessary, to meet the designated half right-of-way width requirement of 50 feet along La Cienega Boulevard (Avenue I). In lieu of the 15-foot dedication, the Project is requesting a 15-foot surface easement for sidewalk purposes. Additionally, the Project is requesting a waiver of dedication from the 5-foot roadway widening requirement. The waiver would result in the maintenance of the existing 30-foot half roadway and the widening of the sidewalk from 5 feet to 20 feet.
    - Therefore, the Project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

- Section B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

    - The Project does not propose widening the roadway; narrowing the sidewalk; adding space for vehicle turn outs or loading areas; removing bicycle lanes, bike share stations, or bicycle parking; modifying existing bus stop, transit shelter, or other street furniture; or paving, narrowing, shifting or removing an existing parkway or tree well.
    - The Project does not add additional new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's *Driveway Design Guidelines*.
    - Therefore, the Project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

- Section C. Network Access

    - The Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway.
    - Therefore, the Project would not conflict with a plan or policies that ensure access for all modes of travel.

- Section D. Parking Supply and Transportation Demand Management (TDM)

    - The Project would provide a total of 96 vehicle parking spaces. The Project is proposing an on-site parking supply that exceeds the baseline amount as required in the Los Angeles Municipal Code (LAMC). However, the Project is proposing to actively manage the demand of parking by unbundling the supply from the lease or sale of residential units. Therefore, the Project would not conflict with parking management policies.
    - The Project is providing 114 bicycle spaces (79 long-term and 35 short-term spaces) as required by Section 12.21 A.16 of the LAMC.
    - The Project contains less than 25,000 square feet of new non-residential uses. Per the City's TDM Ordinance in Section 12.26 J of the LAMC, Projects less than 25,000 square feet of non-residential uses do not require provision of TDM measures.
    - Therefore, the Project would not conflict with LAMC requirements of vehicle parking, bicycle parking and TDM measures.

- Section E. Consistency with Regional Plans

    - Per LADOT's Plans, Policies and Programs Consistency Worksheet, the Project is shown to align with long-term VMT and GHG reduction goals of SCAG's RTP/SCS. The Project would result in a Household VMT per capita of 5.3. Since the Project's resulting VMT per capita of 5.3 is less than the impact threshold of 6.0, the Project would not cause a significant impact relative to Threshold T-2.1.

Based on the responses to the questions and review of relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program, the Project generally conforms with, and does not obstruct or impede the City's development policies and standards generally considered to be consistent. Further, the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact relative to Threshold T-1.

Cumulative Impacts

The Project is consistent with the City of Los Angeles' programs, plans, ordinances, and policies, since it does not preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework.

The City's Transportation Assessment Guidelines requires that the Project be reviewed in combination with nearby related projects to determine if there may be a cumulatively significant impact resulting from inconsistency with the programs, plans, policies, or ordinances.

Similar to the Project, related projects considered in this cumulative analysis are individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Therefore, the Project, together with the related projects, will not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed and does not cause a cumulative significant impact relative to Threshold T-1.

THRESHOLD T-2.1 – CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT)

As cited in the City's *Transportation Assessment Guidelines, "The Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 ("OPR Technical Advisory") that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicle Miles Travelled (VMT).*

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The Los Angeles Mobility Plan 2035 sets forth the following objective, regarding VMT:

- Decrease VMT per capita by 5% every five years [from 2015 baseline conditions], to 20% by 2035.

Accordingly, the City of Los Angeles' set new significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G

question. The City has established the following screening and impact criteria for Threshold T-2.1. The City's criteria are based on the OPR technical advisory but reflect local considerations.

Screening Criteria

The screening and impact evaluation should be conducted for the following types of development projects:

- Residential – Single-family housing, multi-family housing, and affordable housing.
- Office – General office and medical office. Light industrial, manufacturing, warehousing/ self-storage, K-12 schools, college/university, and hotel/motel land uses should be treated as office for screening and analysis.
- Retail – General retail, furniture store, pharmacy/drugstore, supermarket, bank, health club, restaurant, auto repair, home improvement superstore, discount store, and movie theater.

If the project requires a discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- *Does the project require a discretionary action?*
    - **Project Response: Yes. The Project requires a discretionary action.**
- T-2.1-1: Would the project generate a net increase of 250 or more daily vehicle trips?
    - **Project Response: Yes. The Project is estimated to generate a total of 322 net daily trips (VMT Calculator version 1.3).**
- *T-2.1-2: Would the project generate a net increase in daily VMT?*
    - **Project Response: Yes. The Project is estimated to generate a net total of 2,034 daily VMT.**

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining

portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled, as specified in Section 2.2.4.

- *If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?*

    - **<u>Project Response</u>: No, the Project does not include retail/restaurant uses that exceed a net 50,000 square feet. The Project includes approximately 8,126 square feet of retail/restaurant uses (including 5,326 square feet of retail use and 2,800 square feet of restaurant use).**

Based on the responses to the screening criteria, the Project is required to assess whether the Project's proposed land uses cause substantial vehicle miles traveled.

<u>Impact Criteria</u>

Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

Per impact criteria established the City, development projects will have a potential impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located. (see table below)
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located. (see table below)
- For regional serving retail projects, the project would result in a net increase in VMT.
- For other land use types, VMT impacts measured for the work trip element result in metric that exceeds the criteria for office projects above.

The City of Los Angeles' *Transportation Assessment Guidelines Table 2.2-1* provides the following significance thresholds based on the location of a project within a specific Area Planning Commission (APC) area:

VMT Impact Criteria (15% Below APC Average)

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: Table 2.2-1, City of Los Angeles Transportation Assessment Guidelines, July 2020.
Note: The Daily Household VMT per Capita and Daily Work VMT per Employee numbers in the table incorporates a 15% reduction of the APC Average Daily Household VMT per Capita and Average Daily Work VMT per Employee numbers.

The Project is located within the Central APC area. Based on the City's VMT impact criteria table, the significance thresholds for project impact are daily Household VMT per capita of 6.0 and the daily Work VMT per employee of 7.6.

Methodology

The following includes the methodology for analyzing the Project's impacts relative to Threshold T-2.1, per the City's Transportation Assessment Guidelines:

- *Mixed-Use Projects - The project VMT impact should be considered significant if, after taking credit for internal capture, the project exceeds the impact criteria for any one (or all) of a particular project land use(s). In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.*

- *Residential Projects - Daily vehicle trips, daily VMT, and daily household VMT per capita for residential projects should be estimated using the VMT Calculator tool. Transportation demand management strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.*

Cumulative Impacts. *Analyses should consider both short- and long-term project effects on VMT. Short-term effects will be evaluated in the detailed project-level VMT analysis described above. Long-term, or cumulative, effects will be determined through a consistency check with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS.*

Analysis/Project Impact

The Project consists of a mixed-use development with 59 mid-rise multifamily dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The Project would provide a total of 96 vehicle parking spaces and total of 114 bicycle spaces (79 long-term and 35 short-term spaces). The existing site contains approximately 4,815 square feet of office use and 7,948 square feet of retail use that will be demolished.

Utilizing the City's VMT Calculator Tool (V1.3), the VMT analysis for the Project was prepared. The Project's proposed land uses along with the existing land use were input into the City's VMT Calculator Tool. Table 6 presents the results of the Project's VMT analysis. As indicated in the table, the Project would result in a Household VMT per capita of 5.3. Since the Project's resulting VMT per capita of 5.3 is less than the impact criteria threshold of 6.0, the Project would not cause a significant impact relative to this Threshold T-2.1. The City of Los Angeles' VMT Calculator (V1.3) worksheets are included Appendix F.

TABLE 6
CEQA ANALYSIS THRESHOLD T-2.1 - SUMMARY OF VMT ANALYSIS

Project Land Uses	Size		Household VMT per Capita	Household VMT Impact (6.0)?	Work VMT per Employee	Work VMT Impact (7.6)?
Apartments - Market Rate	52	d.u.	5.3	No	N/A	No
Apartments - Affordable	7	d.u.				
Retail	5,326	s.f.				
High-Turnover Restaurant	2,800	s.f.				

*VMT result from City of Los Angeles' VMT Calculator (version 1.3).

Cumulative Impacts

Per cumulative impact methodology, projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS. Therefore, the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

THRESHOLD T-3 – SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

As stated in the City's Transportation Assessment Guidelines, "*Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.*

Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction."

Screening Criteria

If the project requires a discretionary action, and the answer is 'yes' to any of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- *Does the project require a discretionary action?*
    - **Project Response: Yes. The Project requires a discretionary action.**

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

    - **<u>Project Response</u>: Yes. The Project is removing the existing site driveway and is proposing one new driveway along the west side of La Cienega Boulevard.**

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

    - **<u>Project Response</u>: Yes. The Project would provide a dedication of 15 feet from its easterly property line in order to provide a half right-of-way width of 50 feet along La Cienega Boulevard.**

Based on the responses to the screening criteria, the Project is required to evaluate if it substantially increases hazards due to a geometric design feature or incompatible use.

<u>Impact Criteria</u>

Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Per impact criteria established by the City, preliminary project access plans are to be reviewed in light of commonly-accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- *The relative amount of pedestrian activity at project access points.*

- *Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.*

- *The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.*

- *The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.*

- *The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.*

- *Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.*

Methodology

The following includes the methodology for analyzing the Project's impacts relative to Threshold T-3, per the City's Transportation Assessment Guidelines:

Project Impacts. *For vehicle, bicycle and pedestrian safety impacts, review all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]). Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), consider operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.*

Cumulative Impacts. *Review project site access plans for related projects with access points proposed along the same block(s) as the proposed project. Determine the combined impact and the project's contribution.*

Analysis/Project Impact

Project Location. The Project Site is not located along a street identified as part of the High Injury Network. Additionally, the Safe Routes to School map does not identify any infrastructure improvement projects within the study area.

Physical Terrain. The Project Site is located on a relatively flat parcel with little change in vertical elevation. Therefore, no line of sight issues would be caused by changes in elevation and drivers would be able to safely identify approaching vehicles, pedestrians, and bicycles at the Project driveway. The Project driveway is designed to intersect the public right-of-way at as close to a right angle as possible with adequate building setback to allow pedestrians and bicyclists to observe vehicles within the driveway.

The Project would provide open space, and landscaped elements along the Project perimeter and within the Project Site to create a walkable pedestrian environment. Sidewalks are provided and enhanced along La Cienega Boulevard fronting the Project Site.

Driveway Design. One unsignalized driveway located along the west side of La Cienega Boulevard currently provides access to the existing site. The Project is removing the existing driveway and proposing a new 20-foot driveway on the south end of the Project Site. The driveway would provide full vehicular access to residents, customers and employees to the subterranean parking levels.

Consistent with LADOT Manual of Policies and Procedures Section 321 – Driveway Design Guidelines, the Project driveway would measure of 20 feet in width. The Project site plan is provided in Chapter 1, Figure 2.

Also, consistent with the City of Los Angeles' *Citywide Design Guidelines*, October 24, 2019, the Project driveway is located as far away from the corner as possible and located potentially towards the end of the building, away from public right-of-way and major pedestrian thoroughfares, thereby enhancing walkability and pedestrian network connectivity.

La Cienega Boulevard provides vehicular access to the Project Site. La Cienega Boulevard along the Project's frontage currently provides four travel lanes, two lanes in each direction. The Project's main vehicular access is provided along La Cienega Boulevard, an Avenue I roadway. No sight distance issues are identified at the proposed driveway along the roadway segment.

On-street parking is provided on the west side of La Cienega Boulevard along the Project's frontage. Due to the Project's new driveway, two metered on-street parking spaces would be relocated to the north, resulting in no loss of on-street parking spaces. Parking will need to be restricted (red curb) adjacent to the proposed new driveway along the west side of La Cienega Boulevard. No unusual or new obstacles are presented in the Project design that would be considered hazardous to motorized vehicles, nonmotorized vehicles, or pedestrians.

Pedestrian and Bicycle Review. Pedestrian access to the Project Site would be obtained from La Cienega Boulevard. La Cienega Boulevard currently provides a 5-foot sidewalk along the Project's eastern frontage.

La Cienega Boulevard currently provides a curb-to-curb roadway width of 65 feet and a 5-foot sidewalk along the Project's frontage, resulting in a half right-of-way width of 35 feet. Per the City of Los Angeles' Mobility Plan 2035, a designated half right-of-way width of 50 feet is identified for La Cienega Boulevard. The Project proposes to provide a dedication of 15 feet to be consistent with the required half-ROW width of 50 feet.

There are no existing or planned bicycle facilities located along La Cienega Boulevard. Therefore, the proposed driveway will not cross any bicycle facilities.

Review of the traffic count data (from 2019) at the adjacent signalized intersections indicate a low level of pedestrian and bicycle utilization crossing the Project driveways. Based on the trip generation estimates (see Table 7 in Chapter 4), the Project would generate 1 to 1.5 vehicle per minute at the Project driveways, providing adequate gaps in traffic for pedestrians and bicyclists to safely cross. Thus, the conflicts between vehicles and pedestrians/bicyclists are minimal and not increased by the presence of Project traffic at the driveways.

The Project driveway will be designed to remain clear of hardscapes, vegetation, or signage that would impede sight lines. Sidewalk treatments across the driveways would be incorporated for increased safety and visibility.

Incompatible Uses. No other conditions, including the presence of incompatible uses in the vicinity that would substantially increase a transportation hazard, have been identified.

Project Impact. Based on a review and consideration of the proposed site plan, Project description and the above analysis, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to Threshold T-3.

Cumulative Impacts

The City's Transportation Assessment Guidelines requires that the Project be reviewed in combination with related projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact.

A review of the site plans of the related projects in the vicinity and the Project was conducted. It was observed that the combined effects of these related projects and the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project would not cause a cumulative significant impact relative to Threshold T-3.

FREEWAY SAFETY ANALYSIS

LADOT has provided an advisory memo, titled, *LADOT Transportation Assessments - Interim Guidance for Freeway Safety Analysis*. Per the Guidance, land use development projects within the City of Los Angeles required to prepare a transportation assessment are also required to conduct a freeway safety analysis. The purpose of the freeway safety analysis under CEQA is to determine if a project may potentially result in off-ramp queuing and differential travel speeds that could constitute a potential safety impact under CEQA. The initial step set forth in LADOT's memo includes the following determination:

- Identify the number of Project trips expected to be added to nearby freeway off ramps serving the site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

Table 7 (in Chapter 4) summarizes the Project's estimated trip generation. As indicated in the table, the Project's trip generation would result in an additional net total of approximately 7 inbound trips and 23 outbound trips during the morning peak hour and 16 inbound trips and 4 outbound trips during the evening peak hour. Based on the Project's trip distribution and resulting trip assignment, the Project would add less than 25 trips in the peak hours at the nearby freeway off-ramps. Therefore, no further freeway safety analysis is required.

IV. TRAFFIC PROJECTIONS FOR NON-CEQA ASSESSMENT

In order to address the non-CEQA assessment on the local street system, per the City's latest guidelines, estimates of the Existing (2022) with Project traffic volumes and Future Year (2025) traffic volumes both with and without the Project were developed. The traffic generated by the Project was estimated and assigned separately to the street system. The addition of Project traffic and the existing traffic volumes provides traffic volume estimates for the Existing (2022) with Project scenario.

The Future Year (2025) without the Project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments (related projects) in the vicinity of the study area. The Future (2025) without Project traffic represents the cumulative base conditions. Next, the addition of Project traffic and the cumulative base traffic volumes provides traffic volume estimates for the Future Cumulative (2025) with Project scenario. Each of these future traffic scenarios is described further in this chapter.

PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Project involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

Project Trip Generation

Implementation of the Project consists of a mixed-use development with 59 mid-rise multifamily dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The existing site contains 4,815 square feet of office use and 7,948 square feet of retail use. The existing uses will be demolished. Per LADOT's Transportation Assessment Guidelines, section 3.3.4*:…"any claim for trip credits for an existing or terminated land use generally requires that the use of land must have been active for at least 6 consecutive months during the past 2 years from the time of the base year vehicle trip counts."* The prior existing uses were active for at least 6 months during the past 2 years.

Utilizing the ITE's *Trip Generation Manual*, 11th Edition trip rates, the Project's peak hour trip generation was determined. Table 7 presents details of the Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from transit trips and existing use trips per LADOT's Transportation Assessment Guidelines.

From Table 7, it can be observed that the Project's trip generation would result in an additional net total of approximately 30 trips during the morning peak hour and 20 trips during the evening peak hour. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project would have a net increase of 322 daily trips.

Project Trip Distribution

The geographic distribution for Project trips was assumed to be the following:

	Commercial	Residential
• To and From the North:	10%	10%
• To and From the South:	30%	40%
• To and From the East:	30%	25%
• To and From the West:	30%	25%

Intersection level trip distribution percentages are shown in Figures 10A and 10B for residential and commercial uses, respectively. Based on these distribution assumptions, location and points of access of the Project driveway, and trip generation estimates from the Project, traffic estimates of Project-only trips were developed. The resulting net Project-only trips are shown in Figure 11. Detailed existing and Project-only trip distribution figures are included in Appendix A.

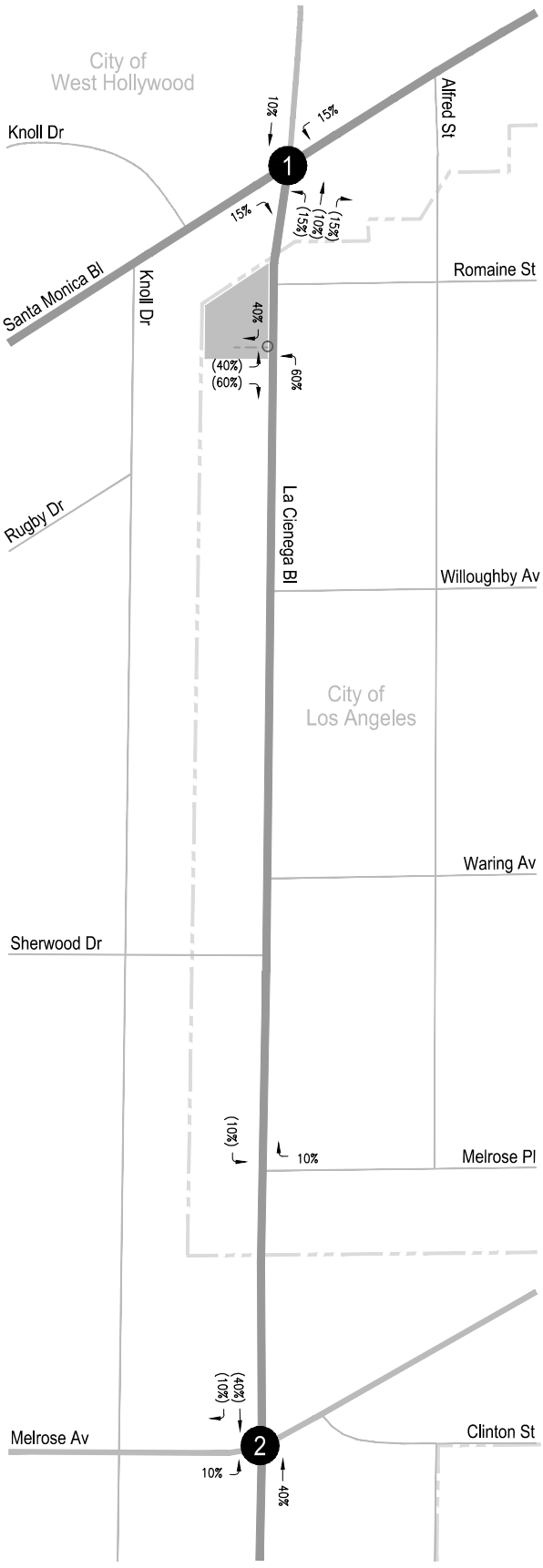
EXISTING (2022) WITH PROJECT TRAFFIC VOLUMES

Utilizing the Project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Existing (2022) with Project conditions were developed. The Existing (2022) traffic volumes were combined with the net Project-only traffic volumes to obtain the Existing (2022) with Project traffic volume forecasts. The Existing (2022) with Project traffic volumes during both AM and PM peak hours are presented in Figure 12.

TABLE 7
ESTIMATED PROJECT TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments	52 d.u.	4	15	19	12	8	20
Affordable Housing	7 d.u.	1	2	3	1	1	2
Retail	5,326 s.f.	8	5	13	18	17	35
High-Turnover Restaurant	2,800 s.f.	15	12	27	15	10	25
Project Trip Generation Total		28	34	62	46	36	82
Transit Credit (10%)		(3)	(3)	(6)	(5)	(4)	(9)
**Retail - Pass-By (50%) Trips		(4)	(2)	(6)	(8)	(8)	(16)
**High-Turnover Restaurant - Pass-By (20%) Trips		(3)	(2)	(5)	(3)	(2)	(5)
Existing Uses (to be removed)							
Office	4,815 s.f.	7	1	8	3	7	10
Retail	7,948 s.f.	11	8	19	26	26	52
Existing Use Trip Generation Total		18	9	27	29	33	62
Transit Credit (10%)		(2)	(1)	(3)	(3)	(3)	(6)
**Retail - Pass-By (50%) Trips		(5)	(4)	(9)	(12)	(12)	(24)
Project Net Trip Generation Total		**7**	**23**	**30**	**16**	**4**	**20**
Trip Rates [1]							
Affordable Housing (LADOT) [2]	Trips per d.u.	37%	63%	0.49	56%	44%	0.35
Multifamily Mid-Rise (ITE Land Use 221)	Trips per d.u.	23%	77%	0.37	61%	39%	0.39
Small Office Building (ITE Land Use 712)	Trips per 1,000 s.f.	82%	18%	1.67	34%	66%	2.16
Strip Retail <40ksf (ITE Land Use 822)	Trips per 1,000 s.f.	60%	40%	2.36	50%	50%	6.59
High-Turnover Restaurant (ITE Land Use 932)	Trips per 1,000 s.f.	55%	45%	9.57	61%	39%	9.05

[1] *Trip Generation Manual,* 11th Edition, ITE 2021, unlees otherwise noted.
[2] Affordable Housing trip generation rates from *Los Angeles Department of Transportation (LADOT) Transportation Guidelines* , *Table 3.3-2: Trip Generation Rates for Affordable Housing Projects* , July 2020. Trip generation rates "Inside TPA Area" were utilized.
** Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project is estimated to have a net increase of 322 daily trips.



LEGEND:

- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- ○ - Project Driveway Access
- XX% - Inbound Percentage
- (XX%) - Outbound Percentage
- City Limits

N
Not to scale

FIGURE 10A
PROJECT TRIP DISTRIBUTION - RESIDENTIAL USES

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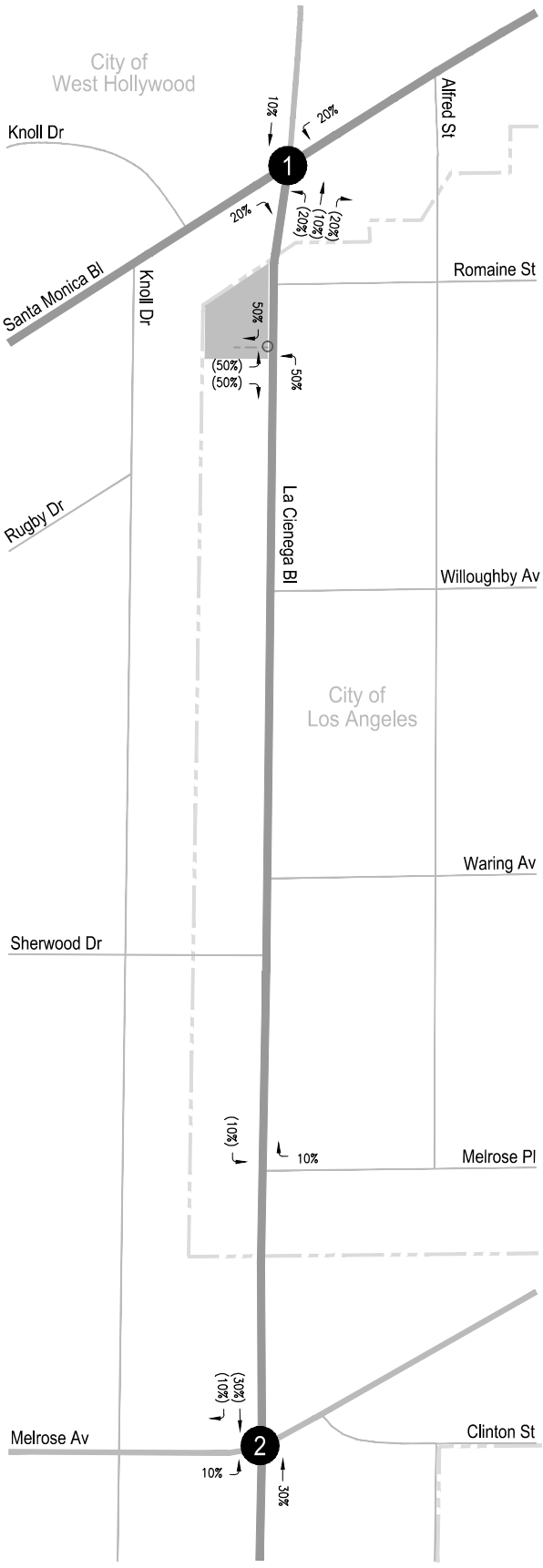

LEGEND:

- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- ○ - Project Driveway Access
- XX% - Inbound Percentage
- (XX%) - Outbound Percentage
- City Limits

N
Not to scale

FIGURE 10B
PROJECT TRIP DISTRIBUTION - COMMERCIAL USES

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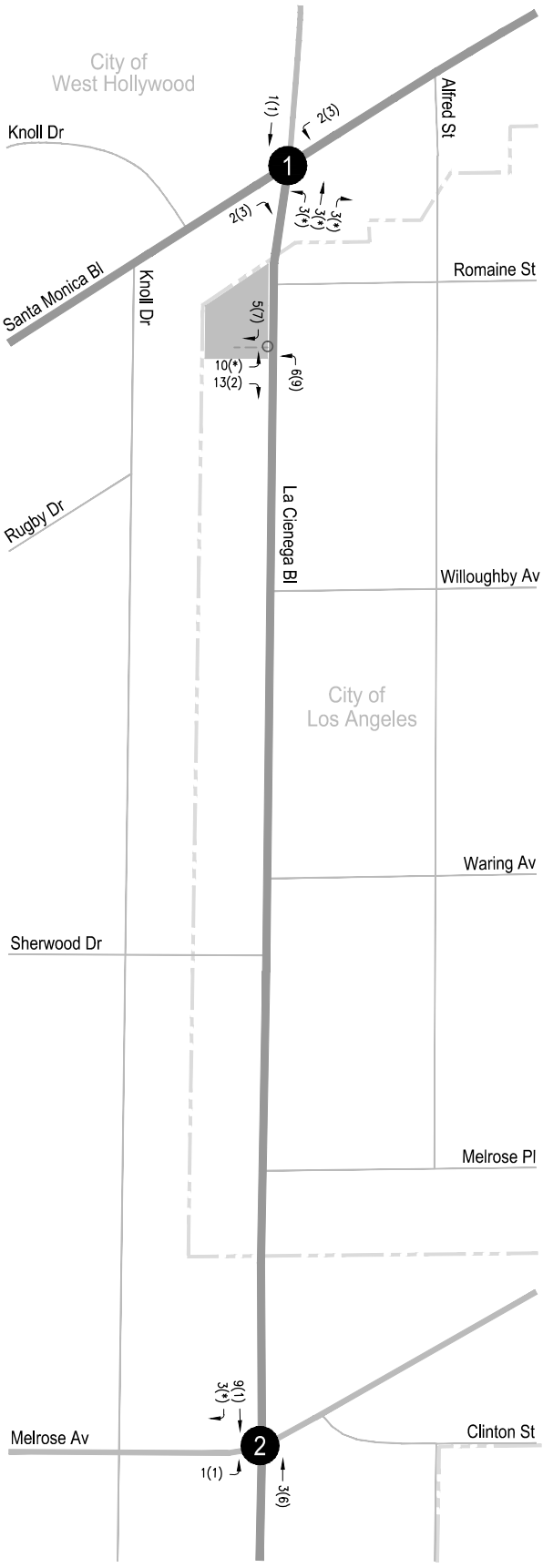

*** Pass-By trip credit not taken at study intersections.

FIGURE 11
PROJECT ONLY NET TRIPS - PEAK HOUR TRAFFIC VOLUMES

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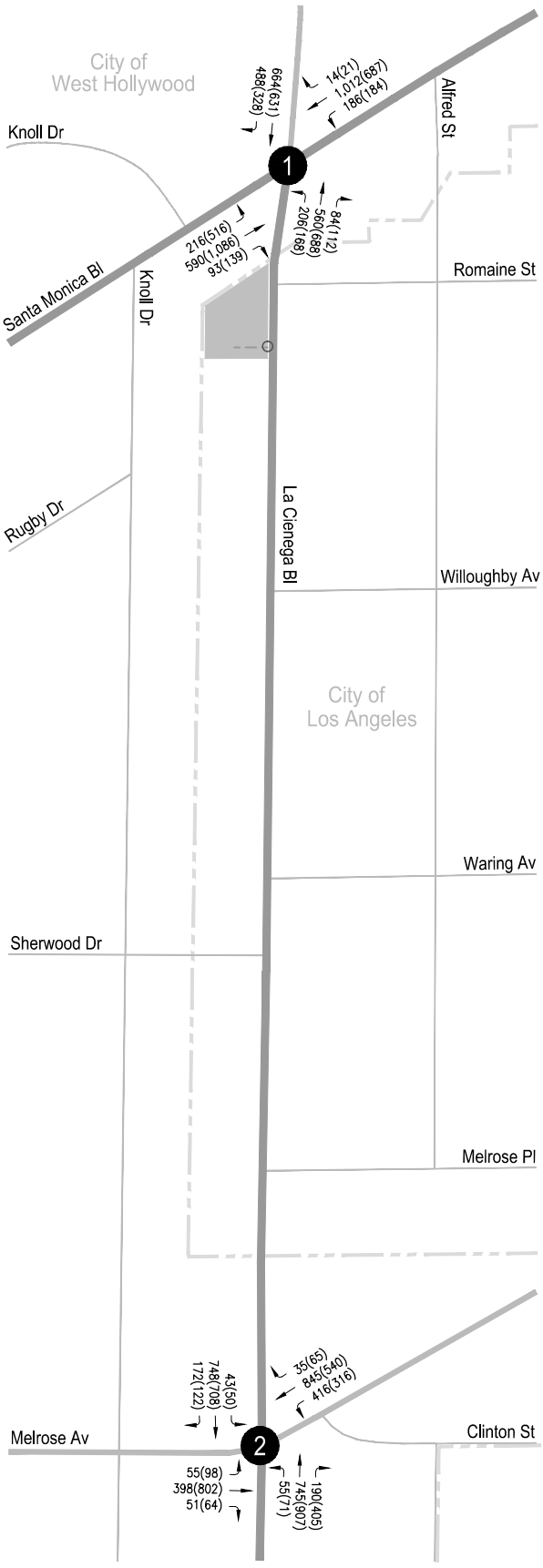

FIGURE 12
EXISTING (2022) WITH PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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CUMULATIVE (2025) BASE TRAFFIC VOLUMES

The Cumulative (2025) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area was estimated to increase at a rate of about 1% per year per the approved LADOT Memorandum of Understanding. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2025, the Existing (2022) traffic volumes were adjusted upward by a factor of 3% to reflect this area-wide regional growth. The resulting Existing with Ambient Growth (2025) traffic volumes are illustrated in Figure 13.

Related Projects Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These related or "cumulative" projects are those developments that are planned and expected to be in place within the same timeframe as the Project. Per City of Los Angeles' Transportation Assessment Guidelines, selection for related projects information should include development projects that are within a half-mile (2,640-foot) radius of the subject project. For the purposes of this study, related projects within a 2,640-foot radius from the Project Site were included in the related projects list.

Data describing related projects in the area was obtained from the City of Los Angeles, City of West Hollywood website, and research of recent traffic studies conducted within the City of West Hollywood. Twenty-four (24) related projects were identified within the study area and are listed in Table 8. The locations of these projects are shown in Figure 14.

The trip generation estimates for the related projects were mostly based on different sources including trip generation rates contained in the ITE's *Trip Generation Manual*, 11th Edition, trip generation estimates provided by the City of Los Angeles Department of Transportation, and from recent traffic studies prepared for the City of West Hollywood.

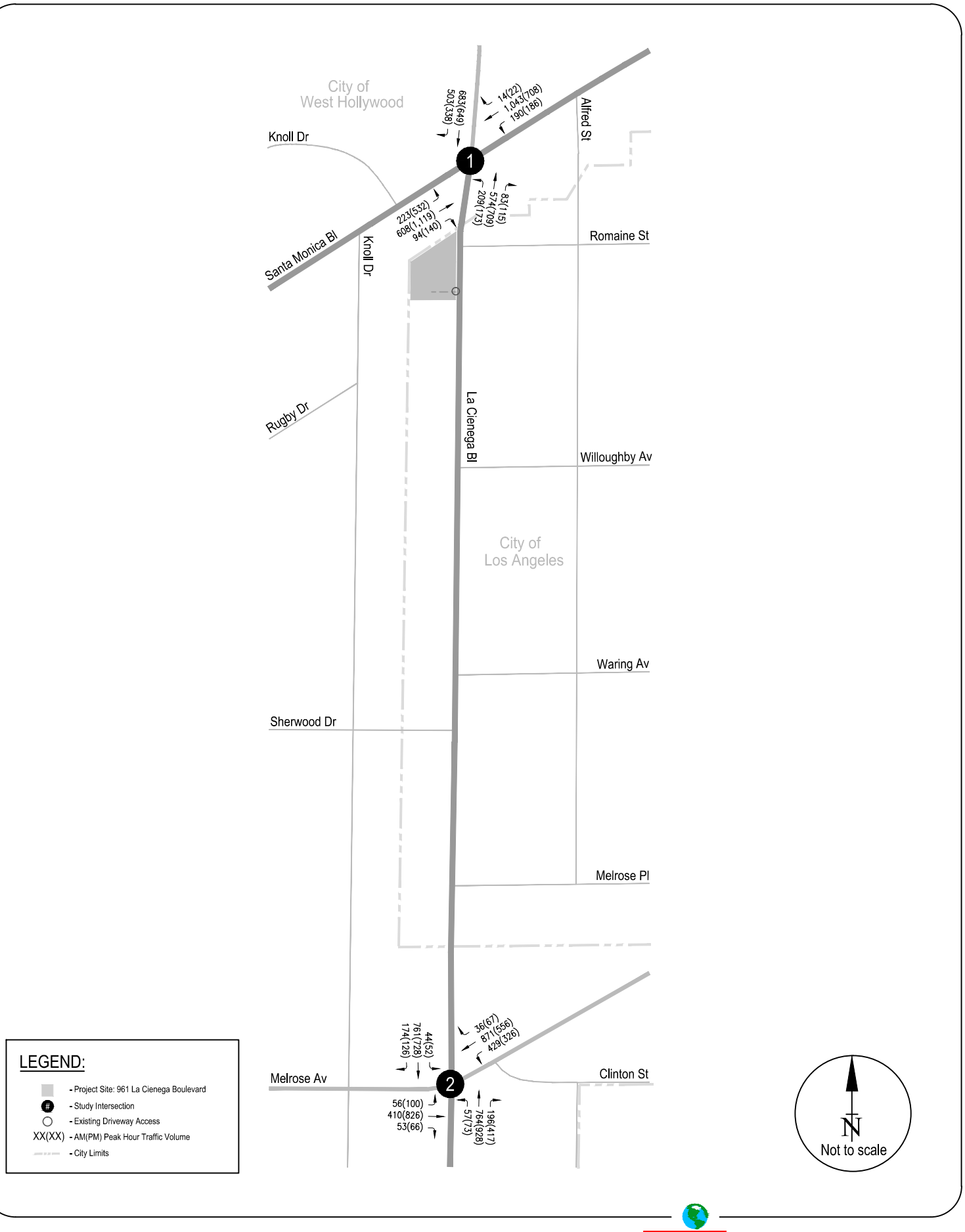

FIGURE 13
EXISTING WITH AMBIENT GROWTH (2025) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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TABLE 8
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles [1]										
1	Residential Project	431 N. La Cienega Boulevard	Construct 72 apartment dwelling units.	-409	-9	10	1	-12	-22	-34
City of West Hollywood [2]										
2	Pendry Hotel & Sunset Olive Mixed-Use Project	8418 Sunset Boulevard	Construct 149-room hotel, 138 residential units and 75,000 s.f. of retail use.	n/a	46	75	121	162	134	296
3	Residential Project	955 Hancock Avenue	Construct 3 multi-family dwelling units, replacing one single-family dwelling unit.	11	0	0	0	0	1	1
4	Residential Project	656 Huntley Drive	Construct 3 multi-family dwelling units.	20	0	1	1	1	1	2
5	Residential Project	652 Huntley Drive	Construct 3 multi-family dwelling units, replacing one single-family dwelling unit.	11	0	0	0	0	1	1
6	Residential Project	838 N. Kings Road	Construct 25 multi-family dwelling units.	114	2	7	9	6	4	10
7	Residential Project	1136-1142 N. La Cienega Boulevar	Construct 23 multi-family dwelling units.	104	2	7	9	5	4	9
8	Residential Project	1121 N. La Cienega Boulevard	Construct 10 multi-family dwelling units.	45	1	3	4	2	2	4
9	Convenience Store with Car Wash	1107 N. La Cienega Boulevard	Construct 2,584 s.f. convenience store with car wash, replacing existing 1,724 gas station building. Existing 8 fuel stations to remain.	328	14	13	27	11	10	21
10	Residential Project	825-829 Larrabee Street	Construct 13 multi-family dwelling units.	59	1	4	5	3	2	5
11	Retail Project	8451 Melrose Avenue	Construct 3,929 s.f. retail use.	214	5	4	9	13	13	26
12	Senior Congregate Care Facility	923-931 N. Palm Avenue	Construct 49-unit congregate care facility.	108	2	2	4	4	5	9
13	Mixed-Use Project [3]	8555 Santa Monica Boulevard	Construct 111 apartment dwelling units, 12 live/work units, 6,710 s.f. office use, 14,490 s.f. specialty retail use, 3,940 s.f. high-turnover restaurant use and 3,640 s.f. hair salon. Demo existing 4 single-family detached dwelling units, 4,060 s.f. health club use, 4,210 s.f. office use, 10,430 s.f. specialty retail use, 6,220 s.f. hair salon and 2,480 s.f. high-turnover restaurant use.	838	13	40	53	38	22	60
14	Sprout's Market Project [4]	8550 Santa Monica Boulevard	Construct 25,000 s.f. supermarket, 1,319 s.f. café, 3,998 s.f. office use, 8,000 s.f. health club and 4,000 s.f. personal service use.	1,989	48	29	77	92	89	181
15	Mixed-Use Project	8500 Santa Monica Boulevard	Construct 30 multi-family dwelling units including 4 affordable units and 3,791 s.f. retail use. Demo existing 1,824 s.f. retail use.	244	5	11	16	14	11	25
16	Residential Project	1019 N. San Vicente Boulevard	Construct 10 multi-family dwelling units, replacing 3 multi-family dwelling units.	25	1	2	3	1	1	2
17	Residential Project	948-954 N. San Vicente Boulevard	Construct 24 multi-family dwelling units, replacing 13 multi-family dwelling units.	50	1	3	4	2	2	4
18	Mixed-Use Hotel and Residential Project [5]	8850 Sunset Boulevard	Construct 115-room hotel, 31 multi-family dwelling units, 10 affordable dwelling units, 6,119 s.f. nightclub use and 29,280 s.f. restaurant use. Demo existing 13,862 s.f. retail use and 3,019 s.f. nightclub use.	3,128	104	68	172	223	79	302
19	Residential Project [6]	8497-8499 Sunset Boulevard	Construct 11,520 s.f. office use and 9,775 s.f. restaurant use, replacing 31 multi-family dwelling units.	800	17	-7	10	40	31	71
20	Residential Project	823 Westbourne Drive	Construct 4 multi-family dwelling units, replacing one single-family dwelling unit.	18	0	1	1	0	1	1
21	Residential Project	618 Westbourne Drive	Construct 4 multi-family dwelling units, replacing 6 multi-family dwelling units.	-13	0	0	0	-1	0	-1
22	Residential Project	8615 N. West Knoll Drive	Construct 10 multi-family dwelling units including one affordable dwelling unit, replace one single-family dwelling unit.	37	1	1	2	1	2	3
23	Residential Project	8565 N. West Knoll Drive	Construct 9 multi-family dwelling units.	41	1	2	3	2	2	4
24	Residential Project	8328 Willoughby Avenue.	Construct 17 multi-family dwelling units.	77	1	5	6	4	3	7
			RELATED PROJECTS TRIP GENERATION TOTAL	7,839	256	281	537	611	398	1,009

* Includes related projects 0.5 miles from the Project site.

[1] Related projects and trip generation estimates obtained from Los Angeles Department of Transportation - January 5, 2022.

[2] Related projects obtained from City of West Hollywood website, January 2022. Trip generation based on Trip Generation Manual, 11th Edition, ITE 2021, unless otherwise noted.

[3] Trip generation estimates obtained from *Technical Memorandum - Transportation Assessment for 8555 Santa Monica Boulevard, Fehr & Peers, August 9, 2021* .

[4] Trip generation estimates obtained from *Sprouts - 8550 Santa Monica Boulevard Project, DEIR, Rincon, September 2014.*

[5] Trip generation estimates obtained from *Memorandum - Transportation Analysis for 8850 Sunset Boulevard, Gibson Transportation Consultants, August 2, 2021* .

[6] Trip generation estimates obtained from *Technical Memorandum - Traffic Impact Analysis - 8497 Sunset Boulevard, KOA Corporation, September 27, 2017* .

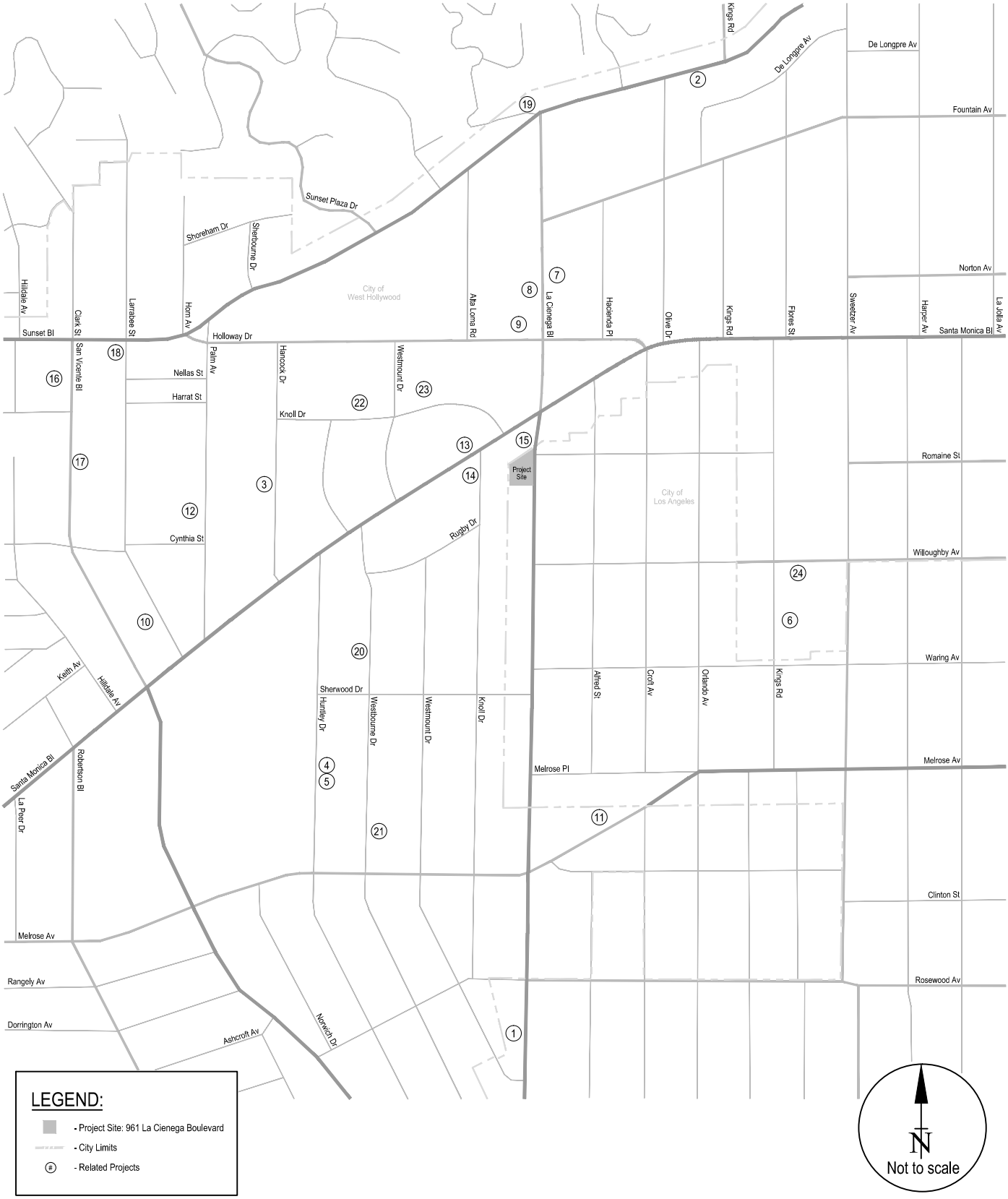

FIGURE 14
LOCATION OF RELATED PROJECTS

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The trip generation estimates for the related projects are shown in Table 8. As summarized in Table 8, the related projects are expected to generate approximately 537 trips during the morning peak hour and 1,009 trips during the evening peak hour.

Cumulative (2025) Base Traffic Volumes

Figure 15 illustrates the related projects traffic assignment. These related projects' traffic estimates were added to the Existing with Ambient Growth (2025) traffic to obtain the Cumulative (2025) Base traffic volumes. Figure 16 provides the Cumulative (2025) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future (2025) Cumulative Base (without Project) conditions.

CUMULATIVE (2025) WITH PROJECT TRAFFIC VOLUMES

Utilizing the Project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2025 with Project conditions were developed. The Cumulative (2025) Base traffic forecasts were combined with the Project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Cumulative (2025) with Project traffic volumes during both AM and PM peak hours are presented in Figure 17.

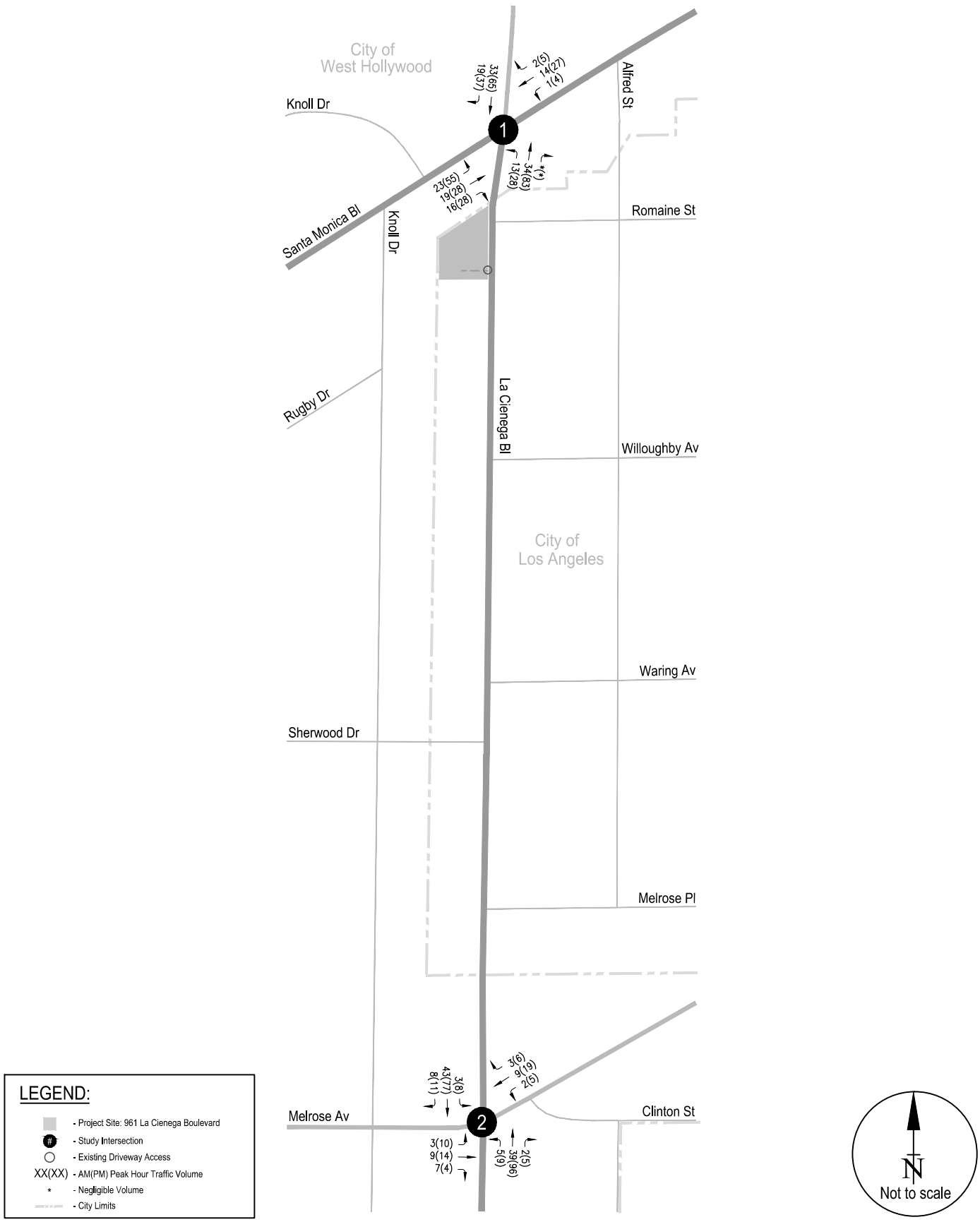

FIGURE 15
RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES

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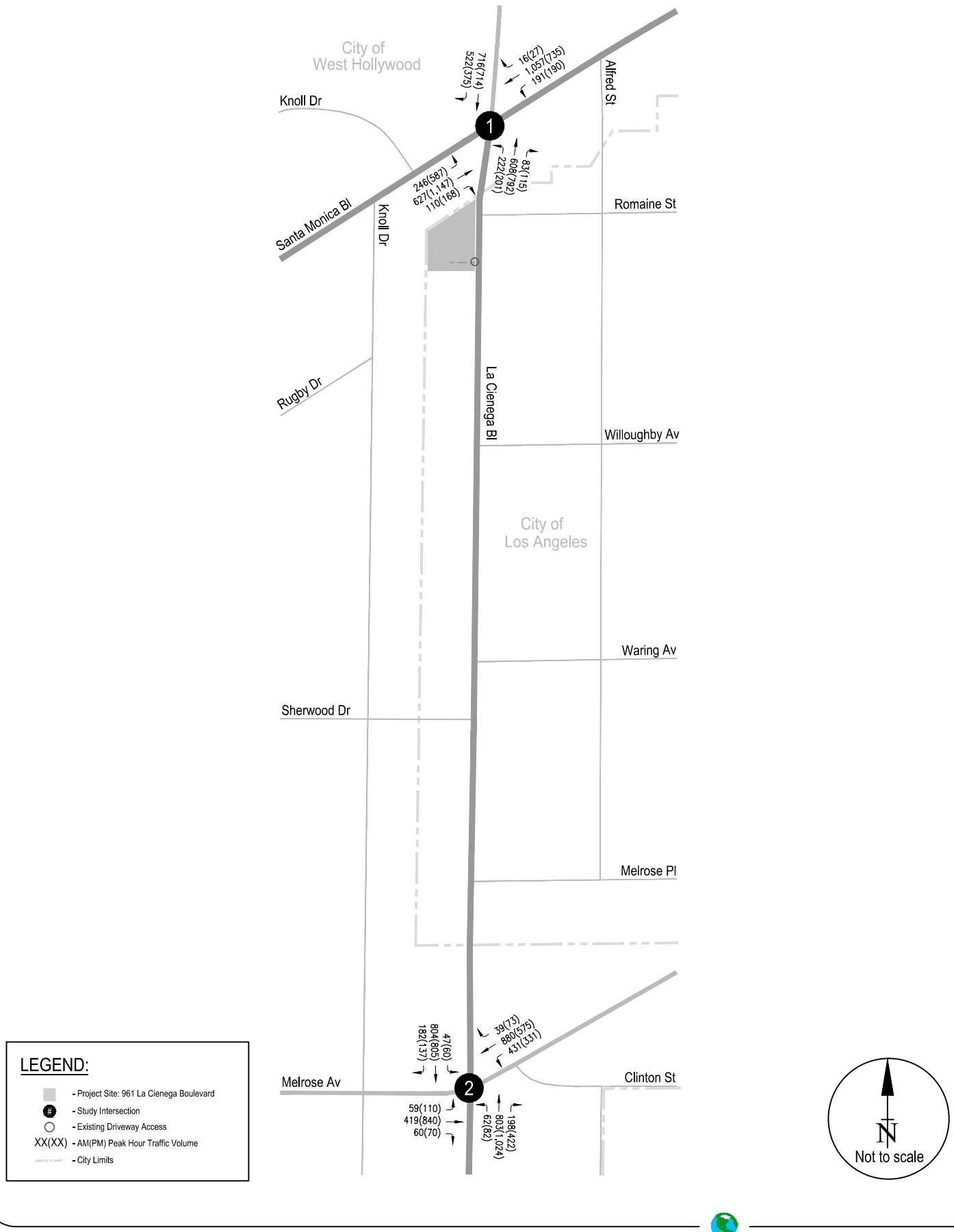

FIGURE 16
CUMULATIVE (2025) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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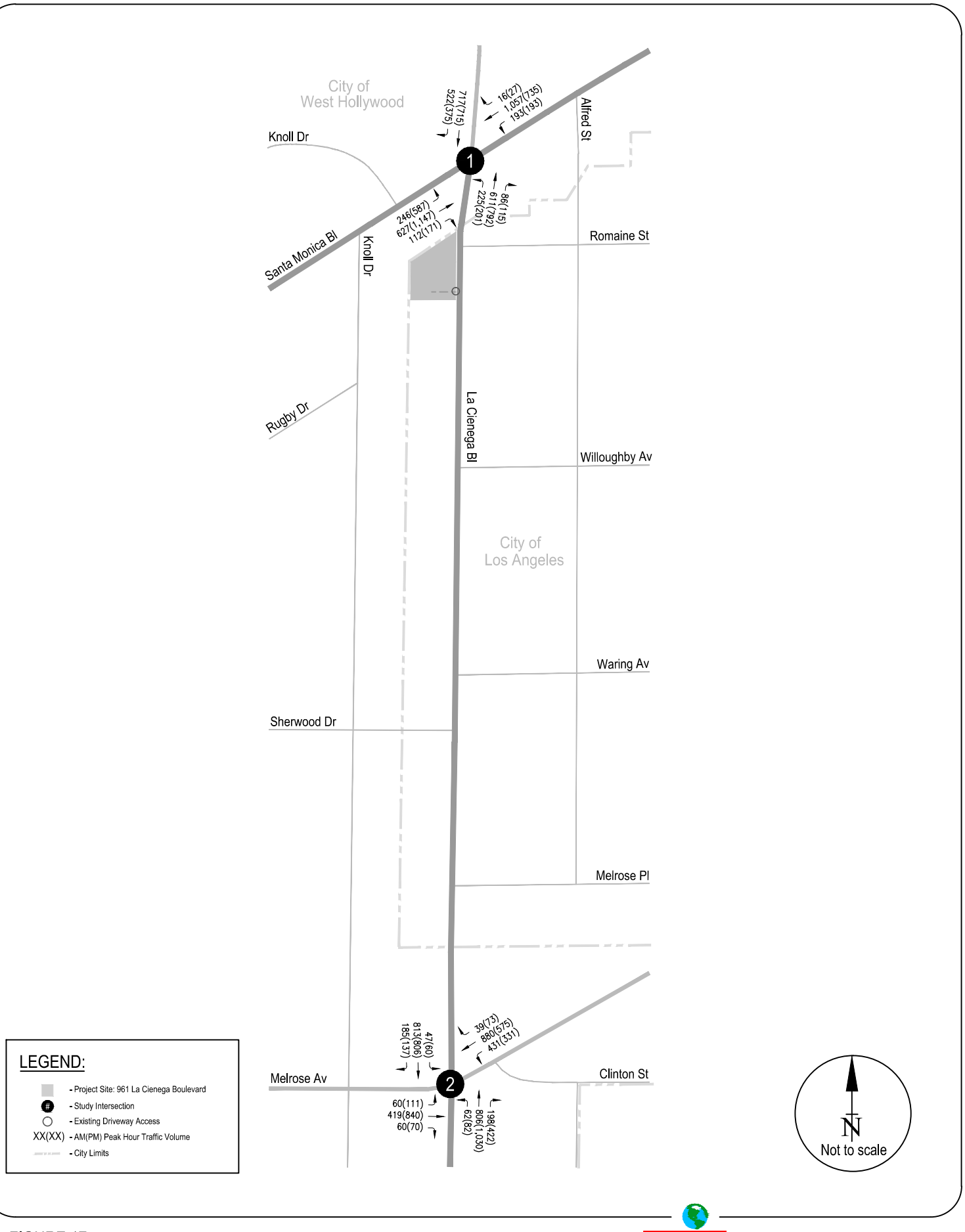

FIGURE 17
CUMULATIVE (2025) WITH PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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V. NON-CEQA TRANSPORTATION ANALYSIS

The non-CEQA transportation analyses associated with the Project were prepared utilizing the methodologies and assumptions per the latest City of Los Angeles' Transportation Assessment Guidelines. The results were then used to assess the potential effects of the proposed Project based on evaluation criteria established by the City of Los Angeles. This chapter includes a summary of the screening criteria, evaluation criteria, methodology and recommended corrective actions (if needed) for each evaluation component.

The non-CEQA transportation analyses consist of assessment of transportation effects for the following City established evaluation criteria for development projects:

- Pedestrian, Bicycle and Transit Access Assessment
- Project Access, Safety and Circulation Evaluation, and
- Project Construction.

There are no residential/local streets within the study area that would provide a viable alternative route for traffic intrusion. Therefore, 'Residential Street Cut-Through Analysis' per the City's Transportation Assessment Guidelines is not applicable.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

The pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Per the City's Transportation Assessment Guidelines, the potential effects could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Screening Criteria

Per the City's Transportation Assessment Guidelines, if the answer is yes to all of the following questions, further analysis will be required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- *Does the land use project involve a discretionary action that would be under review by the Department of City Planning?*

    - **<u>Project Response</u>: Yes. The proposed Project involves a discretionary action that would be under review by the Department of City Planning.**

- *Does the land use project include the construction, or addition of: 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space?*

    - **<u>Project Response</u>: Yes. The Project is proposing to construct 59 multifamily dwelling units (including 7 affordable units).**

- *Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue, Boulevard, or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan) ?*

    - **<u>Project Response</u>: No. The Project is estimated to generate a total of 322 net daily trips. The Project is located on La Cienega Boulevard, an Avenue I, with the Project's frontage along the roadway less than 250 feet. The Project frontage along La Cienega Boulevard is approximately 191 feet.**

Since the answer is 'No' to one of the three questions, no further analysis will be required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

This section includes an evaluation of the Project's access and circulation constraints related to the provision of access to and from the Project Site based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines.

<u>Screening Criteria</u>

If the project requires a discretionary action, and the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:

- *Does the project require a discretionary action?*

    - **<u>Project Response:</u> Yes. The Project requires a discretionary action.**

- *Would the project generate a net increase of 250 or more daily vehicle trips?*

    - **<u>Project Response</u>: Yes. The Project is estimated to generate a total of 322 net daily trips.**

Since the answer is 'Yes' to the two questions, the Project is required to evaluate access, safety and circulation, per City's Transportation Assessment Guidelines.

<u>Evaluation Criteria</u>

Operational Evaluation. *For land use and transportation projects, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:*

- *Spill over from turn pockets into through lanes.*
- *Block cross streets or alleys.*
- *Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.*

The Transportation Assessment evaluation should identify if project-related traffic queuing is expected to increase traffic diversion so at to burden neighborhood streets.

Passenger Loading Evaluation. *The Transportation Assessment should characterize the on-site loading demand of the project frontage and answer these questions: Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility? Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?*

Methodology

Operational Evaluation Methodology

Intersection capacity analysis and queue analysis was conducted using the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) signalized methodologies. For this operational evaluation, two locations consisting of nearby intersections were chosen as study intersections and include the following locations:

1. La Cienega Boulevard and Santa Monica Boulevard
2. La Cienega Boulevard and Melrose Avenue

The study locations were analyzed for both morning and evening peak hours for the following conditions:

- Existing (2022) Conditions
- Existing (2022) with Project Conditions
- Cumulative (2025) without Project Conditions
- Cumulative (2025) with Project Conditions

Passenger Loading Evaluation Methodology

Per the City's Transportation Assessment Guidelines*,* no further evaluation is needed if the estimated peak hour passenger loading demand can be accommodated within the proposed supply of off-street loading spaces. However, if passenger loading cannot be accommodated, evaluation would be needed to consider the context where the queuing would occur (such as street classification, availability of on-street queuing space, level of traffic and other activity) to determine whether this situation would potentially create conflicts with traffic, transit, bicycles, or pedestrians. Consider the extent to which passenger loading can be better accommodated through improved management of curb space.

Project Access and Circulation Operational Evaluation

Operational Evaluation

Per the City's Transportation Assessment Guidelines, the HCM methodology for signalized intersections was utilized to calculate operational analysis and vehicle queuing. The operation

analysis reports the intersection control delay (in seconds) and corresponding Levels of Service (LOS), and 95th percentile queue length (in feet) for all approaches for the signalized intersections. The 95th percentile queue is the maximum back-of-queue with 95th percentile traffic volumes and is defined to be the length of queue that has only a 5% probability of being exceeded during the analyzed peak period. This is a conservative analysis and does not represent what the average driver would experience, but it is a standard commonly used in traffic engineering design to determine lengths of turn lane pockets.

Parameters including traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, were included in the HCM analysis module within the Synchro 11 software platform.

Table 9 presents the results of the operational analysis at the study intersections for existing and future conditions without and with Project. A summary of the results is provided below:

- **Existing Conditions:** The intersection of La Cienega Boulevard/Santa Monica Boulevard is currently operating at LOS E during the morning and evening peak hour. The intersection of La Cienega Boulevard/Melrose Avenue is operating at LOS D during the morning peak hour and LOS E during the evening peak hour.

- **Existing (2022) with Project Conditions:** The Project's traffic does not change the levels of service at any study locations compared to Existing Conditions (without Project) during both the morning and evening peak hours.

- **Cumulative (2025) without Project Conditions:** The intersection of La Cienega Boulevard/Santa Monica Boulevard is projected to operate at LOS F during the morning and evening peak hour. The intersection of La Cienega Boulevard/Melrose Avenue is operating at LOS D during the morning peak hour and LOS E during the evening peak hour.

- **Cumulative (2025) with Project Conditions:** The Project's traffic does not change the levels of service at any study locations compared to Cumulative (2025) without Project Conditions during both the morning and evening peak hours.

The operational calculation worksheets for existing and future conditions without and with Project conditions are provided in Appendix D of the report.

TABLE 9
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Existing (2022) Conditions		Existing (2022) with Project Conditions		Cumulative (2025) without Project Conditions		Cumulative (2025) with Project Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	La Cienega Boulevard & Santa Monica Boulevard	AM	58.2	E	58.8	E	80.2	F	81.2	F
		PM	58.0	E	58.7	E	88.3	F	89.5	F
2.	La Cienega Boulevard & Melrose Avenue	AM	42.4	D	42.5	D	43.7	D	43.8	D
		PM	58.8	E	58.8	E	75.7	E	75.8	E

Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service

Queue Analysis

Per the City's Transportation Assessment Guidelines, significant queuing conditions would occur if trips generated by the Project result in the 95th-percentile queue lengths at nearby intersections to exceed available capacity or storage space. Significant queuing conditions would not be considered significant impacts under CEQA.

Table 10 summarizes the results of the study intersection queue lengths for Existing (2022) and Cumulative (2025) Conditions without and with the Project. The 95th-percentile queues are noted with bold numbers if the storage or pocket capacity is exceeded. As indicated in the table, the storage/pocket capacity at certain movements is exceeded at the intersections of La Cienega Boulevard / Santa Monica Boulevard and La Cienega Boulevard / Melrose Avenue. However, the Project's weekday morning and evening peak hour traffic volumes would have a nominal or minimal effect on vehicle queuing at these study intersections.

A summary of the results for each intersection is provided below:

- **Intersection of La Cienega Boulevard / Santa Monica Boulevard** – Under Existing (2022) Condition without and with the Project, the westbound through and through-right lanes, and southbound right-turn lane 95th-percentile queues exceed the storage length. The change in queue length at these movements associated with the Project ranges from no change to less than one car length under existing conditions, indicating minimal change.

  Under Cumulative (2025) conditions without and with the Project, the eastbound left-turn lane, eastbound through and through-right lanes, westbound through and through-right lane, northbound left-turn lane, southbound though lane and southbound right-turn lane 95th-percentile queues exceed the storage length. The change in queue length at these movements associated with the Project ranges from no change to less than one car length under future conditions, indicating minimal change.

- **Intersection of La Cienega Boulevard / Melrose Avenue** – Under Existing (2022) Condition without and with the Project, the eastbound left-turn lane, westbound left-turn lane and northbound left-turn lane 95th-percentile queues exceed the storage length. The change in queue length at these movements associated with the Project ranges from no change to less than one car length under existing conditions, indicating minimal change.

  Under Cumulative (2025) conditions without and with the Project, the eastbound left-turn lane, westbound left-turn lane, northbound left-turn lane and southbound left-turn lane 95th-

TABLE 10
SUMMARY OF INTERSECTION QUEUE ANALYSIS

No.	Intersection	Approach/ Lane Group	Storage Length (feet) [1]	Peak Hour	95th-Percentile Queue Length (feet) [2]			
					Existing (2022) Conditions	Existing (2022) with Project Conditions	Cumulative (2025) without Project Conditions	Cumulative (2025) with Project Conditions
1.	**La Cienega Boulevard & Santa Monica Boulevard**	EBL1/EBL2	288'/288'	AM	195	195	**310**	**310**
				PM	283	283	**368**	**368**
		EBT	780'	AM	325	328	368	368
				PM	748	760	**1,200**	**1,220**
		EBTR	780'	AM	330	330	368	370
				PM	765	775	**1,253**	**1,275**
		WBL1/WBL2	270'/270'	AM	110	110	115	115
				PM	130	135	143	148
		WBT	520'	AM	**670**	**670**	**860**	**860**
				PM	373	373	433	433
		WBTR	520'	AM	**690**	**690**	**888**	**888**
				PM	383	383	445	445
		NBL1/NBL2	250'/115'	AM	228	240	**328**	**348**
				PM	188	188	220	220
		NBT	1,370'	AM	225	228	245	248
				PM	338	338	400	400
		NBTR	1,370'	AM	228	230	248	250
				PM	338	338	403	403
		SBT	280'	AM	285	285	**310**	**310**
				PM	**303**	303	**380**	**380**
		SBR	90'	AM	**398**	**398**	**443**	**443**
				PM	38	38	45	45
3.	**La Cienega Boulevard & Melrose Avenue**	EBL	98'	AM	70	70	78	80
				PM	**120**	**123**	**143**	**145**
		EBT	1,175'	AM	270	270	293	293
				PM	798	798	1,050	1,050
		EBTR	1,175'	AM	278	278	298	298
				PM	813	813	1,073	1,073
		WBL	190'	AM	**550**	**550**	**723**	**723**
				PM	**435**	**435**	**485**	**485**
		WBT	1,060'	AM	360	360	365	365
				PM	198	198	210	210
		WBR	95'	AM	28	28	28	28
				PM	43	43	48	48
		NBL	102'	AM	70	70	93	93
				PM	**105**	**105**	**148**	**150**
		NBT	1,330'	AM	298	300	335	338
				PM	425	428	508	513
		NBR	85'	AM	80	80	80	80
				PM	78	78	**90**	**90**
		SBL	110'	AM	48	48	58	58
				PM	75	78	**113**	**113**
		SBT	1,135'	AM	393	400	455	463
				PM	398	400	475	475
		SBTR	1,135'	AM	388	395	450	458
				PM	398	400	475	475

* Queues that exceed capacity are **bolded**.
EB = Eastbound Approach; WB = Westbound Approach; NB = Northbound Approach; SB = Southbound Approach
L = Left-Turn, T = Through, R = Right-Turn

[1] Storage lengths measured from Google Maps.
[2] 95th-Percentile queue length from Highway Capacity Manual (HCM) 6th Edition methodology using Synchro 11 software. The queue length reported is the one for the lane with the highest queue in the lane group.

percentile queues exceed the storage length. The change in queue length at these movements associated with the Project ranges from no change to less than one car length under future conditions, indicating minimal change.

Based on the queueing analysis results, the Project does not cause or substantially extend queuing at nearby signalized intersections and therefore, is not required to provide any corrective actions.

Driveway LOS and Queue Analysis

Further evaluation was conducted to determine the LOS and queue lengths at the Project driveway located along an Avenue or Boulevard. The Project proposes to provide all vehicular access via one new full-access driveway along the west side of La Cienega Boulevard, an Avenue I. The Project is proposing a driveway width of 20 feet, providing one inbound lane and one outbound lane.

The purpose of the driveway LOS and queuing analysis is to determine whether or not the Project's driveways would contribute to unacceptable queuing on La Cienega Boulevard at the Project's driveway. Table 11 summarizes the estimated LOS and queues at the Project driveway/La Cienega Boulevard. As indicated in the table, the driveway would operate at LOS C under both scenarios (Existing with Project, Cumulative (2025) with Project conditions) during both the morning and evening peak hours.

The proposed driveway on La Cienega Boulevard would be located approximately 260 feet south of the intersection of La Cienega Boulevard and Santa Monica Boulevard and approximately 470 feet north of the intersection of La Cienega Boulevard and Willoughby Avenue, which would provide adequate storage length to accommodate vehicle queuing at the Project driveway. As indicated in Table 11, the Project would have queues of less than one car length at the Project driveway. Therefore, the Project would not adversely affect queues at nearby intersections and side streets. Appendix D contains the complete LOS and queuing analysis worksheets for the Project driveway.

Passenger Loading Evaluation

All passenger loading can be accommodated on-site. The Project is not proposing a passenger loading zone along its La Cienega Boulevard frontage. No additional constraints are anticipated and therefore, no further evaluation is needed.

TABLE 11
PROJECT DRIVEWAY LEVEL OF SERVICE AND QUEUE ANALYSIS

Intersection	Peak Hour	Existing (2022) with Project Conditions				Cumulative (2025) with Project Conditions			
		Delay	LOS [2]	NBL Queue (feet) [3]	EB Queue (feet) [3]	Delay	LOS [2]	NBL Queue (feet) [3]	EB Queue (feet) [3]
La Cienega Boulevard & Project Driveway [1]	AM	15.3	C	0	8	17.1	C	0	8
	PM	17.5	C	3	10	22.0	C	3	13

[1] This intersection is unsignalized. Worst case movement delay and LOS is reported in table.

[2] Level of Service definitions for stop-controlled intersections (source: Highway Capacity Manual, Transportation Research Board, 2016):

LOS: Average Delay (seconds/vehicle)

LOS A: ≤ 10.0 seconds

LOS B: > 10.0 and ≤ 15.0 seconds

LOS C: > 15.0 and ≤ 25.0 seconds

LOS D: > 25.0 and ≤ 35.0 seconds

LOS E: > 35.0 and ≤ 50.0 seconds

LOS F: > 50.0 seconds

[3] 95th-Percentile queue length from Highway Capacity Manual (HCM) 6th Edition methodology using Synchro 11 software.

PROJECT CONSTRUCTION

This section addresses activities associated with Project construction. This project construction assessment is based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines.

Screening Criteria

If the answer is yes to any of the following questions, further analysis will be required to assess if the project construction activity could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:

- *Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street?)*

    - **Project Response: Yes. Temporary lane closures are anticipated to occur during concrete pours along the Project's La Cienega Boulevard (Avenue I) frontage. Additionally, construction activities are anticipated to result in intermittent closure of the sidewalk along the Project's La Cienega Boulevard frontage during certain periods of construction.**

- *Would a project require construction activities to take place within the right-of-way of a Collector or Local Street which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?*

    - **Project Response: No. The Project is located along La Cienega Boulevard, an Avenue I roadway.**

- *Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?*

    - **Project Response: Yes. The construction activities are anticipated to result in intermittent closure of the sidewalks along the Project's La Cienega Boulevard frontage and restriction of on-street parking along the Project's La Cienega Boulevard frontage during certain periods of construction.**

- *Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?*

    - **Project Response: No. Construction activities would not result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.**

- *Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?*

    - **Project Response: Yes. Construction activities are anticipated to result in the temporary loss of an existing bus stop.**

Based on the responses to the screening criteria questions, further analysis to assess if the Project construction activity could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation is required. Details of the evaluation are provided below.

Evaluation Criteria

The City's Transportation Assessment Guidelines has established a set of evaluation criteria thresholds to determine if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The evaluation criteria are based on the following factors:

- *Temporary transportation constraints:*
    - *The length of time of temporary street closures or closures of two or more travel lanes;*
    - *The classification of the street (major arterial, state highway) affected;*
    - *The existing congestion levels on the affected street segments and intersections;*
    - *Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;*
    - *Potential safety issues involved with street or lane closures;*
    - *The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.*

- *Temporary loss of access:*
    - *The length of time of any loss of pedestrian or bicycle circulation past a construction area;*
    - *The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;*

- *The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;*
- *The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access;*
- *The type of land uses affected, and related safety, convenience, and/or economic issues.*

- *Temporary Loss of Bus Stops or Rerouting of Bus Lines:*
  - *The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;*
  - *The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;*
  - *The existence of other bus stops or routes with similar routes/destinations within a ¼- mile radius of the affected stops or routes;*
  - *Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).*

Methodology

The project construction evaluation includes description of the physical setting, including the classification of adjacent streets, on-street parking conditions, including bicycle parking, in the immediate vicinity of the construction project, a description of the land uses potentially affected by construction, and an inventory of existing transit lines, bus stops, transit stations, and transit facilities within a ¼ mile radius of the construction site. Review proposed construction procedures/plans to determine whether construction activity within the street right-of-way would require any of the following:

- *Street, sidewalk, or lane closures.*
- *Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.*
- *Modification of access to transit stations, stops, or facilities during revenue hours.*
- *Closure or movement of an existing bus stop or rerouting of an existing bus line.*
- *Creation of transportation hazards.*

Compare the results to the evaluation criteria to determine the level of impact.

Project Construction Assessment

The Project is located on the west side of La Cienega Boulevard between Santa Monica Boulevard and Willoughby Avenue. A total of approximately four on-street parking spaces (metered) are located along the Project's La Cienega Boulevard frontage. Certain construction

activities, i.e. concrete pours, would potentially require intermittent lane closure along the Project's La Cienega Boulevard frontage. The Project's construction activities would also potentially result in the temporary/intermittent closure of the sidewalks along the Project's La Cienega Boulevard frontage and restriction of the on-street parking spaces along the Project's La Cienega Boulevard frontage.

There are no bike facilities along La Cienega Boulevard. No temporary closures of the bicycle facilities are anticipated to occur due to construction activities.

An inventory of existing bus lines within study area is summarized in Chapter 2 and shown in Figure 7. As shown in Figure 7, eight bus lines currently serve the study area. MTA Bus Line 105 travels along La Cienega Boulevard, with bus stops located on the southwest and northeast corners of La Cienega Boulevard / Santa Monica Boulevard. MTA Bus Line 4 as well as City of West Hollywood Cityline Local, Cityline Commuter, and PickUp travel along Santa Monica Boulevard, with bus stops located on the corners of Santa Monica Boulevard / La Cienega Boulevard. Table 3 (Chapter 2) provides an inventory of the other bus stops in the study area and are also shown in Figure 5 (Chapter 2). The Project would consult with the transit operators to potentially temporarily relocate the transit bus stop at the southwest corner of La Cienega Boulevard/Santa Monica Boulevard as part of the Construction Traffic Management Program.

Construction activities are anticipated to occur Monday through Friday from 7:00 a.m. to 9:00 p.m. and on Saturday (and holidays) from 8:00 a.m. to 6:00 p.m. These hours are consistent with the City's noise ordinance.

Temporary Transportation Constraints

The proposed Project construction procedures/plans do not include long term closure of any travel lanes along La Cienega Boulevard (Avenue I) Project's frontages during the duration of construction. However, certain construction activities, i.e. concrete pours, could potentially require constrained lane operations along the Project's La Cienega Boulevard frontage.

Temporary Loss of Access

As stated earlier, Project construction would potentially intermittently restrict the on-street parking (metered) along the Project's La Cienega Boulevard frontage during the period of construction. A total of four on-street parking spaces would be temporarily restricted, intermittently during the construction period.

Sidewalks along the Project's frontage generally could be closed during certain construction activities. For example, during activities such as concrete pours, there will potentially be intermittent closure of the Project's La Cienega Boulevard frontage sidewalk (on the west side). No ADA pedestrian access impact at the nearby intersections is anticipated due to the Project construction activities. Therefore, Project construction activities would not result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility during revenue hours.

Project construction would not affect other sidewalks in the vicinity of the construction area. Additionally, Project construction would not affect the vehicular driveways to parcels fronting the construction area. Project construction is not anticipated to result in any loss of vehicular, bicycle, or pedestrian access to parcels fronting the construction area.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

A bus stop serving Metro Line 105 is located on the west side of La Cienega Boulevard adjacent to the north end of the Project Site. Construction activities could potentially result in the temporary relocation of this bus stop. Coordination with the transit provider (Metro) regarding the need to temporarily relocate bus stops will be conducted. No transit bus rerouting would be required during Project construction.

Analysis/Evaluation

The Project construction assessment identified no potential bicycle constraints during construction. However, temporary/intermittent loss of a travel lane along the Project's La Cienega Boulevard frontages, temporary relocation of a bus stop, and restriction of on-street parking along the Project's La Cienega Boulevard frontage (west side) could occur intermittently during construction. Sidewalks along the Project's La Cienega Boulevard are also anticipated to be intermittently closed. In order to address these construction effects, the Project should provide the following measures:

- Preparation of a construction traffic management plan;
- Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces;
- Coordination of access with adjacent property owners and tenants.
- Coordination with transit providers regarding the need to temporarily close or relocate a bus stop.

VI. SUMMARY OF CONCLUSIONS

This transportation assessment study was prepared consistent with the current City of Los Angeles Transportation Assessment Guidelines (July 2020) for both CEQA and non-CEQA evaluations as applicable. The CEQA evaluation consists of analysis of transportation impacts for the following relevant City adopted thresholds for development projects:

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies
- Threshold T-2.1 - Causing Substantial Vehicle Miles Traveled (VMT), and
- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

The non-CEQA Transportation Analysis consists of Pedestrian, Bicycle and Transit Access Assessment, Project Access, Safety and Circulation Evaluation and Project Construction Assessment.

Raju Associates, Inc. performed this detailed study and the following summarizes the results of the analysis:

PROJECT DESCRIPTION

- The Project consists of a mixed-use development with 59 mid-rise multifamily dwelling units (including 7 affordable units), 5,326 square feet of retail use and 2,800 square feet of high-turnover restaurant use. The Project would provide a total of 96 vehicle parking spaces and 114 bicycle spaces (79 long-term and 35 short-term spaces). The existing site contains approximately 4,815 square feet of office use and 7,948 square feet of retail use. The existing buildings will be demolished. The Project is anticipated to be completed in the Year 2025.

- Currently, one driveway located along the west side of La Cienega Boulevard provides access to the existing site. As proposed, the existing driveway would be removed, and a new full-access driveway would be provided at the south end of the Project site.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies - This threshold test is conducted to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

    - Based on the responses to the questions (from *Attachment D: Plans, Policies and Programs Consistency Worksheet*) and a review of relevant policies and programs corresponding to the questions to assess whether the proposed Project precludes the City's implementation of any adopted policy and/or program, it was observed that the Project generally conforms with the City's development policies and standards. The Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact relative to Threshold T-1.

    - An examination of cumulative assessment of the Project and related projects in the vicinity was conducted. There would not be a significant cumulative impact relative to this Threshold due to the Project and related projects.

- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

    - Utilizing the City's VMT Calculator Tool (version 1.3), the VMT analysis was prepared for the Project. The Project would result in a Household VMT per capita of 5.3. The Project's Household VMT per capita (5.3) is less than the impact threshold of 6.0. Therefore, the Project would not cause a significant project impact relative to Threshold T-2.1.

    - The Project's retail uses do not exceed a net 50,000 square feet and thus does not trigger a VMT analysis for this portion of the Project.

    - Since the Project does not cause a significant impact using the efficiency-based impact threshold (Household VMT per capita), the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.

    - Based on review of the preliminary site plan, Project description and analysis of the impact criteria factors, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to the Threshold T-3.

- A review and examination of the available site plans of the cumulative projects and the Project (with access points on the same block) reveals that the combined effects of the projects would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project along with the related projects would not cause significant cumulative impact relative to Threshold T-3.

- The Project is not located along a street within the High Injury Network. However, the Project has taken measures to align with the City of Los Angeles' Vision Zero Program.

Summarizing, the Project would not cause significant impacts relative to the City established CEQA thresholds including the following: Threshold T-1 – Conflicting with Plans, Threshold T-2.1 - Causing Substantial Vehicle Miles Traveled (VMT) and Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use. Therefore, no Project-specific mitigation measures would be required.

NON-CEQA TRANSPORTATION ANALYSIS

- The study area includes a distance of one-quarter mile (1,320-foot) radius from the Project Site. The study area is generally bounded by Holloway Drive and Santa Monica Boulevard on the north, Sherwood Drive and Waring Avenue on the south, Hancock Avenue and Huntley Drive on the west, and Flores Street and Kings Road on the east.

- For the Non-CEQA transportation analysis, two locations were chosen as study intersections. Both study intersections are located in the City of West Hollywood and are controlled by traffic signals. The study intersections include the following locations:

    - La Cienega Boulevard and Santa Monica Boulevard
    - La Cienega Boulevard and Melrose Avenue

- The Project would generate a net increase of 322 daily trips, of which a net total of approximately 30 trips would occur during the morning peak hour and 20 trips during the evening peak hour.

- Project Access, Safety and Circulation Evaluation - This section includes an evaluation of the Project's access and circulation constraints relative to the provision of access to and from the Project Site based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines. HCM methodology was utilized to calculate operational analysis and vehicle queuing. Two intersections were evaluated (non-CEQA) within the study area for this Project.

    - Existing Conditions: The intersection of La Cienega Boulevard/Santa Monica Boulevard is currently operating at LOS E during the morning and evening peak hour. The intersection of La Cienega Boulevard/Melrose Avenue is operating at LOS D during the morning peak hour and LOS E during the evening peak hour.

- Cumulative (2025) without Project Conditions: The intersection of La Cienega Boulevard/Santa Monica Boulevard is projected to operate at LOS F during the morning and evening peak hour. The intersection of La Cienega Boulevard/Melrose Avenue is projected to operate at LOS D during the morning peak hour and LOS E during the evening peak hour.

- Cumulative (2025) with Project Conditions: The Project's traffic does not change the levels of service at any study locations compared to Cumulative (2025) without Project Conditions during both the morning and evening peak hours.

- Based on the analysis and evaluation of the study intersections, the Project would only add minimal amounts to existing queues. The queueing analysis during morning and evening peak hours indicates that the Project's weekday morning and evening peak hour traffic volumes would have a minimal effect on vehicle queuing at the study intersections under existing and future conditions. Therefore, no project corrective measures would be required at the analysis locations.

- The Project driveway is located along La Cienega Boulevard (Avenue I). The driveway would operate at LOS C under both scenarios (Existing with Project, Cumulative (2025) with Project conditions) during the morning and evening peak hours. The driveway would not adversely affect queues at nearby intersections and side streets and would not contribute to unacceptable queuing at the Project's driveway. Therefore, no project corrective measures would be required.
- Passenger Loading Evaluation. Based on review of the Project site plan, all passenger loading demand can be accommodated on-site. No further evaluation is needed, and no additional constraints are expected. Therefore, no recommended actions would be required for the Project.

- Project Construction – The project's construction assessment based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines indicates the following:

    - The Project construction assessment identified no potential bicycle constraints during construction. However, temporary/intermittent loss of a travel lane along the Project's La Cienega Boulevard frontage, temporary relocation of a bus stop, and restriction of on-street parking along the Project's La Cienega Boulevard frontage (west side) are anticipated during construction. Sidewalks along the Project's La Cienega Boulevard frontage are also anticipated to be intermittently closed. In order to address these construction effects, potential corrective conditions could include:

        - Preparation of a construction traffic management plan
        - Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces
        - Coordination of access with adjacent property owners and/or tenants.
        - Coordination with transit providers regarding the need to temporarily relocate a bus stop.

APPENDIX A

LADOT Memorandum of Understanding (MOU)

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 961 La Cienega Mixed-Use Project

Project Address: 951-971 N. La Cienega Boulevard, Los Angeles, CA 90069

Project Description: Project consists of 59 apartment units (includes 7 affordable units), 5,326 s.f. retail use, and 2,800 s.f. high-turnover restaurant use, replacing existing 4,815 s.f. office use and 7,948 s.f. retail use.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]		Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 N/A 4 _____

2 _____ 5 _____

3 _____ 6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 11th Edition / Other Trip Generation Manual, 11th Edition, ITE 2021

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☒	☐
Internal Trip	☐	☒
Pass-By Trip	☒	☐
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	7	23	30
PM Trips	16	4	20

NET Daily Vehicle Trips (DVT)
_____ DVT (ITE _____ ed.)
322 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.
2 Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented ted Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation analysis)

1 La Cienega Boulevard / Santa Monica Boulevard
2 La Cienega Boulevard / Melrose Avenue
3 _____
4 _____
5 _____
6 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 total DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☐	☒
Delivery loading zone or area	☐	☐	☒
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☒	☐	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☒ No

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

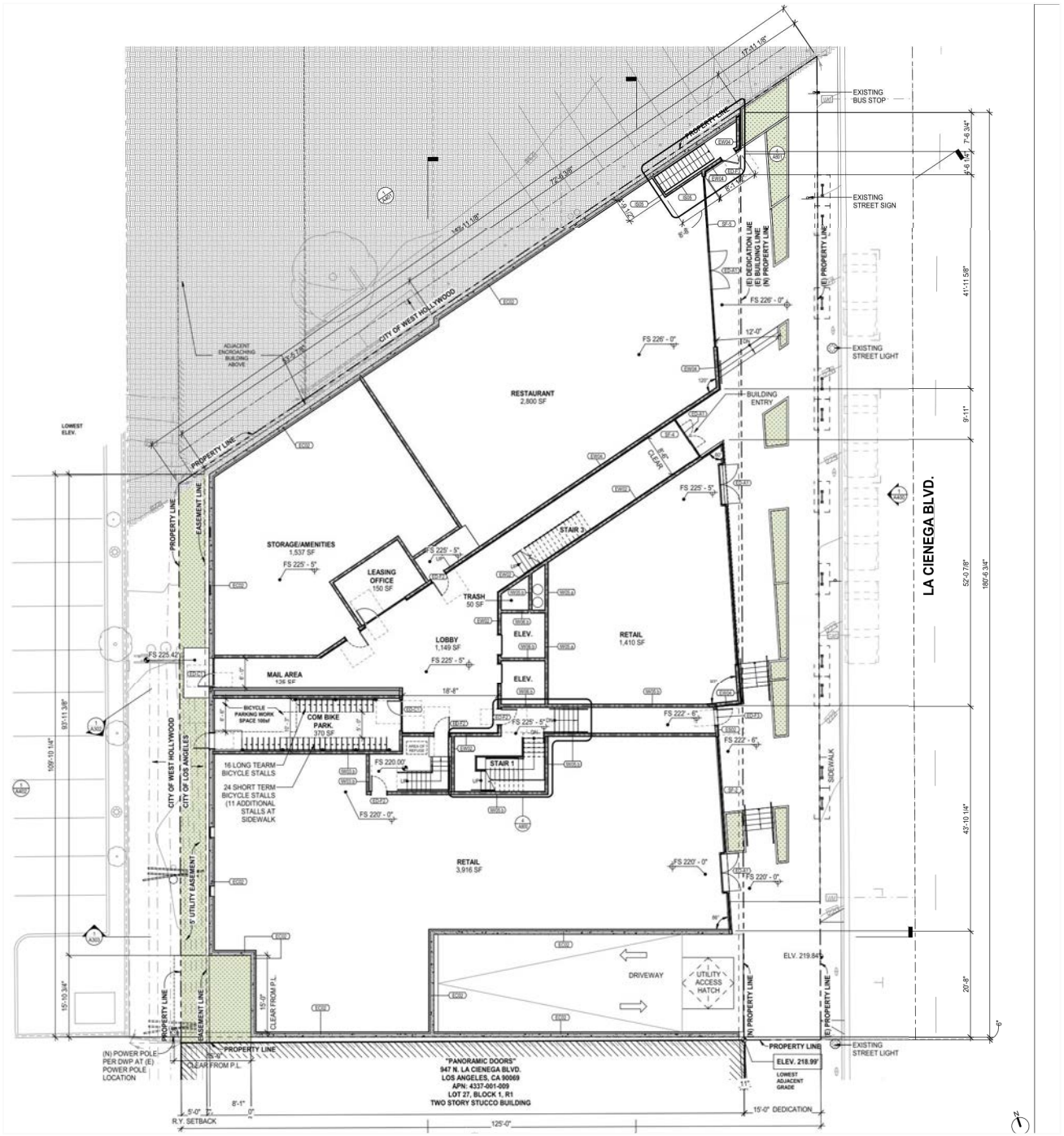
The Project's trip generation would result in a net total of approximately 7 inbound trips and 23 outbound trips during the morning peak hour; and 16 inbound trips and 4 outbound trips during the evening peak hour. Based on the Project's trip distribution and resulting Project trip assignment, the Project would add less than 25 trips to the adjacent study intersections during the peak hours, as shown in Attachment D. Therefore, the Project would add less than 25 trips in the peak hours at the nearby freeway off-ramps. No further freeway safety analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Raju Associates, Inc.	Mr. Ian Fishburn, 961 La Cienega LLC
Address:	505 E. Colorado Bl, Suite 202, Pasadena, CA	6721 Melrose Avenue, Los Angeles, CA
Phone Number:	(626) 792-2700	(310) 420-8842
E-Mail:	srinath.raju@rajuassociates.com	ifishburn@vitruviandg.com

Approved by:	x Srinath	1/19/2022	x peter eyre	2/3/2022	
	Consultant's Representative	Date	LADOT Representative	**Date	
Adjacent Municipality:	_____	Approved by: (if applicable)	_____ Representative	_____ Date	

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

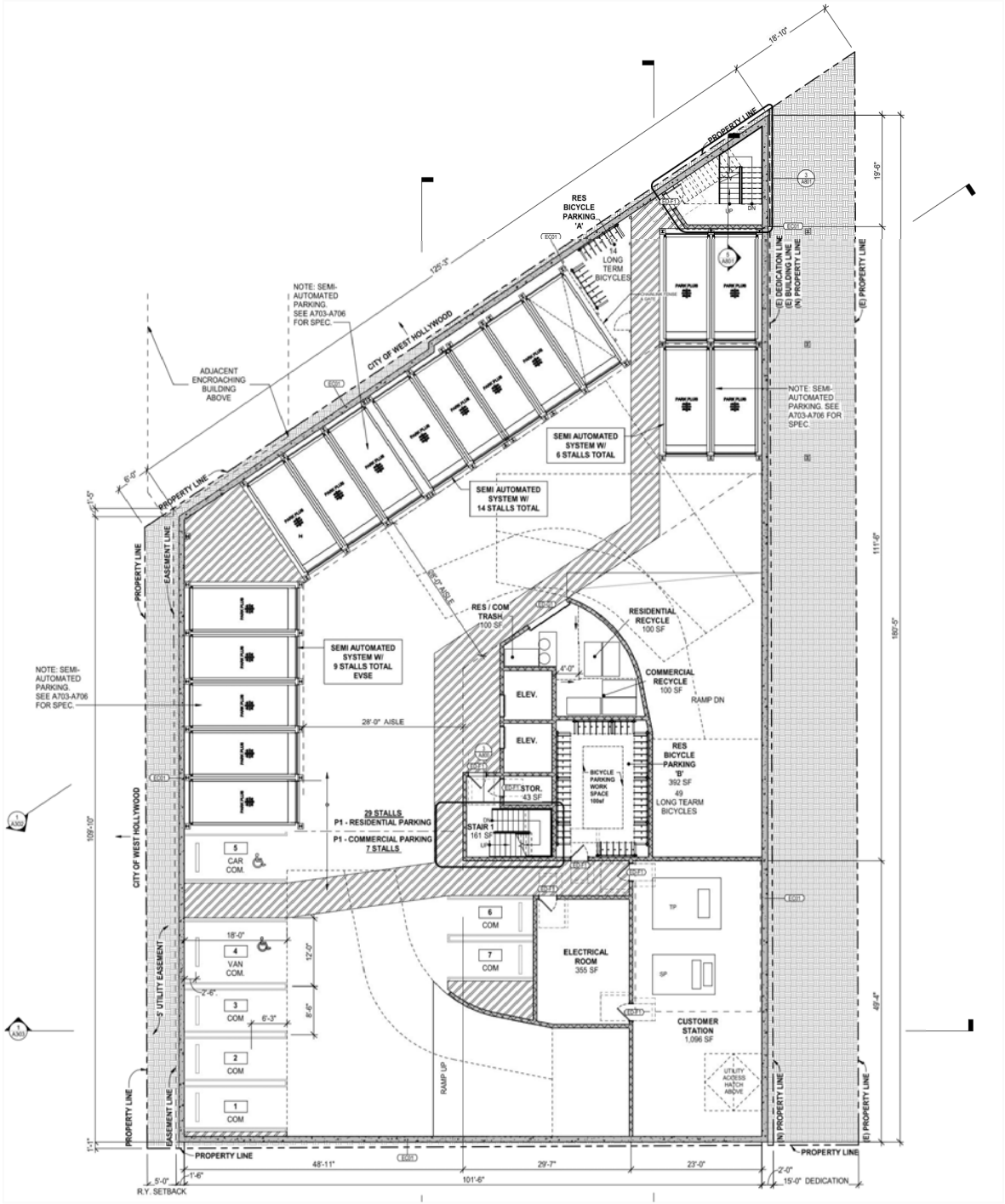


N
Not to scale

Source: AUX Architecture

ATTACHMENT A1
PROJECT SITE PLAN - GROUND FLOOR LEVEL

RAJU Associates, Inc.



Source: AUX Architecture

ATTACHMENT A2
PROJECT SITE PLAN - PARKING LEVEL P1

RAJU Associates, Inc.

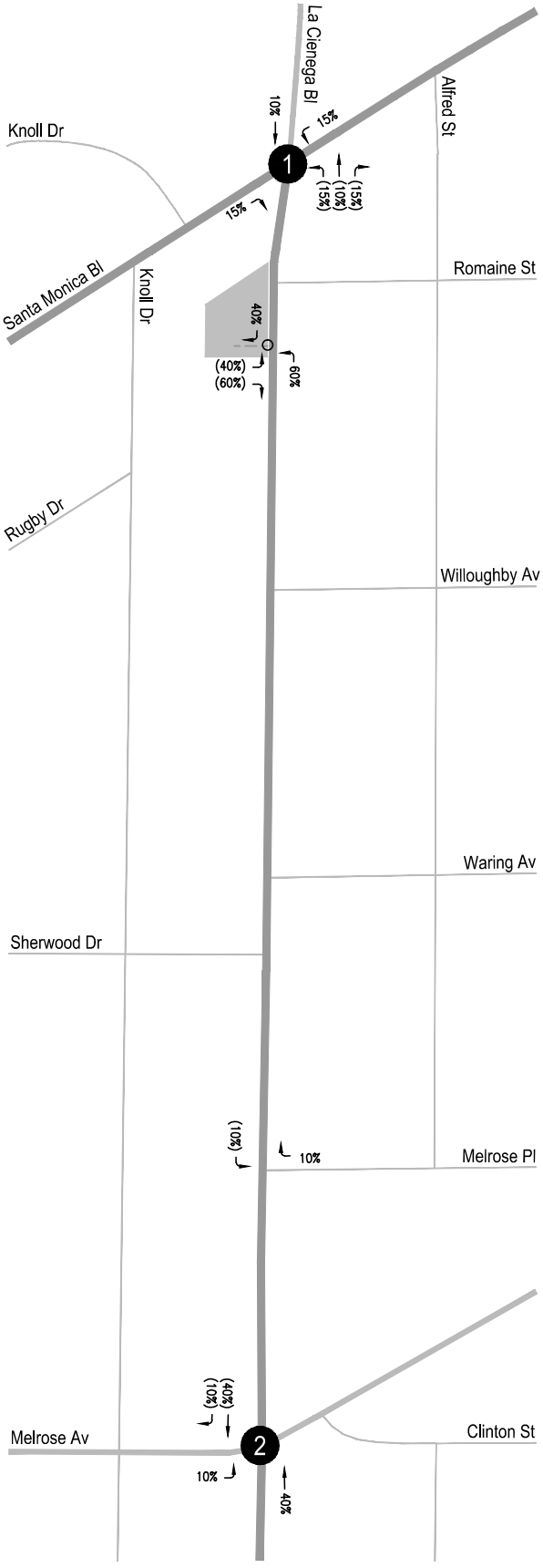
ATTACHMENT B
ESTIMATED PROJECT TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments	52 d.u.	4	15	19	12	8	20
Affordable Housing	7 d.u.	1	2	3	1	1	2
Retail	5,326 s.f.	8	5	13	18	17	35
High-Turnover Restaurant	2,800 s.f.	15	12	27	15	10	25
Project Trip Generation Total		28	34	62	46	36	82
Transit Credit (10%)		(3)	(3)	(6)	(5)	(4)	(9)
**Retail - Pass-By (50%) Trips		(4)	(2)	(6)	(8)	(8)	(16)
**High-Turnover Restaurant - Pass-By (20%) Trips		(3)	(2)	(5)	(3)	(2)	(5)
Existing Uses							
Office	4,815 s.f.	7	1	8	3	7	10
Retail	7,948 s.f.	11	8	19	26	26	52
Existing Use Trip Generation Total		18	9	27	29	33	62
Transit Credit (10%)		(2)	(1)	(3)	(3)	(3)	(6)
**Retail - Pass-By (50%) Trips		(5)	(4)	(9)	(12)	(12)	(24)
Project Net Trip Generation Total		**7**	**23**	**30**	**16**	**4**	**20**
Trip Rates [1]							
Affordable Housing (LADOT) [2]	Trips per d.u.	37%	63%	0.49	56%	44%	0.35
Multifamily Mid-Rise (ITE Land Use 221)	Trips per d.u.	23%	77%	0.37	61%	39%	0.39
Small Office Building (ITE Land Use 712)	Trips per 1,000 s.f.	82%	18%	1.67	34%	66%	2.16
Strip Retail <40ksf (ITE Land Use 822)	Trips per 1,000 s.f.	60%	40%	2.36	50%	50%	6.59
High-Turnover Restaurant (ITE Land Use 932)	Trips per 1,000 s.f.	55%	45%	9.57	61%	39%	9.05

[1] *Trip Generation Manual* , 11th Edition, ITE 2021, unlees otherwise noted.

[2] Affordable Housing trip generation rates from *Los Angeles Department of Transportation (LADOT) Transportation Guidelines, Table 3.3-2: Trip Generation Rates for Affordable Housing Projects,* July 2020. Trip generation rates "Inside TPA Area" were utilized.

** Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project is estimated to have a net increase of 322 daily trips.



LEGEND:

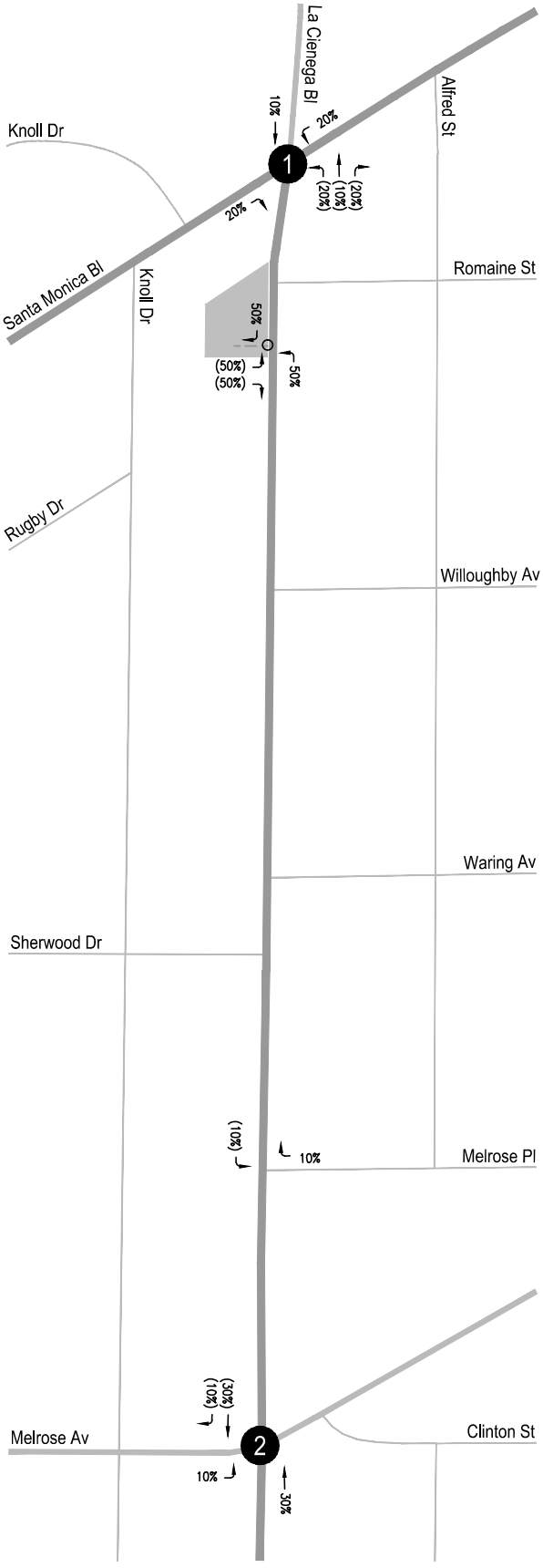
- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- ○ - Existing Driveway Access
- XX% - Inbound Percentage
- (XX%) - Outbound Percentage

N

Not to scale

ATTACHMENT C1
TRIP DISTRIBUTION - RESIDENTIAL USE (PROJECT)

RAJU Associates, Inc.



LEGEND:

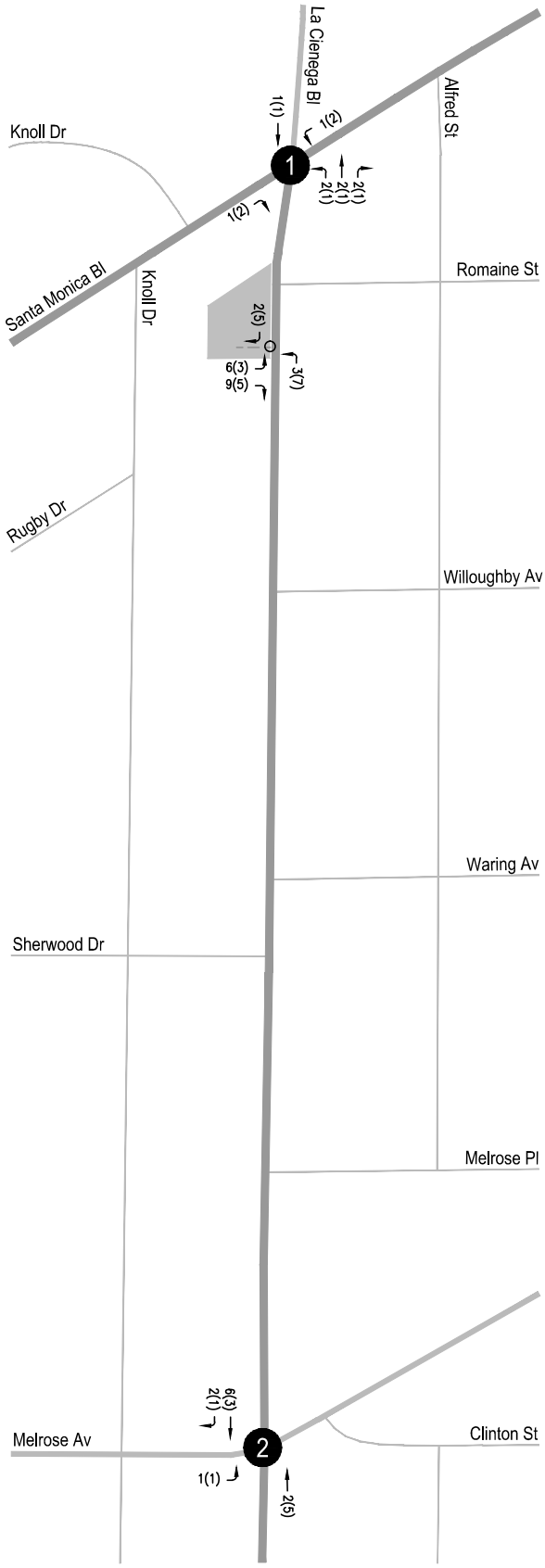
- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- ○ - Existing Driveway Access
- XX% - Inbound Percentage
- (XX%) - Outbound Percentage

N

Not to scale

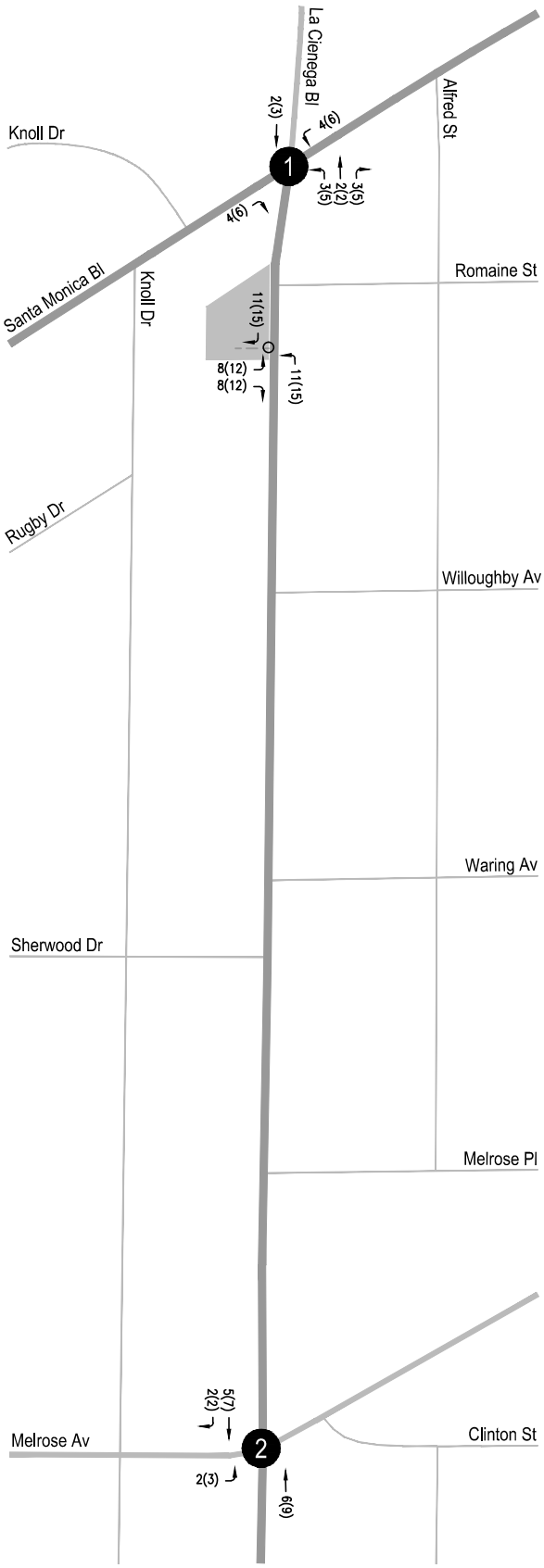
ATTACHMENT C2
TRIP DISTRIBUTION - COMMERCIAL USES (PROJECT & EXISTING)

RAJU Associates, Inc.



ATTACHMENT D1
PROJECT ONLY TRIPS - RESIDENTIAL USES
PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



LEGEND:

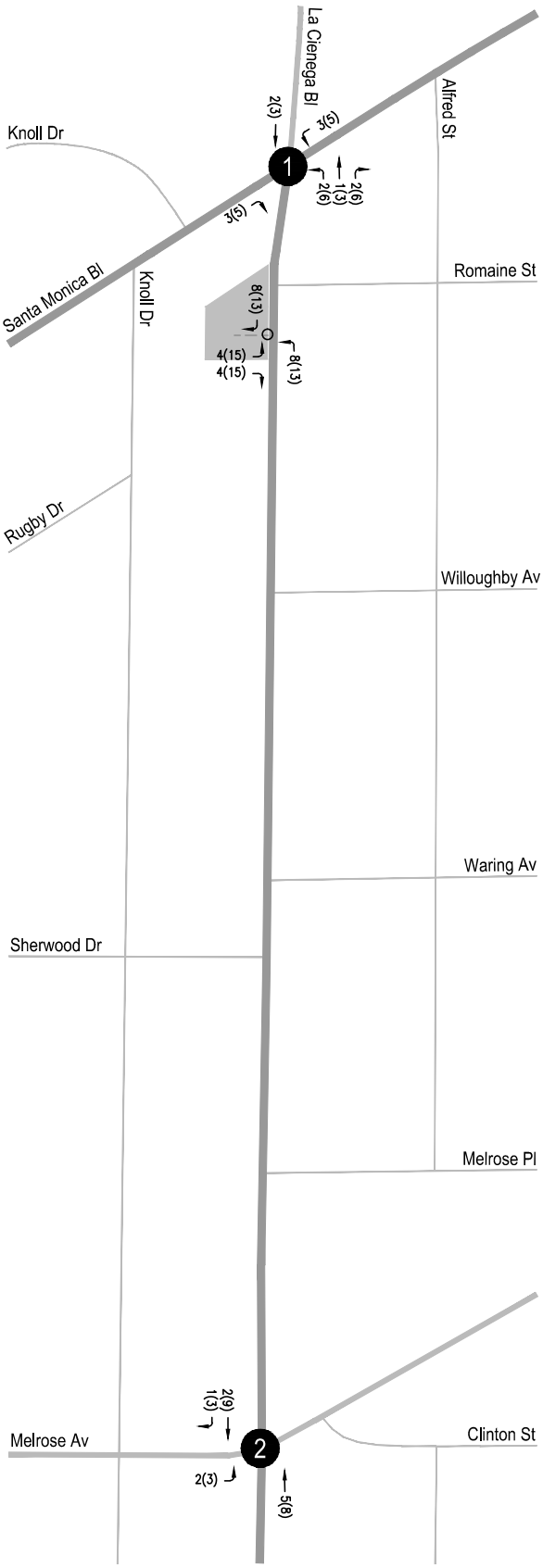
- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- Project Driveway Access
- XX(XX) - AM(PM) Peak Hour Traffic Volumes
- * - Negligible Volume

***Pass-By trip credit not taken at study intersections.

N
Not to scale

ATTACHMENT D2
PROJECT ONLY TRIPS - COMMERCIAL USES
PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



LEGEND:

- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- Existing Driveway Access
- XX(XX) - AM(PM) Peak Hour Traffic Volumes
- * - Negligible Volume

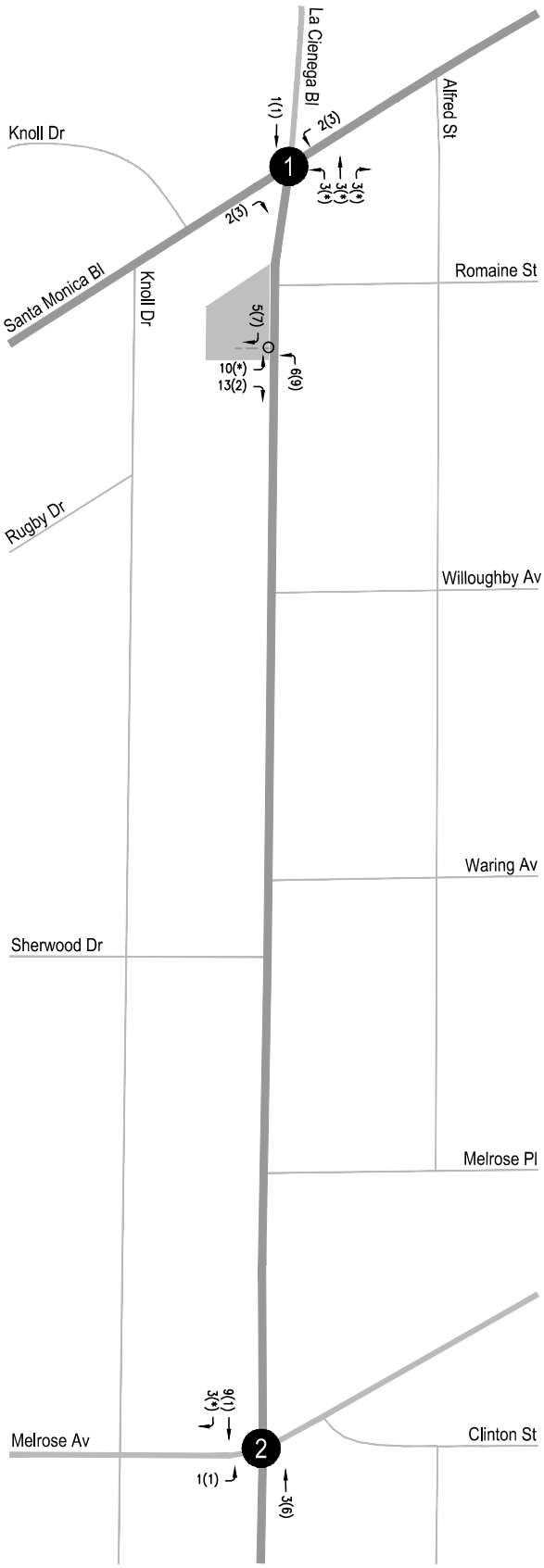
N

Not to scale

***Pass-By trip credit not taken at study intersections.

ATTACHMENT D3
EXISTING SITE TRIPS (TO BE REMOVED) - COMMERCIAL USES
PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



LEGEND:

- Project Site: 961 La Cienega Boulevard
- # - Study Intersection
- Project Driveway Access
- XX(XX) - AM(PM) Peak Hour Traffic Volumes
- * - Negligible Volume

N
Not to scale

*** Pass-By trip credit not taken at study intersections.

ATTACHMENT D4
NET PROJECT ONLY TRIPS - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

ATTACHMENT E
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

Map No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles [1]										
1	Residential Project	431 N. La Cienega Boulevard	Construct 72 apartment dwelling units.	-409	-9	10	1	-12	-22	-34
City of West Hollywood [2]										
2	Pendry Hotel & Sunset Olive Mixed-Use Project	8418 Sunset Boulevard	Construct 149-room hotel, 138 residential units and 75,000 s.f. of retail use.	n/a	46	75	121	162	134	296
3	Residential Project	955 Hancock Avenue	Construct 3 multi-family dwelling units, replacing one single-family dwelling unit.	11	0	0	0	0	1	1
4	Residential Project	656 Huntley Drive	Construct 3 multi-family dwelling units.	20	0	1	1	1	1	2
5	Residential Project	652 Huntley Drive	Construct 3 multi-family dwelling units, replacing one single-family dwelling unit.	11	0	0	0	0	1	1
6	Residential Project	838 N. Kings Road	Construct 25 multi-family dwelling units.	114	2	7	9	6	4	10
7	Residential Project	1136-1142 N. La Cienega Boulevard	Construct 23 multi-family dwelling units.	104	2	7	9	5	4	9
8	Residential Project	1121 N. La Cienega Boulevard	Construct 10 multi-family dwelling units.	45	1	3	4	2	2	4
9	Convenience Store with Car Wash	1107 N. La Cienega Boulevard	Construct 2,584 s.f. convenience store with car wash, replacing existing 1,724 gas station building. Existing 8 fuel stations to remain.	328	14	13	27	11	10	21
10	Residential Project	825-829 Larrabee Street	Construct 13 multi-family dwelling units.	59	1	4	5	3	2	5
11	Retail Project	8451 Melrose Avenue	Construct 3,929 s.f. retail use.	214	5	4	9	13	13	26
12	Senior Congregate Care Facility	923-931 N. Palm Avenue	Construct 49-unit congregate care facility.	108	2	2	4	4	5	9
13	Mixed-Use Project [3]	8555 Santa Monica Boulevard	Construct 111 apartment dwelling units, 12 live/work units, 6,710 s.f. office use, 14,490 s.f. specialty retail use, 3,940 s.f. high-turnover restaurant use and 3,640 s.f. har salon. Demo existing 4 single-family detached dwelling units, 4,060 s.f. health club use, 4,210 s.f. office use, 10,430 s.f. specialty retail use, 6,220 s.f. hair salon and 2,480 s.f. high-turnover restaurant use.	838	13	40	53	38	22	60
14	Sprout's Market Project [4]	8550 Santa Monica Boulevard	Construct 25,000 s.f. supermarket, 1,319 s.f. café, 3,998 s.f. office use, 8,000 s.f. health club and 4,000 s.f. personal service use.	1,989	48	29	77	92	89	181
15	Mixed-Use Project	8500 Santa Monica Boulevard	Construct 30 multi-family dwelling units including 4 affordable units and 3,791 s.f. retail use. Demo existing 1,824 s.f. retail use.	244	5	11	16	14	11	25
16	Residential Project	1019 N. San Vicente Boulevard	Construct 10 multi-family dwelling units, replacing 3 multi-family dwelling units.	25	1	2	3	1	1	2
17	Residential Project	948-954 N. San Vicente Boulevard	Construct 24 multi-family dwelling units, replacing 13 multi-family dwelling units.	50	1	3	4	2	2	4
18	Mixed-Use Hotel and Residential Project [5]	8850 Sunset Boulevard	Construct 115-room hotel, 31 multi-family dwelling units, 10 affordable dwelling units, 6,119 s.f. nightclub use and 29,280 s.f. restaurant use. Demo existing 13,862 s.f. retail use and 3,019 s.f. nightclub use.	3,128	104	68	172	223	79	302
19	Residential Project [6]	8497-8499 Sunset Boulevard	Construct 11,520 s.f. office use and 9,775 s.f. restaurant use, replacing 31 multi-family dwelling units.	800	17	-7	10	40	31	71
20	Residential Project	823 Westbourne Drive	Construct 4 multi-family dwelling units, replacing one single-family dwelling unit.	18	0	1	1	0	1	1
21	Residential Project	618 Westbourne Drive	Construct 4 multi-family dwelling units, replacing 6 multi-family dwelling units.	-13	0	0	0	-1	0	-1
22	Residential Project	8615 N. West Knoll Drive	Construct 10 multi-family dwelling units including one affordable dwelling unit, replace one single-family dwelling unit.	37	1	1	2	1	2	3
23	Residential Project	8565 N. West Knoll Drive	Construct 9 multi-family dwelling units.	41	1	2	3	2	2	4
24	Residential Project	8328 Willoughby Avenue	Construct 17 multi-family dwelling units.	77	1	5	6	4	3	7
			RELATED PROJECTS TRIP GENERATION TOTAL	7,839	256	281	537	611	398	1,009

* Includes related projects 0.5 miles from the Project site.

[1] Related projects and trip generation estimates obtained from Los Angeles Department of Transportation - January 5, 2022.

[2] Related projects obtained from City of West Hollywood website, January 2022. Trip generation based on Trip Generation Manual, 11th Edition, ITE 2021, unless otherwise noted.

[3] Trip generation estimates obtained from *Technical Memorandum - Transportation Assessment for 8555 Santa Monica Boulevard, Fehr & Peers, August 9, 2021* .

[4] Trip generation estimates obtained from *Sprouts - 8550 Santa Monica Boulevard Project, DEIR, Rincon, September 2014.*

[5] Trip generation estimates obtained from *Memorandum - Transportation Analysis for 8850 Sunset Boulevard, Gibson Transportation Consultants, August 2, 2021* .

[6] Trip generation estimates obtained from *Technical Memorandum - Traffic Impact Analysis - 8497 Sunset Boulevard, KOA Corporation, September 27, 2017* .

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 961 N. La Cienega Mixed-Use Project

Scenario:

Address: 34.088716, -118.376657

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	4.815	ksf
Retail | General Retail	7.948	ksf
Office | General Office	4.815	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 | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Multi-Family	52	DU
Housing | Affordable Housing - Family	7	DU
Retail | General Retail	5.326	ksf
Retail | High-Turnover Sit-Down Restaurant	2.8	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
314 Daily Vehicle Trips	636 Daily Vehicle Trips
2,423 Daily VMT	4,457 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	322 Net Daily Trips
The net increase in daily VMT ≤ 0	2,034 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	8.126 ksf

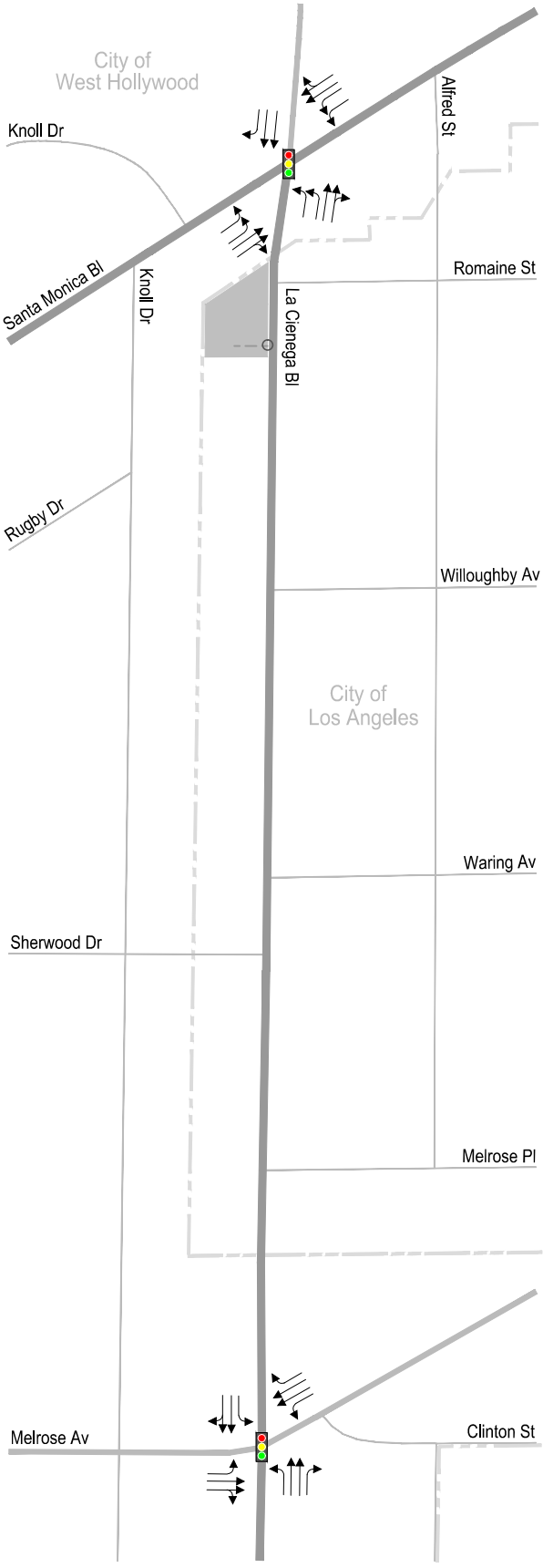
The proposed project is required to perform VMT analysis.

Measuring the Miles

1/18/2022

APPENDIX B

Intersection Lane Configurations



APPENDIX B
EXISTING INTERSECTION LANE CONFIGURATIONS

RAJU Associates, Inc.

APPENDIX C

Existing Traffic Counts

Prepared by National Data & Surveying Services

La Cienega Blvd & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-011
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:45 AM - 09:45 AM
NOON	12:30 PM - 01:30 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

La Cienega Blvd — SOUTHBOUND

AM	488	661	2	0	771	AM
NOON	361	737	3	0	910	NOON
PM	328	621	9	0	1208	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1719	1304	1200		
16	12	17	0	
200	284	499	2	
590	808	1086	2	
91	162	136	0	
AM	NOON	PM		

Santa Monica Blvd — WESTBOUND

PM	NOON	AM	
21	15	14	0
687	744	1012	2
172	184	179	2
9	9	5	0
1216	949	678	
PM	NOON	AM	

La Cienega Blvd — NORTHBOUND

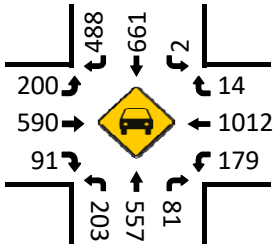
PM	929	0	168	688	112	PM
NOON	1083	0	187	611	129	NOON
AM	931	0	203	557	81	AM

1	2	0	0	
0	2	1.5	0.5	

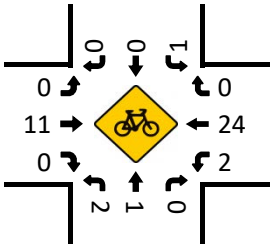
CONTROL: Signalized

	AM	NOON	PM
TEV	4099	4246	4553
PHF	0.93	0.98	0.99

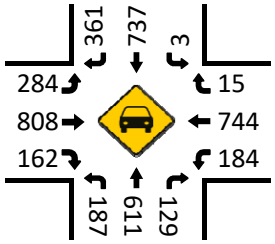
Total Vehicles (AM)



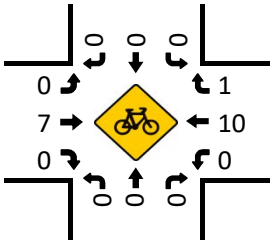
Bikes (AM)



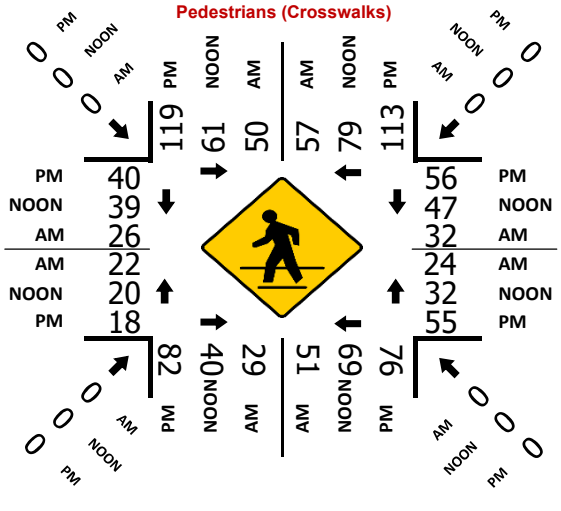
Total Vehicles (Noon)



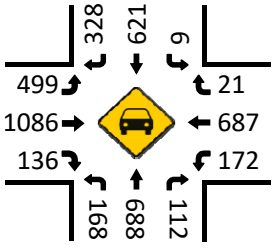
Bikes (NOON)



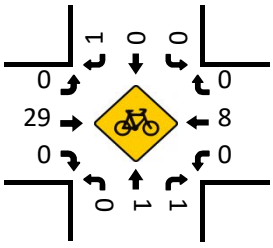
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

La Cienega Blvd & Melrose Ave

Peak Hour Turning Movement Count

ID: 19-05270-013
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	01:00 PM - 02:00 PM
PM	06:00 PM - 07:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

La Cienega Blvd — SOUTHBOUND

AM	169	739	43	0	831	AM
NOON	135	781	74	1	1022	NOON
PM	122	707	50	0	1063	PM

Melrose Ave — EASTBOUND

AM	NOON	PM		
1069	737	732	⇦	
0	0	0	↶	0
54	126	97	↱	1
398	588	802	→	2
51	99	64	↳	0
AM	NOON	PM		

WESTBOUND — Melrose Ave

PM	NOON	AM		
				1
65	89	35	↰	
540	544	845	←	2
316	275	416	↰	1
0	1	0	↶	0
1257	918	631	⇨	
PM	NOON	AM		

CONTROL: Signalized

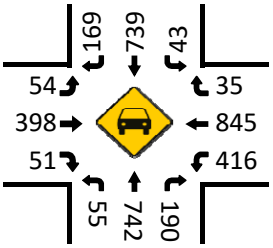
TEV	3737	3832	4140
	AM	NOON	PM
PHF	0.92	0.96	0.98

La Cienega Blvd — NORTHBOUND

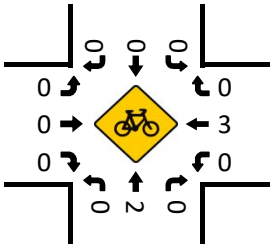
PM	1088	1	70	901	405	PM
NOON	1155	0	58	806	255	NOON
AM	1206	0	55	742	190	AM

Turning-movement arrows: 0 2 1 0 (southbound); 0 1 2 1 (northbound); 1 2 1 0 (westbound); 0 2 1 0 (eastbound).

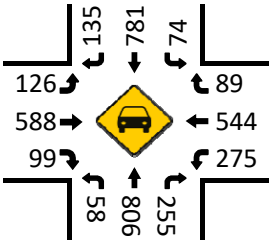
Total Vehicles (AM)



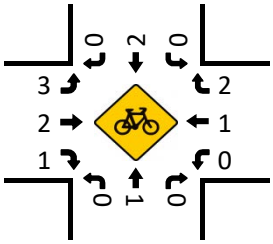
Bikes (AM)



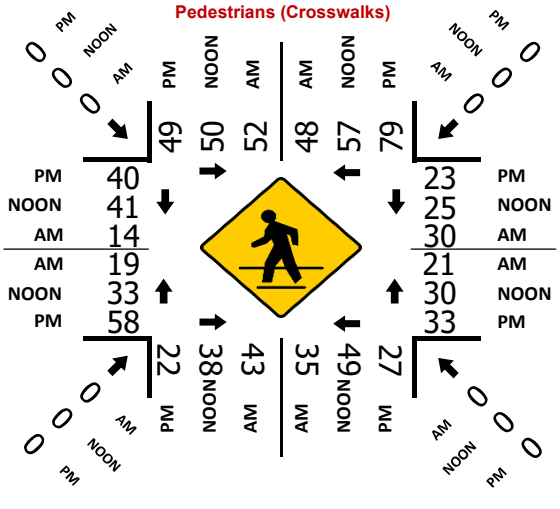
Total Vehicles (Noon)



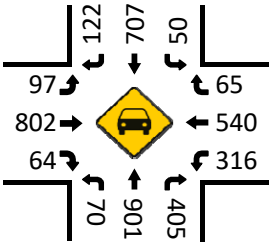
Bikes (NOON)



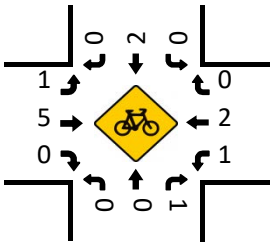
Pedestrians (Crosswalks)



Total Vehicles (PM)

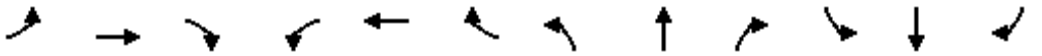


Bikes (PM)



APPENDIX D

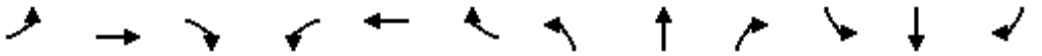
Level of Service and Queue Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	590	91	184	1012	14	203	557	81	0	663	488
Future Volume (veh/h)	216	590	91	184	1012	14	203	557	81	0	663	488
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	216	590	91	184	1012	14	203	557	81	0	663	380
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	239	816	125	329	1041	14	210	1214	176	0	1016	453
Arrive On Green	0.08	0.31	0.31	0.11	0.34	0.34	0.07	0.45	0.45	0.00	0.33	0.33
Sat Flow, veh/h	2994	2674	411	2994	3109	43	2994	2698	391	0	3160	1373
Grp Volume(v), veh/h	216	339	342	184	501	525	203	317	321	0	663	380
Grp Sat Flow(s),veh/h/ln	1497	1539	1546	1497	1539	1613	1497	1539	1550	0	1539	1373
Q Serve(g_s), s	7.2	19.6	19.7	5.8	32.1	32.1	6.8	14.3	14.4	0.0	18.4	25.6
Cycle Q Clear(g_c), s	7.2	19.6	19.7	5.8	32.1	32.1	6.8	14.3	14.4	0.0	18.4	25.6
Prop In Lane	1.00		0.27	1.00		0.03	1.00		0.25	0.00		1.00
Lane Grp Cap(c), veh/h	239	469	472	329	516	540	210	693	697	0	1016	453
V/C Ratio(X)	0.90	0.72	0.73	0.56	0.97	0.97	0.97	0.46	0.46	0.00	0.65	0.84
Avail Cap(c_a), veh/h	239	469	472	329	516	540	210	693	697	0	1016	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	31.0	31.0	42.2	32.8	32.8	46.4	19.0	19.1	0.0	28.6	31.0
Incr Delay (d2), s/veh	53.1	9.8	9.9	6.9	56.7	55.0	97.4	2.2	2.2	0.0	3.3	19.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	13.0	13.2	4.4	26.8	27.6	9.1	9.0	9.1	0.0	11.4	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	40.7	40.9	49.1	89.5	87.8	143.8	21.2	21.3	0.0	31.9	50.4
LnGrp LOS	F	D	D	D	F	F	F	C	C	A	C	D
Approach Vol, veh/h		897			1210			841			1043	
Approach Delay, s/veh		54.8			82.6			50.8			38.6	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	35.0	12.0	38.0	12.0	38.0		50.0
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0
Max Green Setting (Gmax), s	11.0	30.5	7.0	33.0	8.0	33.5		45.0
Max Q Clear Time (g_c+I1), s	7.8	21.7	8.8	27.6	9.2	34.1		16.4
Green Ext Time (p_c), s	0.0	4.3	0.0	3.3	0.0	0.0		5.9

Intersection Summary	
HCM 6th Ctrl Delay	58.2
HCM 6th LOS	E



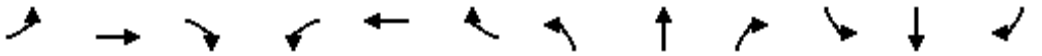
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	398	51	416	845	35	55	742	190	43	739	169
Future Volume (veh/h)	54	398	51	416	845	35	55	742	190	43	739	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	54	398	51	416	845	35	55	742	105	43	739	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	641	82	410	1367	610	188	1437	641	228	1161	266
Arrive On Green	0.23	0.23	0.23	0.17	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	546	2747	350	1543	3079	1373	532	3079	1373	563	2488	569
Grp Volume(v), veh/h	54	222	227	416	845	35	55	742	105	43	457	451
Grp Sat Flow(s),veh/h/ln	546	1539	1557	1543	1539	1373	532	1539	1373	563	1539	1518
Q Serve(g_s), s	10.1	15.5	15.7	20.7	25.2	1.7	10.5	20.3	5.3	7.0	27.0	27.0
Cycle Q Clear(g_c), s	10.1	15.5	15.7	20.7	25.2	1.7	37.5	20.3	5.3	27.3	27.0	27.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	187	359	363	410	1367	610	188	1437	641	228	718	708
V/C Ratio(X)	0.29	0.62	0.62	1.02	0.62	0.06	0.29	0.52	0.16	0.19	0.64	0.64
Avail Cap(c_a), veh/h	187	359	363	410	1367	610	188	1437	641	228	718	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	41.2	41.3	32.5	25.5	19.0	38.5	22.5	18.5	32.1	24.3	24.3
Incr Delay (d2), s/veh	3.9	8.0	8.2	104.4	2.1	0.2	3.9	1.3	0.6	1.8	4.4	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	10.8	11.1	22.0	14.4	1.1	2.8	11.9	3.2	1.9	15.7	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	49.2	49.4	136.9	27.7	19.2	42.4	23.8	19.0	33.9	28.6	28.7
LnGrp LOS	D	D	D	F	C	B	D	C	B	C	C	C
Approach Vol, veh/h		503			1296			902			951	
Approach Delay, s/veh		48.7			62.5			24.4			28.9	
Approach LOS		D			E			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.3		58.7		61.3	25.3	33.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 56		* 53		* 56	20.7	* 28				
Max Q Clear Time (g_c+I1), s		29.3		27.2		39.5	22.7	17.7				
Green Ext Time (p_c), s		6.9		6.4		5.5	0.0	2.3				

Intersection Summary		
HCM 6th Ctrl Delay		42.4
HCM 6th LOS		D

Notes

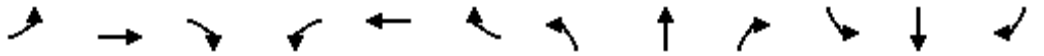
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1086	136	181	687	21	168	688	112	0	630	328
Future Volume (veh/h)	516	1086	136	181	687	21	168	688	112	0	630	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	516	1086	136	181	687	21	168	688	112	0	630	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	629	1115	139	239	839	26	180	1007	164	0	831	371
Arrive On Green	0.21	0.41	0.41	0.08	0.28	0.28	0.06	0.38	0.38	0.00	0.27	0.27
Sat Flow, veh/h	2994	2753	344	2994	3050	93	2994	2651	431	0	3160	1373
Grp Volume(v), veh/h	516	606	616	181	347	361	168	399	401	0	630	44
Grp Sat Flow(s),veh/h/ln	1497	1539	1558	1497	1539	1604	1497	1539	1543	0	1539	1373
Q Serve(g_s), s	16.5	38.7	38.8	5.9	21.1	21.1	5.6	21.7	21.8	0.0	18.8	2.4
Cycle Q Clear(g_c), s	16.5	38.7	38.8	5.9	21.1	21.1	5.6	21.7	21.8	0.0	18.8	2.4
Prop In Lane	1.00		0.22	1.00		0.06	1.00		0.28	0.00		1.00
Lane Grp Cap(c), veh/h	629	623	631	239	423	441	180	585	586	0	831	371
V/C Ratio(X)	0.82	0.97	0.98	0.76	0.82	0.82	0.94	0.68	0.68	0.00	0.76	0.12
Avail Cap(c_a), veh/h	629	623	631	239	423	441	180	585	586	0	831	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	29.2	29.3	45.0	33.9	33.9	46.8	26.0	26.0	0.0	33.5	27.5
Incr Delay (d2), s/veh	12.6	50.7	51.9	22.1	18.2	17.6	84.1	6.5	6.6	0.0	6.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	29.9	30.6	5.2	14.9	15.3	7.5	13.5	13.5	0.0	12.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	79.9	81.2	67.2	52.1	51.5	130.9	32.5	32.5	0.0	40.2	28.2
LnGrp LOS	D	E	F	E	D	D	F	C	C	A	D	C
Approach Vol, veh/h		1738			889			968			674	
Approach Delay, s/veh		71.6			54.9			49.6			39.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	45.0	11.0	32.0	25.0	32.0		43.0
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0
Max Green Setting (Gmax), s	8.0	40.5	6.0	27.0	21.0	27.5		38.0
Max Q Clear Time (g_c+I1), s	7.9	40.8	7.6	20.8	18.5	23.1		23.8
Green Ext Time (p_c), s	0.0	0.0	0.0	2.8	0.2	2.5		5.7

Intersection Summary	
HCM 6th Ctrl Delay	58.0
HCM 6th LOS	E



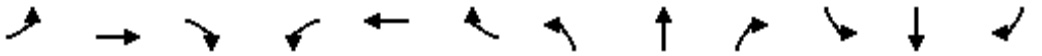
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	802	64	316	540	65	71	901	405	50	707	122
Future Volume (veh/h)	97	802	64	316	540	65	71	901	405	50	707	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	97	802	64	316	540	65	71	901	89	50	707	122
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	794	63	365	1573	701	162	1231	549	135	1050	181
Arrive On Green	0.28	0.28	0.28	0.20	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	706	2888	230	1543	3079	1373	573	3079	1373	493	2625	453
Grp Volume(v), veh/h	97	427	439	316	540	65	71	901	89	50	414	415
Grp Sat Flow(s),veh/h/ln	706	1539	1579	1543	1539	1373	573	1539	1373	493	1539	1539
Q Serve(g_s), s	13.9	33.0	33.0	18.9	12.5	2.9	13.9	29.8	5.0	11.5	26.5	26.6
Cycle Q Clear(g_c), s	13.9	33.0	33.0	18.9	12.5	2.9	40.5	29.8	5.0	41.3	26.5	26.6
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	254	423	434	365	1573	701	162	1231	549	135	616	616
V/C Ratio(X)	0.38	1.01	1.01	0.87	0.34	0.09	0.44	0.73	0.16	0.37	0.67	0.67
Avail Cap(c_a), veh/h	254	423	434	365	1573	701	162	1231	549	135	616	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	43.5	43.5	32.8	17.4	15.1	46.2	30.5	23.1	48.0	29.6	29.6
Incr Delay (d2), s/veh	4.4	97.1	96.4	28.6	0.6	0.3	8.5	4.0	0.6	7.8	6.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	31.9	32.5	17.4	7.9	1.7	4.2	17.0	3.1	3.0	15.9	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	140.6	139.9	61.4	18.0	15.3	54.7	34.5	23.7	55.9	35.5	35.5
LnGrp LOS	D	F	F	E	B	B	D	C	C	E	D	D
Approach Vol, veh/h		963			921			1061			879	
Approach Delay, s/veh		130.2			32.7			34.9			36.7	
Approach LOS		F			C			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		53.3		66.7		53.3	28.3	38.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 48		* 61		* 48	23.7	* 33				
Max Q Clear Time (g_c+I1), s		43.3		14.5		42.5	20.9	35.0				
Green Ext Time (p_c), s		2.3		4.2		3.1	0.3	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			58.8									
HCM 6th LOS			E									

Notes

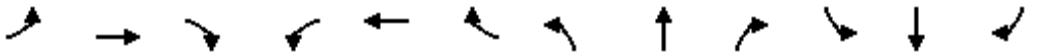
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	590	93	186	1012	14	206	560	84	0	664	488
Future Volume (veh/h)	216	590	93	186	1012	14	206	560	84	0	664	488
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	216	590	93	186	1012	14	206	560	84	0	664	380
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	239	813	128	329	1041	14	210	1209	181	0	1016	453
Arrive On Green	0.08	0.31	0.31	0.11	0.34	0.34	0.07	0.45	0.45	0.00	0.33	0.33
Sat Flow, veh/h	2994	2665	419	2994	3109	43	2994	2686	402	0	3160	1373
Grp Volume(v), veh/h	216	340	343	186	501	525	206	320	324	0	664	380
Grp Sat Flow(s),veh/h/ln	1497	1539	1545	1497	1539	1613	1497	1539	1548	0	1539	1373
Q Serve(g_s), s	7.2	19.7	19.8	5.9	32.1	32.1	6.9	14.4	14.5	0.0	18.4	25.6
Cycle Q Clear(g_c), s	7.2	19.7	19.8	5.9	32.1	32.1	6.9	14.4	14.5	0.0	18.4	25.6
Prop In Lane	1.00		0.27	1.00		0.03	1.00		0.26	0.00		1.00
Lane Grp Cap(c), veh/h	239	469	471	329	516	540	210	693	697	0	1016	453
V/C Ratio(X)	0.90	0.72	0.73	0.56	0.97	0.97	0.98	0.46	0.46	0.00	0.65	0.84
Avail Cap(c_a), veh/h	239	469	471	329	516	540	210	693	697	0	1016	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	31.0	31.0	42.2	32.8	32.8	46.4	19.1	19.1	0.0	28.6	31.0
Incr Delay (d2), s/veh	53.1	9.9	10.0	7.0	56.7	55.0	108.9	2.2	2.2	0.0	3.3	19.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	13.1	13.2	4.4	26.8	27.6	9.6	9.1	9.2	0.0	11.4	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	40.9	41.0	49.3	89.5	87.8	155.4	21.3	21.4	0.0	31.9	50.4
LnGrp LOS	F	D	D	D	F	F	F	C	C	A	C	D
Approach Vol, veh/h		899			1212			850			1044	
Approach Delay, s/veh		54.8			82.6			53.8			38.7	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	35.0	12.0	38.0	12.0	38.0		50.0
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0
Max Green Setting (Gmax), s	11.0	30.5	7.0	33.0	8.0	33.5		45.0
Max Q Clear Time (g_c+I1), s	7.9	21.8	8.9	27.6	9.2	34.1		16.5
Green Ext Time (p_c), s	0.0	4.2	0.0	3.3	0.0	0.0		6.0

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E



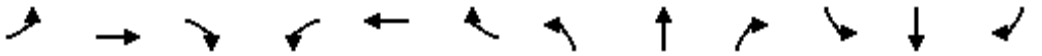
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	398	51	416	845	35	55	745	190	43	748	172
Future Volume (veh/h)	55	398	51	416	845	35	55	745	190	43	748	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	55	398	51	416	845	35	55	745	105	43	748	172
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	641	82	410	1367	610	185	1437	641	227	1160	267
Arrive On Green	0.23	0.23	0.23	0.17	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	546	2747	350	1543	3079	1373	526	3079	1373	562	2485	571
Grp Volume(v), veh/h	55	222	227	416	845	35	55	745	105	43	463	457
Grp Sat Flow(s),veh/h/ln	546	1539	1557	1543	1539	1373	526	1539	1373	562	1539	1517
Q Serve(g_s), s	10.3	15.5	15.7	20.7	25.2	1.7	10.7	20.4	5.3	7.0	27.6	27.6
Cycle Q Clear(g_c), s	10.3	15.5	15.7	20.7	25.2	1.7	38.2	20.4	5.3	27.4	27.6	27.6
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	187	359	363	410	1367	610	185	1437	641	227	718	708
V/C Ratio(X)	0.29	0.62	0.62	1.02	0.62	0.06	0.30	0.52	0.16	0.19	0.64	0.65
Avail Cap(c_a), veh/h	187	359	363	410	1367	610	185	1437	641	227	718	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	41.2	41.3	32.5	25.5	19.0	39.0	22.5	18.5	32.2	24.4	24.4
Incr Delay (d2), s/veh	4.0	8.0	8.2	104.4	2.1	0.2	4.1	1.3	0.6	1.9	4.5	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	10.8	11.1	22.0	14.4	1.1	2.8	12.0	3.2	1.9	16.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	49.2	49.4	136.9	27.7	19.2	43.1	23.9	19.0	34.0	28.9	29.0
LnGrp LOS	D	D	D	F	C	B	D	C	B	C	C	C
Approach Vol, veh/h		504			1296			905			963	
Approach Delay, s/veh		48.7			62.5			24.5			29.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.3		58.7		61.3	25.3	33.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 56		* 53		* 56	20.7	* 28				
Max Q Clear Time (g_c+I1), s		29.6		27.2		40.2	22.7	17.7				
Green Ext Time (p_c), s		7.0		6.4		5.4	0.0	2.3				

Intersection Summary												
HCM 6th Ctrl Delay			42.5									
HCM 6th LOS			D									

Notes

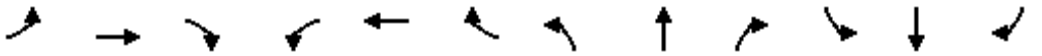
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1086	139	184	687	21	168	688	112	0	631	328
Future Volume (veh/h)	516	1086	139	184	687	21	168	688	112	0	631	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	516	1086	139	184	687	21	168	688	112	0	631	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	629	1112	142	239	839	26	180	1007	164	0	831	371
Arrive On Green	0.21	0.41	0.41	0.08	0.28	0.28	0.06	0.38	0.38	0.00	0.27	0.27
Sat Flow, veh/h	2994	2746	351	2994	3050	93	2994	2651	431	0	3160	1373
Grp Volume(v), veh/h	516	608	617	184	347	361	168	399	401	0	631	44
Grp Sat Flow(s),veh/h/ln	1497	1539	1557	1497	1539	1604	1497	1539	1543	0	1539	1373
Q Serve(g_s), s	16.5	38.9	39.0	6.0	21.1	21.1	5.6	21.7	21.8	0.0	18.8	2.4
Cycle Q Clear(g_c), s	16.5	38.9	39.0	6.0	21.1	21.1	5.6	21.7	21.8	0.0	18.8	2.4
Prop In Lane	1.00		0.23	1.00		0.06	1.00		0.28	0.00		1.00
Lane Grp Cap(c), veh/h	629	623	631	239	423	441	180	585	586	0	831	371
V/C Ratio(X)	0.82	0.98	0.98	0.77	0.82	0.82	0.94	0.68	0.68	0.00	0.76	0.12
Avail Cap(c_a), veh/h	629	623	631	239	423	441	180	585	586	0	831	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	29.3	29.3	45.1	33.9	33.9	46.8	26.0	26.0	0.0	33.5	27.5
Incr Delay (d2), s/veh	12.6	52.5	53.9	23.6	18.2	17.6	84.1	6.5	6.6	0.0	6.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	30.4	31.0	5.4	14.9	15.3	7.5	13.5	13.5	0.0	12.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	81.8	83.2	68.7	52.1	51.5	130.9	32.5	32.5	0.0	40.2	28.2
LnGrp LOS	D	F	F	E	D	D	F	C	C	A	D	C
Approach Vol, veh/h		1741			892			968			675	
Approach Delay, s/veh		72.9			55.3			49.6			39.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	45.0	11.0	32.0	25.0	32.0		43.0				
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	8.0	40.5	6.0	27.0	21.0	27.5		38.0				
Max Q Clear Time (g_c+I1), s	8.0	41.0	7.6	20.8	18.5	23.1		23.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.8	0.2	2.5		5.7				

Intersection Summary			
HCM 6th Ctrl Delay		58.7	
HCM 6th LOS		E	



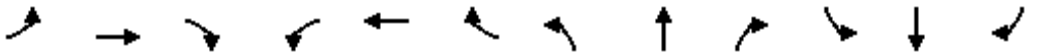
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	802	64	316	540	65	71	907	405	50	708	122
Future Volume (veh/h)	98	802	64	316	540	65	71	907	405	50	708	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	98	802	64	316	540	65	71	907	89	50	708	122
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	794	63	365	1573	701	162	1231	549	133	1050	181
Arrive On Green	0.28	0.28	0.28	0.20	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	706	2888	230	1543	3079	1373	573	3079	1373	490	2626	452
Grp Volume(v), veh/h	98	427	439	316	540	65	71	907	89	50	415	415
Grp Sat Flow(s),veh/h/ln	706	1539	1579	1543	1539	1373	573	1539	1373	490	1539	1539
Q Serve(g_s), s	14.0	33.0	33.0	18.9	12.5	2.9	14.0	30.1	5.0	11.6	26.6	26.6
Cycle Q Clear(g_c), s	14.0	33.0	33.0	18.9	12.5	2.9	40.6	30.1	5.0	41.7	26.6	26.6
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	254	423	434	365	1573	701	162	1231	549	133	616	616
V/C Ratio(X)	0.39	1.01	1.01	0.87	0.34	0.09	0.44	0.74	0.16	0.38	0.67	0.67
Avail Cap(c_a), veh/h	254	423	434	365	1573	701	162	1231	549	133	616	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	43.5	43.5	32.8	17.4	15.1	46.2	30.6	23.1	48.3	29.6	29.6
Incr Delay (d2), s/veh	4.4	97.1	96.4	28.6	0.6	0.3	8.6	4.1	0.6	8.1	6.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	31.9	32.5	17.4	7.9	1.7	4.2	17.1	3.1	3.1	16.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	140.6	139.9	61.4	18.0	15.3	54.8	34.7	23.7	56.4	35.5	35.6
LnGrp LOS	D	F	F	E	B	B	D	C	C	E	D	D
Approach Vol, veh/h		964			921			1067			880	
Approach Delay, s/veh		130.2			32.7			35.1			36.7	
Approach LOS		F			C			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		53.3		66.7		53.3	28.3	38.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 48		* 55		* 48	23.7	* 33				
Max Q Clear Time (g_c+I1), s		43.7		14.5		42.6	20.9	35.0				
Green Ext Time (p_c), s		2.2		4.2		3.1	0.3	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			58.8									
HCM 6th LOS			E									

Notes

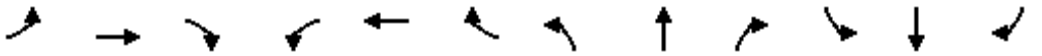
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	627	110	191	1057	16	222	608	83	0	716	522
Future Volume (veh/h)	246	627	110	191	1057	16	222	608	83	0	716	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	246	627	110	191	1057	16	222	608	83	0	716	399
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	239	799	140	329	1040	16	210	1225	167	0	1016	453
Arrive On Green	0.08	0.31	0.31	0.11	0.34	0.34	0.07	0.45	0.45	0.00	0.33	0.33
Sat Flow, veh/h	2994	2619	459	2994	3104	47	2994	2722	371	0	3160	1373
Grp Volume(v), veh/h	246	368	369	191	524	549	222	343	348	0	716	399
Grp Sat Flow(s),veh/h/ln	1497	1539	1538	1497	1539	1612	1497	1539	1554	0	1539	1373
Q Serve(g_s), s	8.0	21.8	21.9	6.1	33.5	33.5	7.0	15.8	15.9	0.0	20.3	27.4
Cycle Q Clear(g_c), s	8.0	21.8	21.9	6.1	33.5	33.5	7.0	15.8	15.9	0.0	20.3	27.4
Prop In Lane	1.00		0.30	1.00		0.03	1.00		0.24	0.00		1.00
Lane Grp Cap(c), veh/h	239	469	469	329	516	540	210	693	699	0	1016	453
V/C Ratio(X)	1.03	0.78	0.79	0.58	1.02	1.02	1.06	0.50	0.50	0.00	0.70	0.88
Avail Cap(c_a), veh/h	239	469	469	329	516	540	210	693	699	0	1016	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	31.7	31.8	42.3	33.3	33.3	46.5	19.5	19.5	0.0	29.2	31.6
Incr Delay (d2), s/veh	144.8	13.5	13.7	7.5	96.0	94.3	192.1	2.5	2.5	0.0	4.2	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	14.7	14.7	4.6	34.4	35.5	13.1	9.8	9.9	0.0	12.4	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.8	45.2	45.4	49.8	129.3	127.6	238.6	22.0	22.0	0.0	33.4	57.7
LnGrp LOS	F	D	D	D	F	F	F	C	C	A	C	E
Approach Vol, veh/h		983			1264			913			1115	
Approach Delay, s/veh		81.7			116.5			74.7			42.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	35.0	12.0	38.0	12.0	38.0		50.0
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0
Max Green Setting (Gmax), s	11.0	30.5	7.0	33.0	8.0	33.5		45.0
Max Q Clear Time (g_c+I1), s	8.1	23.9	9.0	29.4	10.0	35.5		17.9
Green Ext Time (p_c), s	0.0	3.6	0.0	2.4	0.0	0.0		6.4

Intersection Summary	
HCM 6th Ctrl Delay	80.2
HCM 6th LOS	F



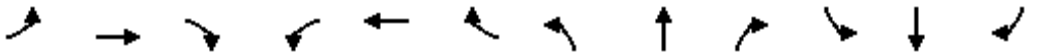
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	419	60	431	880	39	62	803	198	47	804	182
Future Volume (veh/h)	59	419	60	431	880	39	62	803	198	47	804	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	59	419	60	431	880	39	62	803	103	47	804	182
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	631	90	425	1419	633	153	1385	618	196	1122	254
Arrive On Green	0.23	0.23	0.23	0.19	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	527	2705	385	1543	3079	1373	495	3079	1373	533	2494	564
Grp Volume(v), veh/h	59	237	242	431	880	39	62	803	103	47	496	490
Grp Sat Flow(s),veh/h/ln	527	1539	1551	1543	1539	1373	495	1539	1373	533	1539	1519
Q Serve(g_s), s	11.6	16.8	17.0	22.7	25.9	1.9	14.0	23.3	5.4	8.6	31.4	31.4
Cycle Q Clear(g_c), s	11.6	16.8	17.0	22.7	25.9	1.9	45.4	23.3	5.4	31.9	31.4	31.4
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	183	359	362	425	1419	633	153	1385	618	196	693	683
V/C Ratio(X)	0.32	0.66	0.67	1.01	0.62	0.06	0.40	0.58	0.17	0.24	0.72	0.72
Avail Cap(c_a), veh/h	183	359	362	425	1419	633	153	1385	618	196	693	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	41.7	41.8	30.6	24.4	18.0	45.2	24.6	19.6	36.4	26.8	26.8
Incr Delay (d2), s/veh	4.7	9.6	9.8	102.3	2.1	0.2	7.9	1.8	0.6	2.9	6.5	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	11.7	11.9	28.9	14.6	1.1	3.7	13.4	3.2	2.3	18.2	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	51.3	51.6	132.9	26.5	18.1	53.1	26.3	20.2	39.3	33.3	33.4
LnGrp LOS	D	D	D	F	C	B	D	C	C	D	C	C
Approach Vol, veh/h		538			1350			968			1033	
Approach Delay, s/veh		50.7			60.2			27.4			33.6	
Approach LOS		D			E			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		59.3		60.7		59.3	27.3	33.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 54		* 55		* 54	22.7	* 28				
Max Q Clear Time (g_c+I1), s		33.9		27.9		47.4	24.7	19.0				
Green Ext Time (p_c), s		6.9		6.9		3.4	0.0	2.3				

Intersection Summary												
HCM 6th Ctrl Delay			43.7									
HCM 6th LOS			D									

Notes

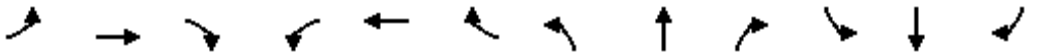
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	587	1147	168	190	735	27	201	792	115	0	714	375
Future Volume (veh/h)	587	1147	168	190	735	27	201	792	115	0	714	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	587	1147	168	190	735	27	201	792	115	0	714	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	629	1092	159	239	833	31	210	1025	149	0	800	357
Arrive On Green	0.21	0.41	0.41	0.08	0.28	0.28	0.07	0.38	0.38	0.00	0.26	0.26
Sat Flow, veh/h	2994	2695	394	2994	3028	111	2994	2697	392	0	3160	1373
Grp Volume(v), veh/h	587	654	661	190	373	389	201	452	455	0	714	52
Grp Sat Flow(s),veh/h/ln	1497	1539	1549	1497	1539	1600	1497	1539	1550	0	1539	1373
Q Serve(g_s), s	19.3	40.5	40.5	6.2	23.2	23.2	6.7	25.8	25.8	0.0	22.3	2.9
Cycle Q Clear(g_c), s	19.3	40.5	40.5	6.2	23.2	23.2	6.7	25.8	25.8	0.0	22.3	2.9
Prop In Lane	1.00		0.25	1.00		0.07	1.00		0.25	0.00		1.00
Lane Grp Cap(c), veh/h	629	623	628	239	423	440	210	585	589	0	800	357
V/C Ratio(X)	0.93	1.05	1.05	0.79	0.88	0.88	0.96	0.77	0.77	0.00	0.89	0.15
Avail Cap(c_a), veh/h	629	623	628	239	423	440	210	585	589	0	800	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	29.7	29.8	45.2	34.7	34.7	46.4	27.2	27.2	0.0	35.6	28.5
Incr Delay (d2), s/veh	31.8	129.2	137.0	26.9	28.1	27.3	90.4	10.2	10.1	0.0	17.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	48.0	50.1	5.7	17.3	17.8	8.8	16.0	16.1	0.0	15.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	158.9	166.7	72.1	62.8	62.0	136.8	37.4	37.4	0.0	52.7	29.3
LnGrp LOS	E	F	F	E	E	E	F	D	D	A	D	C
Approach Vol, veh/h		1902			952			1108			766	
Approach Delay, s/veh		134.4			64.3			55.4			51.1	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	45.0	12.0	31.0	25.0	32.0		43.0				
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	8.0	40.5	7.0	26.0	21.0	27.5		38.0				
Max Q Clear Time (g_c+I1), s	8.2	42.5	8.7	24.3	21.3	25.2		27.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	1.4		5.2				

Intersection Summary			
HCM 6th Ctrl Delay		88.3	
HCM 6th LOS		F	



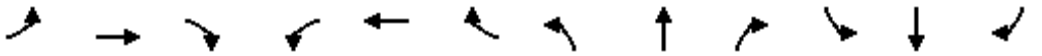
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	840	70	331	575	73	82	1024	422	60	805	137
Future Volume (veh/h)	110	840	70	331	575	73	82	1024	422	60	805	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	110	840	70	331	575	73	82	1024	102	60	805	137
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	791	66	365	1573	701	130	1231	549	104	1052	179
Arrive On Green	0.28	0.28	0.28	0.20	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	678	2877	240	1543	3079	1373	515	3079	1373	433	2631	448
Grp Volume(v), veh/h	110	449	461	331	575	73	82	1024	102	60	471	471
Grp Sat Flow(s),veh/h/ln	678	1539	1577	1543	1539	1373	515	1539	1373	433	1539	1540
Q Serve(g_s), s	16.8	33.0	33.0	20.4	13.5	3.3	16.3	35.9	5.8	12.1	31.7	31.7
Cycle Q Clear(g_c), s	16.8	33.0	33.0	20.4	13.5	3.3	48.0	35.9	5.8	48.0	31.7	31.7
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	247	423	434	365	1573	701	130	1231	549	104	616	616
V/C Ratio(X)	0.45	1.06	1.06	0.91	0.37	0.10	0.63	0.83	0.19	0.58	0.76	0.76
Avail Cap(c_a), veh/h	247	423	434	365	1573	701	130	1231	549	104	616	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	43.5	43.5	33.9	17.7	15.2	53.1	32.4	23.3	55.6	31.1	31.1
Incr Delay (d2), s/veh	5.8	161.5	160.7	39.2	0.7	0.3	23.0	7.1	0.7	23.1	9.3	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	42.0	42.9	19.4	8.4	1.9	5.9	20.3	3.6	4.5	19.0	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	205.0	204.2	73.0	18.3	15.5	76.0	39.4	24.1	78.7	40.4	40.4
LnGrp LOS	D	F	F	E	B	B	E	D	C	E	D	D
Approach Vol, veh/h		1020			979			1208			1002	
Approach Delay, s/veh		187.2			36.6			40.6			42.7	
Approach LOS		F			D			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		53.3		66.7		53.3	28.3	38.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 48		* 61		* 48	23.7	* 33				
Max Q Clear Time (g_c+I1), s		50.0		15.5		50.0	22.4	35.0				
Green Ext Time (p_c), s		0.0		4.5		0.0	0.2	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			75.7									
HCM 6th LOS			E									

Notes

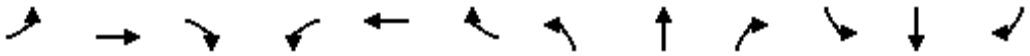
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	627	112	193	1057	16	225	611	86	0	717	522
Future Volume (veh/h)	246	627	112	193	1057	16	225	611	86	0	717	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	246	627	112	193	1057	16	225	611	86	0	717	399
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	239	796	142	329	1040	16	210	1220	171	0	1016	453
Arrive On Green	0.08	0.31	0.31	0.11	0.34	0.34	0.07	0.45	0.45	0.00	0.33	0.33
Sat Flow, veh/h	2994	2610	465	2994	3104	47	2994	2710	381	0	3160	1373
Grp Volume(v), veh/h	246	369	370	193	524	549	225	346	351	0	717	399
Grp Sat Flow(s),veh/h/ln	1497	1539	1537	1497	1539	1612	1497	1539	1552	0	1539	1373
Q Serve(g_s), s	8.0	21.9	22.0	6.1	33.5	33.5	7.0	16.0	16.0	0.0	20.3	27.4
Cycle Q Clear(g_c), s	8.0	21.9	22.0	6.1	33.5	33.5	7.0	16.0	16.0	0.0	20.3	27.4
Prop In Lane	1.00		0.30	1.00		0.03	1.00		0.25	0.00		1.00
Lane Grp Cap(c), veh/h	239	469	469	329	516	540	210	693	698	0	1016	453
V/C Ratio(X)	1.03	0.79	0.79	0.59	1.02	1.02	1.07	0.50	0.50	0.00	0.71	0.88
Avail Cap(c_a), veh/h	239	469	469	329	516	540	210	693	698	0	1016	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	31.8	31.8	42.3	33.3	33.3	46.5	19.5	19.5	0.0	29.3	31.6
Incr Delay (d2), s/veh	144.8	13.6	13.9	7.7	96.0	94.3	211.2	2.6	2.6	0.0	4.2	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	14.7	14.8	4.6	34.4	35.5	13.9	9.9	10.0	0.0	12.4	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.8	45.4	45.7	50.0	129.3	127.6	257.7	22.1	22.1	0.0	33.5	57.7
LnGrp LOS	F	D	D	D	F	F	F	C	C	A	C	E
Approach Vol, veh/h		985			1266			922			1116	
Approach Delay, s/veh		81.8			116.5			79.6			42.2	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	35.0	12.0	38.0	12.0	38.0		50.0				
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	11.0	30.5	7.0	33.0	8.0	33.5		45.0				
Max Q Clear Time (g_c+I1), s	8.1	24.0	9.0	29.4	10.0	35.5		18.0				
Green Ext Time (p_c), s	0.0	3.6	0.0	2.4	0.0	0.0		6.5				

Intersection Summary	
HCM 6th Ctrl Delay	81.2
HCM 6th LOS	F



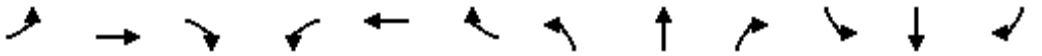
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	419	60	431	880	39	62	806	198	47	813	185
Future Volume (veh/h)	60	419	60	431	880	39	62	806	198	47	813	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	60	419	60	431	880	39	62	806	103	47	813	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	631	90	425	1419	633	150	1385	618	196	1121	255
Arrive On Green	0.23	0.23	0.23	0.19	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	527	2705	385	1543	3079	1373	489	3079	1373	532	2491	567
Grp Volume(v), veh/h	60	237	242	431	880	39	62	806	103	47	502	496
Grp Sat Flow(s),veh/h/ln	527	1539	1551	1543	1539	1373	489	1539	1373	532	1539	1518
Q Serve(g_s), s	11.8	16.8	17.0	22.7	25.9	1.9	14.2	23.4	5.4	8.7	32.0	32.0
Cycle Q Clear(g_c), s	11.8	16.8	17.0	22.7	25.9	1.9	46.2	23.4	5.4	32.1	32.0	32.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	183	359	362	425	1419	633	150	1385	618	196	693	683
V/C Ratio(X)	0.33	0.66	0.67	1.01	0.62	0.06	0.41	0.58	0.17	0.24	0.73	0.73
Avail Cap(c_a), veh/h	183	359	362	425	1419	633	150	1385	618	196	693	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	41.7	41.8	30.6	24.4	18.0	45.8	24.6	19.6	36.5	26.9	26.9
Incr Delay (d2), s/veh	4.8	9.6	9.8	102.3	2.1	0.2	8.4	1.8	0.6	2.9	6.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	11.7	11.9	28.9	14.6	1.1	3.7	13.5	3.2	2.3	18.5	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	51.3	51.6	132.9	26.5	18.1	54.2	26.4	20.2	39.4	33.7	33.8
LnGrp LOS	D	D	D	F	C	B	D	C	C	D	C	C
Approach Vol, veh/h		539			1350			971			1045	
Approach Delay, s/veh		50.7			60.2			27.5			34.0	
Approach LOS		D			E			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		59.3		60.7		59.3	27.3	33.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 54		* 55		* 54	22.7	* 28				
Max Q Clear Time (g_c+I1), s		34.1		27.9		48.2	24.7	19.0				
Green Ext Time (p_c), s		7.0		6.9		3.0	0.0	2.3				

Intersection Summary												
HCM 6th Ctrl Delay			43.8									
HCM 6th LOS			D									

Notes

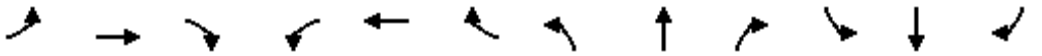
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	587	1147	171	193	735	27	201	792	115	0	715	375
Future Volume (veh/h)	587	1147	171	193	735	27	201	792	115	0	715	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	0	1620	1620
Adj Flow Rate, veh/h	587	1147	171	193	735	27	201	792	115	0	715	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	629	1089	162	239	833	31	210	1025	149	0	800	357
Arrive On Green	0.21	0.41	0.41	0.08	0.28	0.28	0.07	0.38	0.38	0.00	0.26	0.26
Sat Flow, veh/h	2994	2688	399	2994	3028	111	2994	2697	392	0	3160	1373
Grp Volume(v), veh/h	587	655	663	193	373	389	201	452	455	0	715	52
Grp Sat Flow(s),veh/h/ln	1497	1539	1548	1497	1539	1600	1497	1539	1550	0	1539	1373
Q Serve(g_s), s	19.3	40.5	40.5	6.3	23.2	23.2	6.7	25.8	25.8	0.0	22.4	2.9
Cycle Q Clear(g_c), s	19.3	40.5	40.5	6.3	23.2	23.2	6.7	25.8	25.8	0.0	22.4	2.9
Prop In Lane	1.00		0.26	1.00		0.07	1.00		0.25	0.00		1.00
Lane Grp Cap(c), veh/h	629	623	627	239	423	440	210	585	589	0	800	357
V/C Ratio(X)	0.93	1.05	1.06	0.81	0.88	0.88	0.96	0.77	0.77	0.00	0.89	0.15
Avail Cap(c_a), veh/h	629	623	627	239	423	440	210	585	589	0	800	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	29.7	29.8	45.2	34.7	34.7	46.4	27.2	27.2	0.0	35.7	28.5
Incr Delay (d2), s/veh	31.8	132.9	141.1	28.8	28.1	27.3	90.4	10.2	10.1	0.0	17.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	48.8	51.0	5.9	17.3	17.8	8.8	16.0	16.1	0.0	15.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	162.7	170.9	74.1	62.8	62.0	136.8	37.4	37.4	0.0	52.9	29.3
LnGrp LOS	E	F	F	E	E	E	F	D	D	A	D	C
Approach Vol, veh/h		1905			955			1108			767	
Approach Delay, s/veh		137.2			64.8			55.4			51.3	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	45.0	12.0	31.0	25.0	32.0		43.0				
Change Period (Y+Rc), s	4.0	4.5	5.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	8.0	40.5	7.0	26.0	21.0	27.5		38.0				
Max Q Clear Time (g_c+I1), s	8.3	42.5	8.7	24.4	21.3	25.2		27.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	1.4		5.2				

Intersection Summary			
HCM 6th Ctrl Delay		89.5	
HCM 6th LOS		F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	840	70	331	575	73	82	1030	422	60	806	137
Future Volume (veh/h)	111	840	70	331	575	73	82	1030	422	60	806	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620
Adj Flow Rate, veh/h	111	840	70	331	575	73	82	1030	102	60	806	137
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	791	66	365	1573	701	130	1231	549	102	1053	179
Arrive On Green	0.28	0.28	0.28	0.20	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	678	2877	240	1543	3079	1373	515	3079	1373	431	2632	447
Grp Volume(v), veh/h	111	449	461	331	575	73	82	1030	102	60	471	472
Grp Sat Flow(s),veh/h/ln	678	1539	1577	1543	1539	1373	515	1539	1373	431	1539	1540
Q Serve(g_s), s	17.0	33.0	33.0	20.4	13.5	3.3	16.2	36.2	5.8	11.8	31.8	31.8
Cycle Q Clear(g_c), s	17.0	33.0	33.0	20.4	13.5	3.3	48.0	36.2	5.8	48.0	31.8	31.8
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	247	423	434	365	1573	701	130	1231	549	102	616	616
V/C Ratio(X)	0.45	1.06	1.06	0.91	0.37	0.10	0.63	0.84	0.19	0.59	0.77	0.77
Avail Cap(c_a), veh/h	247	423	434	365	1573	701	130	1231	549	102	616	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	43.5	43.5	33.9	17.7	15.2	53.1	32.5	23.3	55.8	31.1	31.1
Incr Delay (d2), s/veh	5.9	161.5	160.7	39.2	0.7	0.3	23.1	7.3	0.7	24.1	9.3	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	42.0	42.9	19.4	8.4	1.9	6.0	20.5	3.6	4.5	19.0	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	205.0	204.2	73.0	18.3	15.5	76.3	39.8	24.1	80.0	40.5	40.5
LnGrp LOS	D	F	F	E	B	B	E	D	C	E	D	D
Approach Vol, veh/h		1021			979			1214			1003	
Approach Delay, s/veh		187.1			36.6			40.9			42.8	
Approach LOS		F			D			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		53.3		66.7		53.3	28.3	38.4				
Change Period (Y+Rc), s		* 5.3		* 5.4		* 5.3	4.6	* 5.4				
Max Green Setting (Gmax), s		* 48		* 61		* 48	23.7	* 33				
Max Q Clear Time (g_c+I1), s		50.0		15.5		50.0	22.4	35.0				
Green Ext Time (p_c), s		0.0		4.5		0.0	0.2	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			75.8									
HCM 6th LOS			E									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	17	14	836	930	13
Future Vol, veh/h	14	17	14	836	930	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	14	17	14	836	930	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1503	513	1025	0	-	0
Stage 1	1018	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*251	*703	*1055	-	-	-
Stage 1	*663	-	-	-	-	-
Stage 2	*591	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*247	*703	*1055	-	-	-
Mov Cap-2 Maneuver	*247	-	-	-	-	-
Stage 1	*653	-	-	-	-	-
Stage 2	*591	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 1055	-	383	-	-
HCM Lane V/C Ratio	0.014	-	0.088	-	-
HCM Control Delay (s)	8.5	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	17	22	953	934	20
Future Vol, veh/h	15	17	22	953	934	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	15	17	22	953	934	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1592	519	1037	0	-	0
Stage 1	1026	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*205	*703	*1055	-	-	-
Stage 1	*663	-	-	-	-	-
Stage 2	*537	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*200	*703	*1055	-	-	-
Mov Cap-2 Maneuver	*200	-	-	-	-	-
Stage 1	*647	-	-	-	-	-
Stage 2	*537	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 1055	-	323	-	-
HCM Lane V/C Ratio	0.023	-	0.108	-	-
HCM Control Delay (s)	8.5	-	17.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	17	14	908	1009	13
Future Vol, veh/h	14	17	14	908	1009	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	14	17	14	908	1009	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1628	556	1111	0	-	0
Stage 1	1104	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*209	*671	*1008	-	-	-
Stage 1	*633	-	-	-	-	-
Stage 2	*564	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*206	*671	*1008	-	-	-
Mov Cap-2 Maneuver	*206	-	-	-	-	-
Stage 1	*624	-	-	-	-	-
Stage 2	*564	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 1008	-	332	-	-
HCM Lane V/C Ratio	0.015	-	0.101	-	-
HCM Control Delay (s)	8.6	-	17.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	17	22	1093	1059	20
Future Vol, veh/h	15	17	22	1093	1059	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	17	22	1093	1059	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1804	587	1173	0	-	0
Stage 1	1162	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*149	*636	*952	-	-	-
Stage 1	*600	-	-	-	-	-
Stage 2	*486	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*145	*636	*952	-	-	-
Mov Cap-2 Maneuver	*145	-	-	-	-	-
Stage 1	*585	-	-	-	-	-
Stage 2	*486	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 952	-	246	-	-
HCM Lane V/C Ratio	0.025	-	0.141	-	-
HCM Control Delay (s)	8.9	-	22	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX E

LADOT'S Attachment D: Plans, Policies and Programs Consistency Worksheet

APPENDIX E
CEQA THRESHOLD T-1 – ATTACHMENT D: PLANS, POLICIES AND PROGRAMS CONSISTENCY WORKSHEET

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> **Threshold T-1**: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, see **Attachment D.1**.

For any response to the following questions that checks the box in **bold text** ((i.e. ☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☒ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☒ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☒ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?

☒ **Yes** ☐ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

La Cienega Boulevard Frontage –

Existing Roadway' (curb-to-curb)/Sidewalk (WS)': Existing 65'/5' Required 70'/15' Proposed 65'/20'

In lieu of the 15-foot dedication, the Project is requesting a 15-foot surface easement for sidewalk purposes. Additionally, the Project is requesting a waiver of dedication from the 5-foot roadway widening requirement. The waiver would result in the maintenance of the existing 30-foot half roadway and the widening of the sidewalk from 5 feet to 20 feet.

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map.**[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and offsite street loading areas.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

1 LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ Yes ☒ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Site Planning Best Practices:

- Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- Minimize both the number of driveway entrances and overall driveway widths.
- Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.
- Orient vehicular access as far from street intersections as possible.
- Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).
- Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or

2 for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☐ No ☒ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☐ No ☒ N/A

3 LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.

Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☒ Yes ☐ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☒ Yes ☐ **No** ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☒ Yes ☐ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new nonresidential gross floor?

☐ Yes ☒ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☒ N/A

4 The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☒ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☒ No ☐ N/A

E.3 If the Answer **to E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☐ No ☒ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer **to E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1

http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines

https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035

https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS https://www.connectsocal.org/Pages/default.aspx

APPENDIX F

LADOT VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 961 N. La Cienega Mixed-Use Project

Scenario:

Address: 34.088716, -118.376657

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	4.815	ksf
Retail | General Retail	7.948	ksf
Office | General Office	4.815	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 | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Multi-Family	52	DU
Retail | General Retail	5.326	ksf
Retail | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Affordable Housing - Family	7	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
314 Daily Vehicle Trips	636 Daily Vehicle Trips
2,423 Daily VMT	4,457 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	322 Net Daily Trips
The net increase in daily VMT ≤ 0	2,034 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	8.126 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/17/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 961 N. La Cienega Mixed-Use Project

Scenario:

Address: 34.088716, -118.376657

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	52	DU
Retail | General Retail	5.326	ksf
Retail | High-Turnover Sit-Down Restaurant	2.8	ksf
Housing | Affordable Housing - Family	7	DU

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
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
636 Daily Vehicle Trips	**636** Daily Vehicle Trips
4,457 Daily VMT	**4,457** Daily VMT
5.3 Household VMT per Capita	**5.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

3/17/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	52	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	7	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	5.326	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.800	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: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

Analysis Results			
Total Employees: 22 Total Population: 139			
Proposed Project		***With Mitigation***	
636	**Daily Vehicle Trips**	**636**	**Daily Vehicle Trips**
4,457	**Daily VMT**	**4,457**	**Daily VMT**
5.3	**Household VMT per Capita**	**5.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No 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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*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: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*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: March 17, 2022
Project Name: 961 N. La Cienega Mixed-Use Project
Project Scenario:
Project Address: 34.088716, -118.376657

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	53	-20.8%	42	6.5	345	273
Home Based Other Production	145	-35.2%	94	5.0	725	470
Non-Home Based Other Production	169	-4.7%	161	6.7	1,132	1,079
Home-Based Work Attraction	32	-31.3%	22	10.5	336	231
Home-Based Other Attraction	302	-32.1%	205	7.9	2,386	1,620
Non-Home Based Other Attraction	118	-5.1%	112	7.0	826	784

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%	42	273	0.0%	42	273
Home Based Other Production	0.0%	94	470	0.0%	94	470
Non-Home Based Other Production	0.0%	161	1,079	0.0%	161	1,079
Home-Based Work Attraction	0.0%	22	231	0.0%	22	231
Home-Based Other Attraction	0.0%	205	1,620	0.0%	205	1,620
Non-Home Based Other Attraction	0.0%	112	784	0.0%	112	784

MXD VMT Methodology Per Capita & Per Employee

Total Population: 139
Total Employees: 22
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**743**	**743**
Total Home Based Work Attraction VMT	**231**	**231**
Total Home Based VMT Per Capita	**5.3**	**5.3**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix B

Noise Data

KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet

Project: 961 La Cienega Boulevard, Los Angeles
Site Address/Location: 961 N La Cienega Boulevard, Los Angeles, CA 90069
Date: 7/7/2022
Field Tech/Engineer: Ian Edward Gallagher

General Location: 961 N La Cienega Boulevard, Los Angeles, CA 90069
Sound Meter: Larson Davis Sound Track LxT1 **SN:** 3099
Settings: A-weighted, slow, 10-sec, 15-minute interval
Meteorological Con.: 77 deg F, 9 mph wind, 55% humidity, clear skies, sunshine.
Site ID: NM-1, 2 & 3.

Site Observations:

Main noise sources are from vehicular traffic travelling along La Cienega Boulevard, Santa Monica Boulevard & other surrounding roads . The local buildings reflect & refract much of the sound. Other noise sources include bird song, residential ambiance,wind chimes,music being played from various residences, pedestrians. Air traffic consisting of occasional helicopters, light propeller aircraft and commercial jet liners. Leaf rustle from nearby palmtrees due to 9 mph breeze.

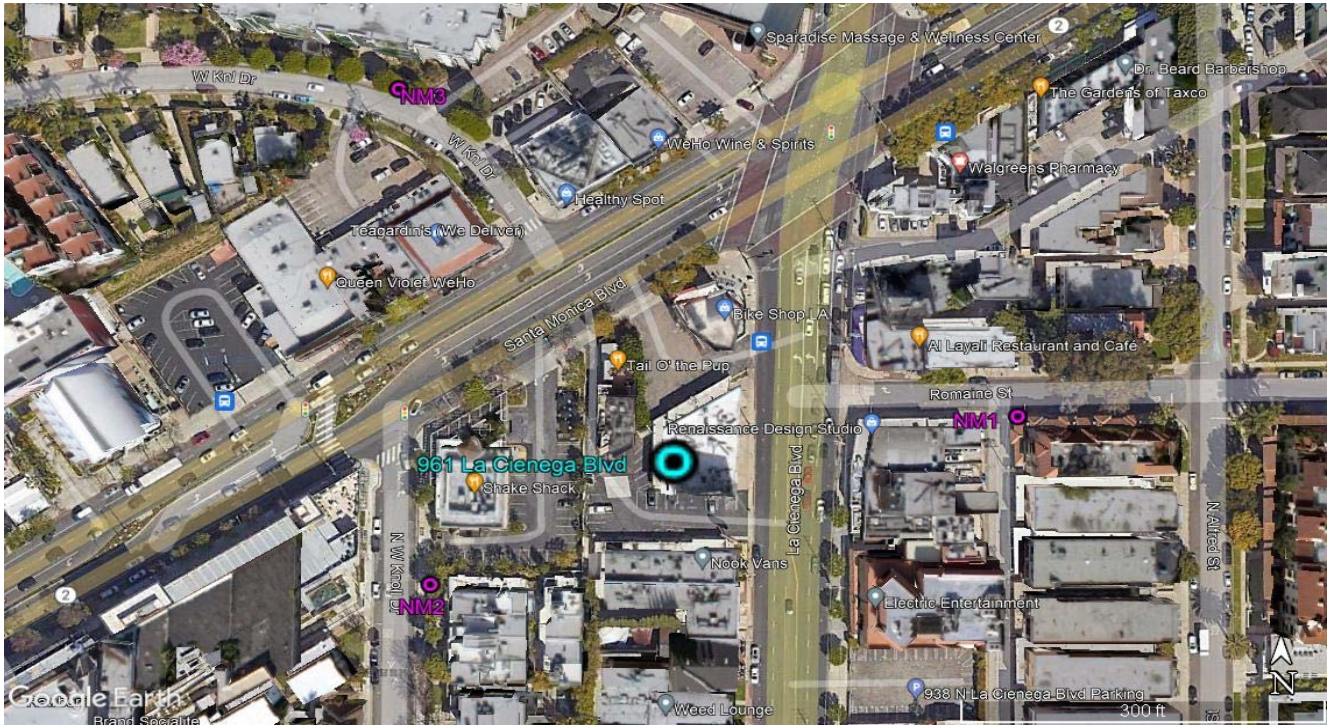
Site Topo: Urban. Mixture of various businesses with multifamily residences.

Ground Type: Hard (urban) site conditions, acoustically refractive, absorptive but mostly reflective.

NM locations, latitude , longitude :

NM1 Meter: 34° 5'19.48"N 118°22'32.98"W NM3 Meter: 34° 5'22.46"N 118°22'39.04"W
NM2 Meter: 34° 5'17.95"N 118°22'38.73"W

Figure 1: Monitoring Locations



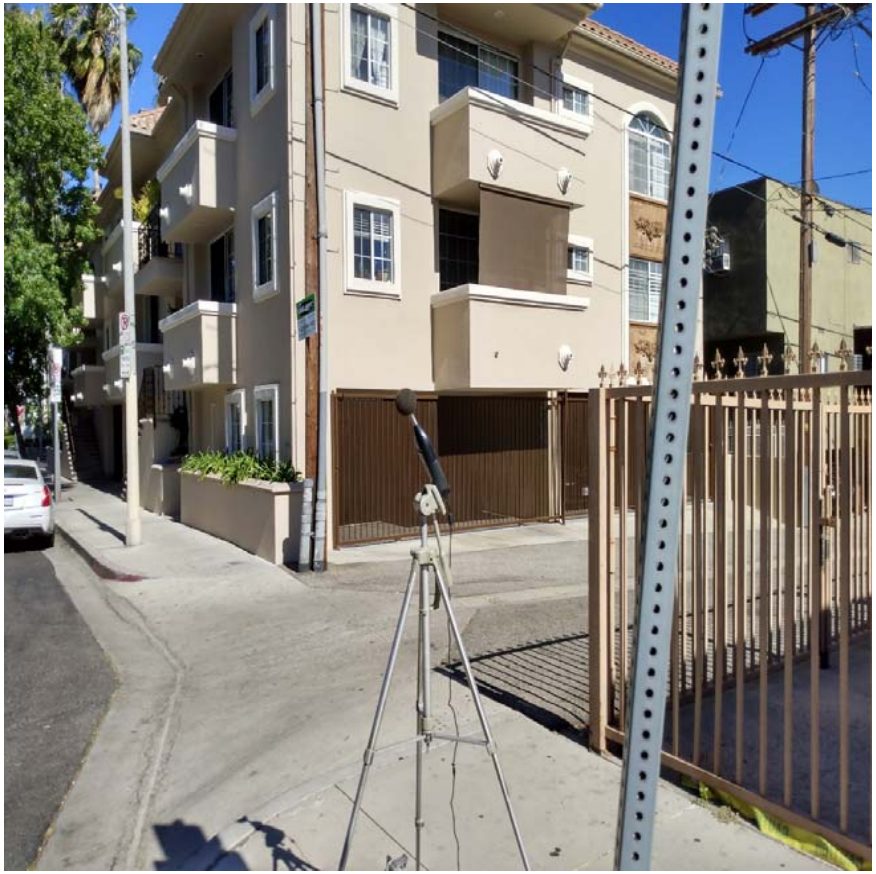
KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet - Cont.

Project:	961 La Cienega Boulevard, Los Angeles
Site Address/Location:	961 N La Cienega Boulevard, Los Angeles, CA 90069
Site ID:	NM-1, 2 & 3.

Figure 2: NM1 Photo



NM1 looking ESE from sidewalk to multifamily residence 8474 Romaine Street, W Hollywood.

Figure 3: NM2 Photo

NM2 looking E towards entryway to residennce 924 N W Knoll Drive, West Hollywood.

KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet - Cont.

Project: 961 La Cienega Boulevard, Los Angeles
Site Address/Location: 961 N La Cienega Boulevard, Los Angeles, CA 90069
Site ID: NM-1, 2 & 3.

Figure 4: NM3 Photo

NM3 looking SE down W Knoll Drive towards Santa Monica Boulevard intersection (60 yards).

KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet - Cont.

Project: 961 La Cienega Boulevard, Los Angeles
Site Address/Location: 961 N La Cienega Boulevard, Los Angeles, CA 90069
Site ID: NM-1, 2 & 3.

Table 1: Noise Measurement Summary

Location	Start	Stop	Leq/ dB	Lmax/ dB	Lmin/ dB	L2/ dB	L8/ dB	L25/ dB	L50/ dB	L90/ dB
NM 1	4:25 PM	4:40 PM	60.7	71.3	52.9	67.8	63.8	60.9	58.9	55.4
NM 2	5:30 PM	5:45 PM	57.5	71.9	49.3	64.0	61.1	57.4	55.3	52.3
NM 3	5:58 PM	6:13 PM	61.6	86.5	47.1	68.2	62.4	58.3	55.5	51.4

NM1_KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

Record #	Record Type	Date	Time	LASeq	LZpeak	LASmax	LASmin	Int. Temp (°F)	LCSeq-LASeq1/1	LCSeq 8.01/1	LCSeq 16.01/1	LCSeq 31.51/1	LCSeq 63.01/1	LCSeq 125 1/1	LCSeq 2501/1	LCSeq 5001/1	LCSeq 1000 1/1	LCSeq 2000
1	Calibration Change	7/7/2022	4:24:36 PM															
2	Calibration Change	7/7/2022	4:24:52 PM															
3	Run	7/7/2022	4:25:22 PM															
4		7/7/2022	4:25:22 PM	57.1	91.2	58.9	55.7	111.4	14.8	55.9	59.6	66.8	66.1	64.6	63.0	51.8	50.7	46.4
5		7/7/2022	4:25:30 PM	55.5	91.7	56.3	54.8	111.4	15.8	54.8	57.2	66.3	66.5	64.6	57.6	51.8	49.4	45.4
6		7/7/2022	4:25:40 PM	54.9	92.1	55.7	54.3	111.4	16.4	55.1	58.9	65.8	67.2	63.5	56.0	51.6	49.1	44.8
7		7/7/2022	4:25:50 PM	54.4	86.8	55.2	53.8	111.4	16.1	45.5	54.2	66.2	65.9	63.7	55.3	51.1	48.2	44.7
8		7/7/2022	4:26:00 PM	57.1	87.4	60.3	54.5	111.6	16.3	46.3	53.5	67.1	70.4	65.8	60.6	53.0	49.8	46.8
9		7/7/2022	4:26:10 PM	57.9	86.2	58.6	57.0	111.4	14.0	42.8	51.2	63.5	69.8	64.5	58.4	54.6	52.9	48.3
10		7/7/2022	4:26:20 PM	59.4	89.4	61.1	57.0	111.4	14.4	40.9	50.2	63.1	71.8	66.4	60.0	55.6	54.8	49.4
11		7/7/2022	4:26:30 PM	61.2	88.4	62.3	59.7	111.4	12.5	46.5	53.2	65.3	70.6	67.2	62.5	57.4	57.1	50.4
12		7/7/2022	4:26:40 PM	60.8	85.9	62.1	59.7	111.4	11.4	40.3	52.0	65.6	68.8	65.1	61.7	56.6	57.5	50.6
13		7/7/2022	4:26:50 PM	58.4	87.2	60.2	56.1	111.6	11.9	39.2	53.2	64.6	67.0	62.8	58.0	54.2	55.0	49.3
14		7/7/2022	4:27:00 PM	57.5	87.9	58.7	56.0	111.4	15.1	43.1	53.2	65.4	70.5	62.5	57.2	53.8	53.5	47.5
15		7/7/2022	4:27:10 PM	57.4	87.2	59.4	55.5	111.6	12.9	48.1	54.9	65.6	66.0	62.5	56.6	53.1	53.6	49.2
16		7/7/2022	4:27:20 PM	55.2	87.2	58.9	54.4	111.7	15.4	45.9	56.8	66.8	66.3	62.5	56.8	51.4	49.3	46.6
17		7/7/2022	4:27:30 PM	58.0	89.7	59.5	56.2	111.7	15.7	40.9	56.2	67.2	70.4	66.4	60.3	55.3	50.5	47.6
18		7/7/2022	4:27:40 PM	58.9	91.1	63.8	55.2	111.9	13.7	48.2	57.8	67.7	68.9	64.5	57.9	55.6	52.6	51.7
19		7/7/2022	4:27:50 PM	65.0	90.4	70.0	56.9	111.8	7.9	42.7	56.6	67.1	67.8	65.1	61.1	59.9	58.2	59.7
20		7/7/2022	4:28:00 PM	58.8	90.0	60.0	57.2	111.9	16.3	47.1	55.6	66.2	73.2	67.4	60.9	55.3	52.0	49.1
21		7/7/2022	4:28:10 PM	58.9	87.2	64.9	56.8	111.9	13.1	46.7	52.9	65.5	68.8	64.6	60.3	56.1	53.4	50.0
22		7/7/2022	4:28:20 PM	65.4	93.7	67.5	61.3	111.9	12.1	48.6	54.2	65.6	75.0	70.5	68.5	63.7	59.3	54.0
23		7/7/2022	4:28:30 PM	60.7	92.2	61.3	59.5	111.9	12.7	47.3	53.7	65.2	71.5	65.1	59.8	57.0	57.0	51.2
24		7/7/2022	4:28:40 PM	59.1	93.0	61.2	58.3	111.9	12.0	53.7	58.6	65.2	66.2	64.3	59.5	55.8	55.4	49.0
25		7/7/2022	4:28:50 PM	58.8	92.1	59.5	58.0	111.9	10.9	54.3	56.8	63.8	64.7	63.2	58.0	55.3	55.4	49.3
26		7/7/2022	4:29:00 PM	58.7	89.0	63.3	55.3	111.9	10.7	50.0	54.0	63.8	63.5	62.9	58.5	54.2	54.6	50.7
27		7/7/2022	4:29:10 PM	65.9	91.8	70.6	57.7	112.0	7.7	47.3	54.7	67.5	68.4	65.8	64.4	60.6	62.8	57.7
28		7/7/2022	4:29:20 PM	58.6	87.0	62.5	55.3	111.9	14.0	45.4	53.5	66.1	67.6	68.5	60.3	54.1	51.6	46.6
29		7/7/2022	4:29:30 PM	55.4	86.6	56.3	54.7	112.0	15.4	43.0	54.2	67.2	65.8	62.8	56.1	51.9	50.4	45.9
30		7/7/2022	4:29:40 PM	55.0	88.9	56.5	54.4	112.1	16.4	43.4	53.8	67.1	67.1	63.6	55.7	51.4	49.5	45.2
31		7/7/2022	4:29:50 PM	56.8	91.8	57.7	55.4	112.4	15.0	51.9	57.1	68.0	66.9	64.5	59.9	53.7	50.8	45.6
32		7/7/2022	4:30:00 PM	55.2	89.6	55.7	54.9	112.4	14.9	47.2	53.5	65.6	66.1	62.1	55.7	52.5	49.9	45.3
33		7/7/2022	4:30:10 PM	57.2	90.5	58.7	55.2	112.4	15.4	50.8	55.9	67.3	68.4	65.2	60.8	52.6	50.8	47.1
34		7/7/2022	4:30:20 PM	58.7	86.7	60.4	57.0	112.4	12.0	48.3	51.8	63.0	68.1	64.0	58.1	54.7	54.9	49.2
35		7/7/2022	4:30:30 PM	61.6	86.1	64.4	59.7	112.4	10.1	39.4	54.3	66.1	66.8	64.4	60.9	57.3	58.4	52.3
36		7/7/2022	4:30:40 PM	64.5	92.1	65.3	63.5	112.4	9.8	39.6	53.7	69.7	68.7	66.5	64.2	60.5	61.2	54.9
37		7/7/2022	4:30:50 PM	67.2	93.1	70.9	61.8	112.4	11.3	41.3	54.7	67.2	71.1	76.4	64.0	64.8	62.0	58.6
38		7/7/2022	4:31:00 PM	59.9	83.8	63.0	55.9	112.4	10.0	39.8	52.9	63.5	64.9	64.7	59.2	57.5	56.3	49.0
39		7/7/2022	4:31:10 PM	59.0	88.5	60.6	56.4	112.4	12.2	44.6	54.9	64.8	67.6	64.2	57.9	56.4	55.3	48.7
40		7/7/2022	4:31:20 PM	56.7	92.2	58.2	55.3	112.4	13.9	55.2	60.0	64.4	66.2	62.9	56.5	53.9	51.8	47.3
41		7/7/2022	4:31:30 PM	54.8	91.5	57.6	52.9	112.4	14.1	54.0	58.6	64.9	63.2	61.1	54.1	50.9	48.5	48.2
42		7/7/2022	4:31:40 PM	53.9	86.1	55.3	52.9	112.5	14.3	51.2	56.2	63.7	63.9	60.8	53.9	50.7	48.3	46.1
43		7/7/2022	4:31:50 PM	54.3	89.8	56.1	53.2	112.4	14.8	45.5	51.8	65.7	63.1	62.0	55.5	50.4	48.6	46.1
44		7/7/2022	4:32:00 PM	56.0	91.9	58.7	53.7	112.9	13.8	50.8	54.3	63.9	66.1	62.9	55.5	52.6	50.9	47.8
45		7/7/2022	4:32:10 PM	58.4	90.4	59.6	57.4	112.9	14.3	50.4	57.0	64.6	70.0	65.6	60.6	54.5	52.7	49.1
46		7/7/2022	4:32:20 PM	61.6	92.8	62.4	59.6	112.9	12.4	51.3	56.0	68.3	70.3	65.7	61.7	58.2	57.5	52.0
47		7/7/2022	4:32:30 PM	61.2	92.7	62.9	59.3	112.9	10.0	53.5	57.4	65.3	66.8	63.3	60.3	56.9	58.0	51.9
48		7/7/2022	4:32:40 PM	61.5	91.7	63.9	59.6	112.9	9.0	55.1	59.3	64.8	64.1	62.8	60.8	57.7	58.4	52.4
49		7/7/2022	4:32:50 PM	60.3	93.6	61.5	58.5	112.9	10.5	53.7	55.5	65.8	66.2	61.8	58.9	56.2	57.3	51.8
50		7/7/2022	4:33:00 PM	58.1	89.5	59.2	57.1	112.9	11.3	52.8	57.8	64.9	64.4	61.1	55.6	54.4	54.7	49.8
51		7/7/2022	4:33:10 PM	61.8	92.3	65.6	56.9	112.9	11.8	53.8	58.9	67.5	68.6	65.4	62.4	58.5	57.3	52.6
52		7/7/2022	4:33:20 PM	60.4	93.0	62.4	58.4	112.9	18.4	51.7	55.4	69.9	77.3	69.6	60.1	56.2	53.9	50.6
53		7/7/2022	4:33:30 PM	57.9	92.0	58.6	57.5	112.9	20.8	44.9	57.0	69.7	77.8	63.7	57.1	54.0	51.7	49.5
54		7/7/2022	4:33:40 PM	57.9	90.7	58.7	57.5	112.9	20.9	44.9	56.9	69.9	78.0	62.8	56.9	54.5	51.8	49.1
55		7/7/2022	4:33:50 PM	57.3	91.2	57.8	57.0	112.9	21.2	43.4	56.2	70.3	77.6	62.2	56.3	54.3	51.1	48.1
56		7/7/2022	4:34:00 PM	59.3	96.2	62.2	57.1	112.9	22.1	50.3	56.5	70.4	80.8	65.4	57.3	54.8	52.1	49.0
57		7/7/2022	4:34:10 PM	60.8	90.9	61.4	59.8	112.9	17.5	45.5	52.3	70.2	77.1	68.8	60.9	56.7	54.5	50.5
58		7/7/2022	4:34:20 PM	62.0	91.9	63.4	60.4	112.9	14.2	49.8	54.4	69.0	73.9	66.9	63.5	59.0	57.1	51.8
59		7/7/2022	4:34:30 PM	61.3	94.6	62.2	60.6	112.9	12.0	51.3	58.6	69.7	67.4	64.6	60.2	58.0	58.0	51.7
60		7/7/2022	4:34:40 PM	60.9	89.5	64.9	59.5	112.9	11.5	53.6	56.5	70.2	65.0	62.2	57.0	56.8	58.0	52.5
61		7/7/2022	4:34:50 PM	60.4	86.0	64.9	56.6	112.9	11.8	44.0	53.1	70.2	64.5	62.3	56.1	55.7	57.2	52.9
62		7/7/2022	4:35:00 PM	57.2	87.1	60.8	56.1	112.9	14.3	41.5	51.9	69.5	64.5	61.4	55.6	54.4	52.4	49.0
63		7/7/2022	4:35:10 PM	59.7	88.9	61.8	58.7	112.7	12.9	47.6	55.5	70.0	66.8	63.0	58.5	56.7	55.5	51.1
64		7/7/2022	4:35:20 PM	61.6	92.6	63.0	60.5	112.7	12.2	45.6	63.4	70.5	66.7	64.7	61.7	57.6	57.1	53.8
65		7/7/2022	4:35:30 PM	59.4	88.9	60.6	58.0	112.7	14.9	43.3	53.7	70.4	70.2	65.0	58.3	55.6	54.9	50.9
66		7/7/2022	4:35:40 PM	57.5	88.7	58.1	57.0	112.7	14.9	47.2	58.0	69.5	67.1	62.4	55.8	54.3	53.5	48.5
67		7/7/2022	4:35:50 PM	57.4	89.8	59.0	56.7	112.7	14.9	47.7	53.6	69.5	67.2	62.1	55.4	54.3	53.1	48.8
68		7/7/2022	4:36:00 PM	59.1	89.6	59.9	58.2	112.7	13.0	49.7	52.5	69.4	66.7	63.0	57.3	55.7	55.4	50.2
69		7/7/2022	4:36:10 PM	58.9	89.0	59.9	57.6	112.7	12.9	45.4	51.4	68.9	66.6	62.3	56.8	55.3	55.4	50.2
70		7/7/2022	4:36:20 PM	59.7	85.5	61.3	58.0	112.7	11.3	39.6	49.5	68.7	64.2	61.9	57.1	55.8	56.7	50.8
71		7/7/2022	4:36:30 PM	60.5	87.5	62.5	59.2	112.5	10.7	41.9	51.3	68.6	64.0	61.6	56.8	56.3	57.6	52.0
72		7/7/2022	4:36:40 PM	60.7	85.7	62.2	59.9	112.9	11.0	42.6	52.5	69.2	64.6	61.9	57.7	57.0	57.8	51.8
73		7/7/2022	4:36:50 PM	59.2	84.9	60.4	57.2	112.4	12.2	38.2	52.2	69.2	64.5	62.3	57.0	55.7	56.0	50.1
74		7/7/2022	4:37:00 PM	62.3	90.5	65.3	57.3	112.5	12.4	39.6	52.1	68.5	68.3	70.2	65.1	57.9	57.6	51.1
75		7/7/2022	4:37:10 PM	59.8	88.0	62.0	57.0	112.7	12.5	37.5	51.0	68.8	65.4	66.8	57.6	55.9	56.0	50.7
76		7/7/2022	4:37:20 PM	58.2	88.8	59.6	56.8	112.6	14.6	44.6	53.1	69.6	66.8	65.9	57.7	54.9	53.5	49.3
77		7/7/2022	4:37:30 PM	57.8	87.0	58.7	57.2	112.6	14.5	43.1	53.6	69.4	67.0	63.0	55.6	55.2	53.2	49.4
78		7/7/2022	4:37:40 PM	58.4	86.2	59.2	57.7	112.7	13.9	39.0	53.4	69.1	66.9	63.8	56.6	54.7	53.8	50.6
79		7/7/2022	4:37:50 PM	58.3	87.2	59.4	57.4	112.9	13.6	43.8	54.3	69.2	66.1	62.0	55.1	54.8	54.6	50.4
80		7/7/2022	4:38:00 PM	58.9	87.8	62.4	57.5	112.9	14.5	38.2	53.9	69.6	69.6	63.1	56.6	55.4	54.9	50.5
81		7/7/2022	4:38:10 PM	61.4	90.0	64.5	60.3	112.9	12.0	38.2	51.1	69.6	68.6	65.0	59.8	57.1	57.8	53.1
82		7/7/2022	4:38:20 PM	62.3	90.8	64.2	60.8	112.9	10.6	40.8	53.2	69.3	68.0	63.4	60.1	58.1	58.9	54.2
83		7/7/2022	4:38:30 PM	61.1	91.4	61.8	60.0	112.9	11.0	46.4	54.3	68.3	66.9	63.5	58.7	57.2	57.7	52.8
84		7/7/2022	4:38:40 PM	58.8	86.2	60.0	57.5	112.9	12.0	50.5	52.4	68.4	64.3	61.7	55.9	55.2	55.5	50.5
85		7/7/2022	4:38:50 PM	59.8	86.9	62.3	57.5	112.9	11.2	44.8	51.3	68.5	63.4	61.6	56.9	55.9	56.7	51.2
86		7/7/2022	4:39:00 PM	62.2	92.5	64.7	58.9	112.9	11.1	47.5	54.3	69.3	68.2	64.7	60.3	58.4	58.7	53.8
87		7/7/2022	4:39:10 PM	59.1	86.6	60.1	58.1	112.9	13.8	40.8	51.7	69.5	68.2	64.0	57.3	55.7	54.1	51.5
88		7/7/2022	4:39:20 PM	62.2	90.2	64.1	58.3	112.9	14.2	37.3	53.0	69.8	68.5	73.7	63.3	55.5	54.6	51.5
89		7/7/2022	4:39:30 PM	69.5	100.8	71.3	63.4	112.9	15.3	47.4	58.6	77.4	77.3	82.4	70.6	59.4	58.1	54.0
90		7/7/2022	4:39:40 PM	67.4	98.6	70.0	64.9	112.9	16.3	51.4	59.4	79.1	73.2	81.2	67.9	56.1	54.5	50.4
91		7/7/2022	4:39:50 PM	63.4	93.0	64.8	61.7	112.9	15.9	47.3	63.9	73.0	72.2	76.9	63.0	55.5	53.2	49.3
92		7/7/2022	4:40:00 PM	61.5	94.6	64.9	58.6	113.2	16.7	38.3	62.6	74.1	72.2	73.4	61.2	56.3	53.6	50.1
93		7/7/2022	4:40:10 PM	59.2	92.9	62.0	56.8	112.9	13.2	43.5	52.0	68.9	67.4	64.2	57.9	56.7	54.7	50.4
94		7/7/2022	4:40:20 PM	57.0	86.4	57.5	56.8	112.9	14.0	41.0	51.2	68.5	64.2	62.1	55.4	54.7	52.0	48.5
95	Stop	7/7/2022	4:40:22 PM															

NM1_KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/1 LCSeq 4000	1/1 LCSeq 8000	1/1 LCSeq 16000	1/1 LCSmax 8.0	1/1 LCSmax 16.0	1/1 LCSmax 31.5	1/1 LCSmax 63.0	1/1 LCSmax 125	1/1 LCSmax 250	1/1 LCSmax 500	1/1 LCSmax 1000	1/1 LCSmax 2000	1/1 LCSmax 4000
39.7	29.4	17.2	58.8	62.6	68.3	67.6	65.5	66.4	52.5	52.6	47.6	41.2
38.6	29.0	35.6	59.0	60.6	67.7	67.3	65.7	59.4	52.5	50.7	46.6	40.5
38.5	28.2	20.4	58.5	63.3	67.3	69.2	65.9	57.3	53.0	50.9	45.9	43.5
39.0	28.1	16.8	48.4	56.1	67.8	68.5	65.1	57.5	51.7	49.5	45.8	42.6
40.9	30.9	18.4	51.0	56.1	69.1	74.4	68.8	64.8	55.7	52.5	49.4	43.4
42.7	32.8	18.1	48.7	52.6	66.5	74.1	67.2	61.2	56.0	54.2	49.5	44.5
40.8	30.8	17.9	44.5	52.3	64.6	77.2	68.6	61.6	57.1	57.2	51.4	42.4
41.3	30.8	18.0	51.3	55.8	66.9	74.1	69.8	65.7	58.8	57.9	51.2	43.0
41.0	30.2	17.1	43.2	55.1	66.8	71.5	68.2	65.6	57.7	59.0	51.4	43.1
39.8	28.5	16.5	41.8	54.9	67.3	69.0	64.7	59.2	55.7	57.6	50.2	41.2
37.9	27.6	17.8	48.9	55.4	67.5	74.5	63.9	58.4	55.9	55.6	48.7	40.4
39.3	29.5	17.1	52.0	58.3	68.7	67.5	63.4	59.0	55.2	56.1	51.6	40.9
38.6	28.9	17.3	49.0	57.9	69.7	68.2	63.2	63.3	54.4	52.2	49.4	42.2
40.9	29.6	17.0	47.3	59.2	69.4	74.3	70.6	63.4	57.0	52.9	50.1	43.6
46.4	35.8	21.2	54.2	59.3	69.2	70.1	66.1	60.7	59.8	57.0	58.1	53.0
55.0	45.5	32.6	49.5	58.3	68.2	68.9	67.1	65.4	65.0	62.1	64.8	61.2
41.6	31.5	17.8	49.4	58.6	68.3	77.2	69.7	64.3	57.0	55.7	51.1	43.7
42.7	32.7	18.6	50.2	54.9	67.2	71.7	67.1	66.1	64.5	56.2	52.7	44.9
47.8	38.2	23.0	54.8	57.5	69.1	78.3	75.8	73.3	66.2	62.4	56.3	50.5
43.0	36.3	25.8	51.9	56.0	67.5	75.4	70.2	61.9	58.0	58.3	51.8	44.6
40.2	30.8	18.4	60.1	62.0	67.2	68.4	65.9	60.7	57.3	58.5	51.1	40.9
40.8	30.5	18.0	60.1	59.9	65.4	66.5	64.6	61.1	56.1	56.6	50.6	41.8
43.0	32.4	19.8	55.7	57.7	66.1	66.5	64.6	61.8	58.2	59.6	57.3	49.4
49.6	38.5	25.1	51.7	58.4	71.0	72.6	68.6	68.4	64.9	68.0	62.7	55.4
39.9	34.7	17.0	49.0	57.4	68.2	70.7	73.9	65.1	56.8	53.3	47.6	42.8
39.0	32.9	16.9	46.5	57.1	71.1	68.5	64.3	57.7	52.6	51.2	47.0	42.3
37.9	30.0	17.4	48.7	56.5	69.5	69.4	65.8	58.6	53.0	50.7	46.2	39.4
38.3	30.0	16.2	56.7	60.4	72.6	68.6	65.7	61.7	55.0	51.7	46.4	39.3
38.1	29.3	16.4	51.3	55.9	67.1	68.5	63.8	56.9	53.5	50.4	46.2	38.8
41.6	31.9	17.1	54.4	58.8	69.9	71.3	68.9	65.5	53.7	53.2	49.7	44.8
42.0	32.2	17.9	54.1	55.4	69.3	71.3	68.7	59.7	56.2	57.7	50.3	44.6
44.1	33.9	19.2	42.5	57.5	68.6	69.8	66.5	64.6	59.4	62.0	55.3	46.1
48.0	39.4	24.1	41.8	58.0	71.4	73.5	68.3	65.6	61.9	62.4	55.9	53.4
52.6	42.2	28.7	43.9	57.4	71.5	73.2	82.4	66.8	69.5	65.9	63.3	57.1
40.6	31.7	19.1	43.1	55.0	65.5	67.9	67.5	62.6	60.6	60.1	52.8	44.8
39.6	29.5	17.1	49.9	57.7	66.5	71.9	65.8	58.8	59.4	57.0	49.6	40.9
39.5	29.5	17.8	59.2	63.6	66.2	67.5	65.2	57.9	56.2	53.2	52.2	40.8
39.7	31.2	16.7	58.4	61.6	66.7	65.1	62.1	56.1	53.2	50.8	52.6	43.8
36.6	27.8	15.8	56.6	62.0	66.4	66.3	61.7	56.1	51.5	48.9	50.0	39.6
37.1	27.9	15.8	53.1	53.4	67.1	64.9	63.9	59.8	51.1	49.4	50.3	40.1
39.9	30.5	16.7	55.2	57.3	66.4	69.5	64.8	58.6	54.8	54.0	52.1	43.2
42.6	32.9	18.2	54.1	61.5	66.4	73.2	67.8	63.8	56.7	54.6	50.8	44.0
43.7	34.0	18.0	54.8	58.5	73.3	74.0	68.9	64.2	59.4	59.2	53.2	45.6
44.0	33.3	18.4	58.4	60.1	69.2	70.2	65.2	64.3	58.8	59.5	53.9	46.4
42.8	33.7	18.4	60.5	63.1	65.8	65.8	65.6	64.8	60.9	60.3	54.6	45.1
42.0	33.3	18.4	60.6	59.5	67.6	70.2	62.8	60.4	57.4	58.8	53.8	43.2
40.4	31.2	17.4	59.0	62.3	67.4	67.8	61.9	56.6	56.0	56.0	51.7	42.2
46.0	37.4	21.3	58.2	62.9	71.7	72.0	70.1	66.9	62.7	61.5	56.4	51.8
42.8	33.3	22.3	57.2	59.0	72.6	81.6	75.5	64.5	58.5	55.9	52.2	44.3
41.8	32.7	17.9	47.8	59.0	71.0	78.5	65.9	58.4	55.1	52.4	51.6	43.1
41.7	32.2	18.2	50.6	58.3	70.8	78.7	63.5	57.9	55.3	53.7	50.5	42.8
41.1	31.8	18.4	50.3	58.1	71.1	78.3	64.1	57.0	54.8	51.6	49.6	42.0
42.1	32.8	19.0	54.3	58.6	71.6	84.2	70.7	59.2	56.1	53.7	50.1	42.9
47.1	34.0	19.8	51.7	56.4	71.9	80.8	71.4	64.2	57.9	56.3	52.0	52.2
45.1	35.6	21.9	55.2	57.6	70.2	78.9	69.6	67.1	61.1	58.9	52.7	46.8
42.9	32.4	18.1	59.4	63.1	70.8	70.3	67.1	61.6	59.0	59.3	52.2	43.5
42.5	31.1	17.5	59.0	62.1	71.7	67.6	65.1	58.3	58.4	62.3	58.1	46.2
42.8	31.2	17.5	49.7	55.0	71.5	68.4	65.2	57.5	58.3	62.3	58.0	46.2
41.8	31.3	17.8	46.5	54.2	70.6	68.2	62.4	59.9	58.7	56.6	51.5	44.1
43.7	33.5	19.8	52.1	58.2	71.2	70.3	64.8	60.1	58.9	57.1	54.4	48.2
47.3	37.3	22.8	49.4	70.7	72.3	68.9	66.7	64.6	58.6	58.6	55.6	49.4
44.4	36.0	25.3	47.4	56.5	71.8	72.7	66.7	60.6	56.8	56.2	52.4	46.5
41.8	33.0	19.6	53.8	62.9	70.6	68.5	63.5	56.8	54.9	54.5	49.2	43.0
43.1	34.1	23.3	52.0	55.9	70.6	69.3	63.7	57.6	55.2	54.5	50.4	47.4
44.7	35.9	22.1	53.9	56.2	70.8	68.7	63.9	58.4	56.7	57.3	51.3	47.0
43.7	34.5	22.5	49.0	54.6	70.1	70.7	63.4	58.3	56.7	56.4	51.9	46.3
42.2	31.5	17.7	43.9	51.0	69.8	66.0	63.0	59.4	57.4	58.7	52.2	43.0
42.4	31.1	17.5	44.7	53.3	69.4	64.7	62.4	57.9	57.6	59.8	54.9	44.4
42.7	32.0	18.6	46.3	54.3	70.4	66.4	63.2	58.7	57.6	59.7	54.0	43.9
42.1	32.2	19.5	40.8	53.6	69.9	66.3	63.1	58.1	57.0	57.5	51.2	42.6
46.3	36.8	23.9	42.4	54.0	69.3	71.2	74.1	70.0	60.6	60.3	53.5	52.3
43.1	33.5	19.1	39.8	53.1	69.6	67.1	71.2	60.8	58.1	58.7	52.2	44.5
41.9	31.9	18.1	48.6	56.0	70.9	69.1	68.0	60.4	55.7	55.8	50.0	42.7
42.1	33.7	18.0	46.2	55.2	70.9	68.6	64.7	57.1	56.0	55.3	51.5	43.8
42.8	34.5	17.8	43.0	56.5	70.2	68.0	66.0	58.9	55.3	56.3	53.6	44.5
42.7	34.1	18.1	47.4	55.7	69.9	67.7	63.0	56.3	55.2	57.0	53.3	43.9
43.9	34.7	18.9	42.3	56.2	71.2	74.9	64.4	58.6	56.5	60.8	52.4	45.8
46.6	38.0	23.8	42.6	53.3	70.6	74.1	66.2	61.8	59.6	61.7	56.9	50.9
45.6	36.2	21.2	44.3	54.9	71.7	70.5	64.4	62.2	60.4	60.3	57.5	49.6
44.4	35.4	18.9	57.3	58.8	69.1	68.1	66.1	60.5	58.2	58.8	54.8	45.8
42.0	32.1	18.3	56.0	57.6	69.0	66.4	62.4	56.9	56.7	57.0	51.8	43.7
42.9	32.5	18.2	51.1	53.3	69.1	67.2	63.1	60.3	58.1	59.2	53.9	45.3
46.2	35.6	20.7	50.7	58.1	70.9	71.4	66.0	62.4	60.0	61.6	56.6	49.7
43.5	33.3	17.9	45.9	53.6	70.8	70.6	65.0	58.5	56.7	55.5	53.4	45.0
42.9	32.9	18.2	40.4	56.6	71.2	70.1	77.1	67.2	56.8	56.0	56.1	45.1
46.5	36.7	53.2	54.9	61.7	81.0	80.8	85.0	72.2	61.4	60.2	56.5	49.4
43.2	33.6	31.2	56.7	63.6	81.3	76.4	84.1	72.2	57.5	57.4	51.6	44.4
42.4	32.6	19.2	51.3	66.1	77.3	74.8	79.4	65.0	56.1	54.8	49.7	42.8
43.5	34.1	22.9	44.9	66.3	77.3	75.2	78.6	64.5	57.3	54.8	51.0	44.5
43.8	34.4	24.3	47.7	57.0	70.0	69.8	67.1	60.7	59.7	57.0	53.2	48.5
41.4	31.7	19.4	43.4	51.8	68.9	65.0	62.5	55.7	55.4	52.6	48.8	41.6

NM1_KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/1 LCSmax 8000	1/1 LCSmax 16000	1/1 LCSmin 8.0	1/1 LCSmin 16.0	1/1 LCSmin 31.5	1/1 LCSmin 63.0	1/1 LCSmin 125	1/1 LCSmin 250	1/1 LCSmin 500	1/1 LCSmin 1000	1/1 LCSmin 2000	1/1 LCSmin 4000	1/1 LCSmin 8000
30.0	17.9	52.4	55.6	65.2	64.9	63.7	58.4	51.4	49.5	45.4	38.9	29.0
31.4	43.4	48.2	52.5	63.9	65.5	63.3	56.2	51.2	48.1	44.1	37.3	27.6
29.4	28.1	48.4	52.6	63.8	64.8	61.6	54.5	50.9	47.9	44.0	37.4	27.4
30.3	18.2	39.6	51.9	65.0	64.0	62.8	54.4	50.4	47.3	44.1	37.2	26.7
33.7	20.3	38.4	50.6	63.4	64.5	63.7	55.4	50.9	47.3	44.6	37.9	27.3
34.6	19.2	37.8	49.1	61.0	66.8	62.5	56.9	53.7	51.3	47.1	40.1	29.9
32.2	20.2	35.7	48.5	61.8	65.0	63.7	57.5	53.3	52.3	47.2	39.4	29.0
33.1	20.3	40.6	49.8	63.1	68.1	65.2	59.3	55.6	55.7	49.7	40.1	28.6
31.8	18.1	37.3	50.0	63.6	65.1	62.4	58.5	55.2	55.9	49.8	39.7	28.5
29.8	17.4	35.2	51.1	62.2	65.2	61.9	56.1	52.2	51.2	46.7	37.0	26.8
30.5	20.8	36.0	51.1	62.7	65.4	61.4	55.6	52.1	51.0	46.2	36.7	26.4
31.5	18.4	38.4	51.7	62.4	64.8	61.4	54.8	51.0	50.3	47.2	37.8	27.5
30.7	20.1	40.0	55.1	64.3	64.5	61.5	55.2	50.5	48.4	45.5	37.3	27.5
31.0	17.4	35.1	54.2	65.0	67.4	62.0	57.0	53.9	48.9	45.2	38.5	28.4
42.2	28.5	37.5	55.4	65.7	67.2	62.9	55.8	52.0	48.8	45.7	38.9	28.4
51.7	39.2	37.1	54.5	66.3	66.6	63.0	56.3	52.7	50.6	47.9	40.6	30.6
33.7	18.7	43.6	50.9	64.7	67.6	64.7	57.8	53.6	50.2	47.7	40.0	30.1
35.4	20.0	38.8	50.9	63.8	66.0	63.1	57.9	53.7	50.9	47.1	39.9	29.8
41.8	27.0	38.7	50.9	62.8	68.1	66.0	61.7	57.8	56.2	51.0	44.6	35.1
38.8	29.8	43.0	51.1	62.6	65.8	62.2	58.3	55.5	55.7	50.6	40.8	32.0
32.0	20.3	43.7	55.3	63.0	63.5	63.0	58.1	54.9	54.0	48.2	39.7	29.4
31.1	20.1	45.6	53.0	61.9	62.6	61.5	56.8	54.5	53.8	48.1	39.8	29.8
37.6	25.5	39.6	50.6	61.6	60.1	61.1	54.9	51.6	50.9	46.9	38.6	30.1
43.6	30.6	40.7	52.1	64.9	64.2	63.2	57.5	53.6	53.3	47.2	38.6	29.3
40.5	18.6	39.0	49.9	64.6	64.5	64.3	55.1	52.3	50.1	45.4	37.4	28.7
38.5	19.5	39.6	51.6	62.8	63.4	61.4	54.6	51.1	49.7	45.2	36.9	28.2
33.8	19.9	37.9	51.6	65.6	64.5	62.1	53.7	50.6	49.1	44.5	37.4	28.5
32.3	16.8	42.3	53.8	64.9	65.1	62.1	56.6	52.7	49.6	44.8	37.6	28.5
29.7	16.6	42.9	51.5	62.8	63.2	61.1	54.8	52.1	49.4	44.8	37.6	28.8
34.1	18.5	45.8	52.9	62.9	65.8	63.1	54.9	51.8	49.1	45.4	37.8	28.8
33.6	18.7	39.8	49.5	59.9	64.1	61.6	56.1	53.1	51.8	48.0	40.6	30.5
36.8	20.9	36.4	49.9	60.4	64.2	61.8	58.2	55.0	56.0	49.9	40.9	30.0
46.7	31.0	37.5	50.6	66.6	64.6	64.9	63.0	58.8	59.9	53.3	44.6	33.4
45.0	33.0	37.8	51.4	63.3	67.0	66.1	60.4	57.5	57.0	52.6	44.8	37.5
37.4	24.9	35.6	50.4	61.4	62.2	62.0	55.2	52.7	51.9	46.3	37.5	27.5
31.1	18.6	35.6	52.3	61.4	63.7	61.9	56.4	53.1	52.2	46.9	38.3	27.9
34.9	20.1	45.0	54.5	62.9	65.0	60.8	54.9	52.3	50.3	45.8	38.1	28.4
35.0	17.9	46.0	54.5	62.6	61.9	60.1	52.3	49.7	47.5	44.0	36.4	26.0
33.0	16.4	41.1	50.1	62.1	61.8	59.7	52.5	49.9	47.8	43.9	35.1	24.5
32.7	16.1	36.0	50.4	64.7	61.3	59.9	52.5	49.8	47.8	43.6	35.3	25.4
33.2	17.6	43.3	50.2	61.2	64.2	61.2	53.6	50.0	47.7	43.9	35.5	26.0
35.4	19.5	42.2	51.2	63.1	65.7	62.8	57.2	53.2	51.9	47.9	40.7	30.7
37.4	18.6	45.5	54.4	64.2	66.9	62.8	59.7	56.8	54.7	50.8	42.5	31.8
35.5	19.5	45.3	52.5	63.1	64.2	61.5	56.7	54.9	56.6	50.1	40.7	31.0
36.6	20.1	50.8	55.7	63.2	62.4	60.7	56.3	54.8	56.4	50.9	40.7	30.3
37.8	20.0	37.8	50.7	63.3	62.3	60.2	56.5	54.3	54.9	50.6	41.0	30.4
33.5	18.6	39.0	54.0	62.1	62.1	60.5	54.0	53.4	53.2	47.9	39.0	29.2
44.2	27.3	49.2	54.4	64.5	65.6	59.9	54.7	53.7	53.2	48.0	39.5	28.6
34.9	28.3	42.6	52.9	67.3	69.3	64.6	57.6	54.0	52.0	48.9	41.4	31.5
35.3	18.8	41.4	53.6	68.6	77.2	61.8	56.4	53.3	51.3	48.3	41.0	31.3
35.4	18.9	39.1	55.1	68.9	77.3	61.6	56.0	53.7	51.2	48.3	41.1	31.4
34.0	18.9	36.8	54.2	69.3	77.1	61.0	55.5	53.4	50.7	47.5	40.7	31.2
33.6	19.3	44.4	54.3	68.7	77.3	61.1	55.9	53.8	51.0	48.0	41.3	31.9
36.4	23.5	35.9	48.8	68.8	70.5	65.4	58.3	55.4	52.5	49.3	42.1	32.3
37.9	24.6	37.1	48.8	67.9	67.3	64.2	61.3	57.4	55.3	50.5	43.5	33.6
33.6	18.9	44.5	54.5	68.8	64.7	63.0	58.4	57.3	57.0	50.8	42.3	31.6
33.7	18.4	42.2	47.8	68.9	62.4	60.1	56.0	55.5	56.4	50.7	41.3	30.4
33.6	18.3	36.6	51.7	68.7	62.6	60.8	54.6	53.5	51.8	48.5	41.2	30.4
34.9	19.1	36.0	49.9	68.5	62.5	60.3	53.5	53.0	50.9	48.4	41.2	30.4
38.3	25.5	42.7	53.4	68.4	64.6	61.7	57.3	55.4	54.0	49.9	42.2	31.6
39.7	25.9	41.4	52.4	68.8	64.7	63.2	59.2	56.6	55.9	52.0	44.9	34.7
39.7	31.7	36.5	50.6	68.9	65.8	62.9	56.1	54.6	53.5	49.1	42.2	31.8
38.7	24.5	42.4	53.8	68.1	65.7	61.1	54.8	54.0	52.4	48.0	41.4	31.3
41.8	30.0	43.8	49.8	68.3	64.8	60.9	54.3	53.7	52.2	48.1	41.4	31.7
41.4	29.0	37.9	48.6	67.9	64.7	62.1	56.0	54.4	53.4	49.1	42.9	33.7
37.9	28.2	39.3	48.2	68.0	61.5	61.2	55.5	54.0	53.8	48.9	41.9	31.6
32.5	18.3	36.0	47.3	67.7	62.3	60.8	55.1	54.6	54.0	49.4	41.5	30.8
32.3	18.2	37.9	48.6	67.3	62.8	61.0	55.6	55.1	55.8	50.6	41.5	30.3
32.6	19.3	36.7	49.8	68.1	63.4	60.8	56.8	56.3	56.7	50.6	42.2	31.5
35.3	25.1	35.7	50.8	68.2	63.1	61.5	55.3	53.8	52.8	48.4	41.7	31.1
42.0	29.9	35.3	50.5	67.7	63.3	62.7	55.1	53.9	53.0	48.0	41.3	31.2
36.4	22.3	35.5	48.2	67.7	63.7	62.7	55.7	53.9	52.2	48.6	41.4	31.6
32.7	18.4	35.0	49.6	68.4	64.2	62.4	55.1	53.9	51.9	48.3	41.3	31.4
37.7	19.1	38.3	51.7	68.3	65.4	61.9	54.7	54.5	52.3	48.6	41.4	31.3
37.7	18.4	34.0	50.2	68.5	65.7	61.8	55.1	54.2	52.5	49.1	41.9	31.5
36.8	20.0	35.5	51.9	67.9	64.8	60.7	53.9	54.3	53.2	48.7	41.8	31.9
38.1	20.3	33.8	49.8	68.6	66.0	62.1	55.0	54.3	52.8	49.0	42.0	31.8
42.8	29.8	35.4	49.4	68.6	65.1	63.8	58.3	56.0	55.6	50.7	44.2	35.1
41.4	27.8	35.2	50.9	67.8	64.7	62.6	58.7	56.3	57.5	52.2	43.3	32.8
38.0	19.7	33.9	49.9	67.3	65.6	61.5	56.6	56.4	56.3	51.6	43.0	32.8
34.1	18.8	34.8	48.3	67.9	62.7	60.7	55.0	54.1	53.3	49.3	41.1	31.0
34.3	19.4	35.4	48.5	67.9	61.5	60.6	55.1	54.2	53.3	49.3	41.4	31.1
39.5	24.4	37.6	51.3	67.9	65.0	63.0	58.0	55.9	53.7	49.9	42.6	31.5
35.3	18.3	34.3	49.6	68.3	65.7	63.0	56.1	54.8	53.1	49.8	42.4	31.6
36.1	19.2	34.6	50.3	68.2	64.9	64.1	56.1	54.6	53.1	49.4	41.6	31.4
39.3	60.3	40.1	55.9	69.4	68.5	72.4	66.1	56.5	55.7	51.5	44.3	34.1
35.9	37.2	43.5	54.0	75.8	70.1	79.3	64.4	55.5	53.1	49.3	42.6	32.5
33.1	19.8	41.8	58.3	70.5	68.1	73.9	61.0	54.9	52.3	48.7	41.9	32.3
35.5	31.5	32.9	50.8	68.9	69.2	63.7	58.2	55.7	53.0	49.1	42.1	32.7
37.6	30.2	39.5	48.7	67.7	65.0	61.2	54.8	54.3	51.8	48.3	41.3	31.6
31.9	19.9	38.8	49.5	68.0	63.7	61.7	55.2	54.4	51.6	48.3	41.2	31.5

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1/1 LCSmin 16000	1/3 LCSeq 6.3	1/3 LCSeq 8.0	1/3 LCSeq 10.0	1/3 LCSeq 12.5	1/3 LCSeq 16.0	1/3 LCSeq 20.0	1/3 LCSeq 25.0	1/3 LCSeq 31.5	1/3 LCSeq 40.0	1/3 LCSeq 50.0	1/3 LCSeq 63.0	1/3 LCSeq 80.0	1/3 LCSeq 100	1/3 LCSeq 125
16.9	48.4	49.9	53.3	54.6	53.2	55.5	60.7	64.0	60.5	63.3	61.5	57.6	58.7	61.6
16.5	48.5	48.1	51.4	52.0	52.3	53.1	59.2	64.3	59.8	62.6	62.6	59.5	61.1	61.1
16.4	50.9	50.6	51.5	53.2	54.2	55.5	60.3	63.5	58.9	63.3	63.3	59.7	59.0	60.4
16.2	42.5	40.2	42.5	43.1	47.3	52.6	58.7	64.1	59.7	61.6	62.7	58.2	59.7	60.2
16.5	37.7	41.5	43.3	44.5	46.6	51.9	58.1	62.4	64.7	66.7	65.3	63.6	62.8	61.0
17.1	36.5	39.5	39.1	41.0	45.0	49.4	55.2	58.4	60.9	67.3	65.0	63.0	60.1	61.3
16.7	37.9	38.3	37.1	41.3	43.4	48.5	55.0	58.9	60.0	68.2	64.1	67.5	63.3	61.7
16.4	40.7	41.4	42.3	43.9	47.2	51.2	55.6	59.9	63.1	64.7	65.9	67.0	61.5	64.7
16.6	34.3	34.7	38.2	40.9	46.3	50.2	57.4	61.5	61.9	65.2	64.8	62.6	60.7	62.3
15.9	32.2	34.1	36.6	41.6	46.2	51.3	59.6	59.6	61.1	60.5	63.8	61.4	58.4	59.9
16.1	38.4	37.4	40.1	42.4	48.1	50.3	62.5	59.5	58.9	63.2	68.7	62.6	58.1	59.7
16.4	42.4	43.7	42.7	45.9	49.8	51.5	61.8	59.9	59.7	62.0	59.9	61.4	57.1	60.3
16.5	41.1	41.7	41.8	43.7	47.7	55.8	61.9	61.5	62.5	62.5	61.1	60.1	57.8	60.1
16.6	37.1	36.8	38.0	42.1	45.6	55.1	62.6	64.0	60.1	65.3	64.2	67.4	63.9	61.8
16.9	42.6	43.3	44.4	45.3	48.2	56.6	63.0	64.5	61.5	65.9	62.0	63.0	60.4	61.2
17.9	34.0	35.8	39.3	42.5	46.8	55.0	63.4	63.9	60.9	64.8	61.6	61.5	60.7	62.1
17.2	41.0	42.2	42.7	44.9	46.4	54.6	60.8	61.6	62.5	70.5	68.2	65.1	62.9	64.8
17.4	41.5	40.8	44.6	43.7	45.6	51.4	56.5	60.5	63.2	64.4	64.7	63.0	60.3	61.3
19.6	38.0	42.1	45.0	45.9	47.7	52.0	57.4	59.0	63.8	67.1	67.7	72.9	69.1	61.8
19.9	41.5	42.7	45.4	45.2	46.7	51.3	58.3	61.6	61.1	64.0	68.5	66.6	62.2	61.2
17.0	43.5	45.7	50.1	50.6	53.6	54.7	60.0	60.0	61.3	62.8	61.5	59.6	60.6	60.5
17.1	48.1	50.0	52.1	50.3	51.7	53.4	58.8	57.9	60.9	60.7	59.8	58.1	59.1	59.9
17.9	43.8	47.5	45.2	49.8	47.8	51.8	58.5	60.9	57.9	59.8	57.8	58.0	56.5	60.0
17.2	39.6	41.7	44.6	47.0	47.6	52.6	62.2	64.9	60.7	60.6	59.9	66.7	58.4	60.9
16.2	40.6	40.2	41.9	44.7	46.2	50.9	61.1	62.2	61.2	65.0	59.8	61.9	59.1	62.3
15.8	34.1	36.5	42.2	45.6	47.9	52.5	59.9	60.9	65.1	63.1	59.9	57.1	57.6	60.4
16.3	37.3	37.5	40.6	43.5	45.5	52.4	57.5	62.5	64.3	63.5	62.1	60.5	57.0	61.6
15.9	41.8	45.5	49.5	50.1	50.7	54.4	58.8	62.9	65.8	63.0	61.8	61.2	58.5	62.0
16.2	40.8	43.5	45.5	45.6	47.1	51.4	60.7	60.2	61.8	62.5	59.4	60.6	55.6	60.2
16.2	44.1	45.5	45.4	49.1	49.0	53.2	57.6	60.8	65.8	64.9	63.5	61.3	59.1	61.2
17.2	44.4	45.0	45.4	44.8	47.7	49.7	56.9	57.8	60.3	62.7	62.9	64.3	60.4	60.5
17.2	34.0	34.8	37.5	40.6	47.2	52.9	56.4	62.5	62.1	62.3	61.7	62.3	60.3	60.2
18.5	29.2	34.4	37.5	42.6	47.2	52.2	58.0	60.7	68.6	65.5	62.5	62.7	60.4	63.1
24.7	30.1	33.1	40.0	44.7	48.7	52.6	59.8	60.4	65.0	63.3	65.8	68.1	76.2	63.2
16.4	30.5	35.5	37.8	43.4	46.5	51.4	56.5	59.3	59.6	59.5	60.6	59.8	61.0	61.0
16.6	29.7	36.2	42.8	45.0	48.6	52.7	57.0	59.3	61.5	60.0	66.0	58.1	59.1	61.9
16.9	45.4	47.2	52.9	52.7	54.9	56.5	57.7	59.2	61.5	60.6	62.9	60.2	58.4	59.9
15.9	48.3	50.2	50.6	51.3	53.5	55.3	59.0	59.9	61.5	58.5	59.0	56.9	56.4	58.5
15.5	46.0	47.7	49.0	48.1	52.8	53.7	55.3	59.1	61.0	58.8	59.2	58.5	55.8	58.3
15.6	34.8	35.4	41.8	40.9	44.5	50.0	56.1	62.0	62.2	58.4	58.0	57.5	57.0	59.5
16.0	45.7	46.4	47.4	47.9	48.9	50.8	56.4	60.6	59.8	61.2	61.8	60.8	58.5	60.0
17.4	42.6	45.4	46.6	47.6	49.6	55.3	56.0	61.5	60.4	61.5	67.8	63.7	61.8	61.6
17.2	46.0	47.0	46.5	48.4	50.2	53.7	57.3	62.0	66.6	64.6	67.8	62.9	60.3	60.8
17.4	43.4	48.0	49.8	51.1	52.5	52.8	59.0	60.0	62.3	64.4	60.9	59.9	58.2	60.2
17.3	48.3	50.6	51.5	53.3	54.3	55.2	56.4	61.3	61.2	60.6	57.5	59.2	57.6	60.1
17.1	46.0	49.0	52.4	49.6	52.5	52.8	55.8	64.5	57.4	62.9	60.5	60.1	57.1	59.0
16.6	45.3	46.0	49.9	53.1	52.3	53.7	58.3	62.3	59.1	59.1	57.4	61.3	56.1	58.1
16.5	46.2	46.8	50.0	52.2	53.8	54.8	59.0	64.9	62.0	66.0	63.3	61.5	59.1	62.0
18.4	45.3	50.3	48.7	48.7	51.2	53.3	63.2	68.1	61.5	70.7	73.2	73.0	68.4	61.7
17.6	39.5	40.1	41.1	43.8	47.9	55.5	63.9	68.0	58.2	77.5	61.2	62.9	61.4	58.6
17.6	40.8	40.6	40.4	45.1	45.4	56.0	62.6	68.8	57.4	77.8	61.8	62.6	60.1	58.6
18.0	33.7	36.8	38.2	41.5	44.9	55.1	63.4	68.9	57.6	77.4	60.6	62.2	58.1	58.7
18.6	40.8	44.6	47.0	46.9	48.9	54.8	62.8	68.5	62.5	78.7	75.5	71.5	62.0	60.4
18.2	41.5	44.1	44.0	45.0	47.2	50.5	60.7	68.3	64.1	72.9	72.5	72.5	65.7	64.0
18.9	40.6	44.1	46.4	48.5	50.0	48.8	58.7	67.9	59.7	63.6	71.6	68.9	63.2	62.6
17.7	42.9	44.7	46.2	50.6	53.4	54.0	58.2	68.6	61.1	63.6	61.8	62.9	60.5	60.6
17.1	49.1	48.7	50.7	52.3	54.2	52.2	58.8	69.3	60.0	61.8	57.5	60.9	57.7	59.1
17.2	39.7	39.7	39.9	43.2	46.1	51.4	58.6	69.2	60.2	58.7	59.6	60.7	56.5	60.4
17.4	34.5	37.3	37.6	39.3	45.5	50.1	58.1	68.8	56.1	58.1	58.3	61.4	55.9	59.1
18.0	40.7	42.1	44.3	46.5	49.6	52.5	59.4	68.9	60.0	63.0	61.2	62.0	57.6	60.3
19.6	37.0	39.3	42.9	48.8	62.4	55.7	60.2	69.4	60.6	62.7	61.3	62.0	59.8	61.4
18.2	38.2	38.0	39.2	44.2	48.9	50.6	59.1	69.3	61.5	67.7	64.8	63.4	61.7	60.9
17.8	38.3	39.9	43.7	46.1	55.7	53.7	57.1	68.5	60.8	64.3	60.8	61.3	57.1	59.8
18.3	41.5	43.7	45.8	46.3	47.1	51.7	56.8	68.7	59.5	63.9	59.9	62.7	56.5	59.6
18.9	40.2	45.4	45.8	46.5	47.0	49.4	57.5	68.4	60.6	62.2	61.8	61.9	58.2	60.3
18.3	41.8	41.2	42.8	41.3	44.5	49.8	57.9	68.0	59.0	60.6	63.1	61.3	56.7	59.8
17.3	33.5	35.7	36.8	39.0	43.0	48.0	55.9	67.6	60.2	59.1	57.7	60.4	56.5	59.3
17.1	35.6	37.2	38.5	41.4	46.0	48.9	56.5	67.7	58.9	59.2	57.0	60.8	56.6	59.1
17.9	37.2	37.5	39.0	41.7	45.2	50.8	58.3	68.0	60.2	59.7	59.2	60.4	57.0	59.0
17.7	30.9	33.3	35.0	40.4	44.3	51.0	57.2	68.3	58.7	58.0	59.5	61.1	57.8	59.4
17.9	30.7	34.7	37.2	42.6	47.2	49.4	56.7	67.5	59.2	59.9	64.7	64.9	66.1	67.7
18.2	32.3	32.6	34.7	40.1	45.3	49.4	54.6	67.6	61.2	59.9	58.5	62.4	61.3	65.0
17.8	32.1	36.5	42.1	42.1	48.2	50.4	58.6	68.5	60.6	62.9	61.5	61.7	63.4	59.5
17.3	36.7	40.4	40.4	43.7	47.2	51.2	60.9	68.3	59.2	63.4	61.8	62.3	59.3	59.8
17.5	33.2	35.1	36.2	40.3	41.9	51.9	61.5	67.7	59.8	63.0	61.0	62.4	58.6	61.7
17.4	35.3	37.8	40.8	42.2	44.4	52.5	62.3	67.7	59.0	61.7	59.5	62.2	57.7	59.2
17.6	33.1	34.9	36.1	40.9	45.8	52.7	61.3	68.4	60.0	63.4	66.3	63.5	58.6	60.3
19.9	30.8	32.6	34.7	39.6	44.7	49.2	56.3	68.7	62.0	61.4	65.7	64.2	60.9	61.3
17.9	29.7	33.7	38.9	41.6	46.5	51.6	56.5	68.4	60.7	64.3	64.0	60.8	58.7	60.3
18.1	32.1	31.3	36.7	44.5	46.2	51.4	55.3	67.6	57.8	61.4	63.0	61.7	58.8	61.1
17.8	44.9	46.6	48.5	48.3	48.8	49.6	54.9	67.7	58.1	59.6	57.7	60.8	56.7	58.8
17.8	33.6	37.3	40.8	41.5	44.5	49.1	56.1	67.8	58.2	58.2	55.9	60.4	56.8	58.7
17.9	41.3	42.5	44.2	46.4	49.2	51.1	57.3	68.5	60.0	63.2	64.0	63.4	59.7	61.1
17.6	38.2	38.5	39.6	42.7	47.5	49.0	57.2	68.2	63.2	63.7	62.6	64.2	58.2	60.5
17.7	25.4	29.9	35.8	40.0	45.1	51.7	58.7	67.9	64.1	65.1	60.1	63.8	67.1	66.8
19.1	29.5	36.3	44.7	46.8	53.4	56.0	75.6	71.3	66.9	72.2	68.7	74.8	72.8	78.9
19.6	44.7	46.5	48.4	48.8	51.0	57.4	76.1	75.5	67.0	66.8	70.1	67.8	69.4	78.2
18.7	40.4	43.4	45.0	43.7	45.0	63.1	70.6	67.5	67.4	63.9	69.6	66.9	68.3	73.9
18.6	35.2	35.9	36.7	40.9	44.3	62.7	72.1	68.7	66.1	64.5	69.2	67.9	65.7	70.1
18.6	33.5	36.3	42.0	43.3	45.2	50.2	57.4	68.0	61.5	60.0	62.5	64.5	61.4	60.1
18.7	32.1	35.8	37.9	40.0	44.8	48.7	54.1	68.0	58.0	58.6	55.2	62.6	58.1	59.3

NM1 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSeq 160 1/3 LCSeq 200 1/3 LCSeq 250 1/3 LCSeq 315 1/3 LCSeq 400 1/3 LCSeq 500 1/3 LCSeq 630 1/3 LCSeq 800 1/3 LCSeq 1000 1/3 LCSeq 1250 1/3 LCSeq 1600 1/3 LCSeq 2000 1/3 LCSeq 2500 1/3 LCSeq 3150 1/3 LCSec 1/3 LCSeq

57.8	62.7	51.2	47.9	48.5	46.9	45.5	46.1	46.5	44.7	43.3	41.4	39.3	37.3	34.4	31.1
55.9	56.1	50.9	47.2	48.5	47.1	44.9	44.8	45.3	43.7	42.2	40.5	38.2	36.0	33.5	30.5
54.9	54.0	50.1	47.4	48.2	46.9	44.5	44.9	45.3	42.7	41.5	40.0	37.9	36.0	33.3	29.8
55.0	52.7	49.7	47.0	48.1	46.1	43.7	43.8	44.0	42.0	41.3	40.1	38.0	36.6	34.0	30.0
57.3	58.1	55.3	51.4	50.1	47.8	45.9	45.8	45.1	44.0	43.4	41.9	40.2	38.3	35.8	32.6
56.4	55.2	53.9	50.7	51.0	49.7	49.0	48.6	48.6	47.2	44.9	43.6	41.7	40.0	37.5	35.0
56.4	55.6	55.7	53.7	51.4	51.0	49.9	51.1	50.5	48.1	47.0	44.1	41.1	38.3	35.5	32.4
57.8	57.3	59.8	54.7	53.0	52.6	51.7	53.2	52.9	50.4	47.8	45.0	42.1	39.0	35.6	32.5
55.8	58.6	57.5	53.4	52.0	51.5	52.2	54.0	53.0	50.8	48.0	45.3	42.0	38.5	35.8	32.4
53.3	54.4	54.0	50.0	50.1	49.0	49.1	51.0	51.1	48.1	46.8	44.3	40.6	37.4	34.5	31.1
52.2	52.8	53.3	50.9	49.3	48.4	49.4	50.4	48.5	46.6	44.9	42.5	38.8	35.4	32.3	29.2
52.0	51.8	53.2	49.2	48.9	48.7	47.8	49.4	49.6	47.2	47.1	43.8	39.4	36.9	33.8	30.9
52.4	53.3	52.8	48.5	47.9	46.4	45.3	45.0	45.0	43.4	43.8	42.0	38.1	36.0	33.3	30.4
55.8	55.5	57.2	53.1	52.6	50.0	47.9	46.3	45.8	45.2	44.7	43.0	39.9	38.8	34.8	31.9
54.5	53.7	52.9	52.3	52.5	50.0	48.8	48.3	47.8	47.3	46.9	48.9	43.4	43.3	42.2	37.6
56.1	56.2	56.9	56.3	56.9	53.8	53.5	54.5	53.3	52.5	54.8	57.1	51.0	50.7	52.0	46.3
57.0	58.2	55.4	53.5	51.2	50.4	49.4	48.3	47.6	44.9	46.5	44.6	40.5	39.3	36.1	33.0
56.0	57.6	55.4	51.4	52.4	51.2	49.8	49.8	49.4	45.5	47.0	46.0	41.1	40.1	37.9	34.1
58.9	64.8	64.1	61.0	60.5	59.0	56.8	55.2	55.2	52.6	51.0	48.7	47.1	44.9	43.2	38.6
55.7	56.6	55.3	53.1	52.2	52.2	52.1	53.1	52.9	50.5	48.7	46.0	43.1	40.3	37.8	34.8
57.0	55.8	54.4	53.3	51.2	50.7	50.8	51.5	51.1	48.8	46.7	43.5	40.1	37.6	35.0	32.0
54.5	54.1	53.3	51.9	50.9	50.7	49.9	52.0	50.6	48.5	46.9	43.8	40.6	38.4	35.2	32.2
57.3	56.1	52.9	49.8	50.6	49.1	48.1	50.6	49.7	49.2	47.8	46.0	42.4	41.6	36.2	33.6
61.8	58.8	60.7	58.7	55.7	55.3	56.8	57.5	59.1	56.7	55.4	52.3	48.8	47.1	44.6	40.7
66.6	56.4	53.8	51.3	50.2	49.1	48.3	47.5	47.4	45.3	43.8	41.7	38.9	36.6	34.4	33.8
54.5	52.9	51.2	48.5	48.1	46.8	46.0	46.6	45.8	44.2	43.3	40.6	38.1	35.8	33.7	32.6
53.7	52.9	50.8	48.0	48.0	46.5	45.1	45.7	44.9	43.2	42.5	40.1	37.2	35.0	32.6	30.9
57.7	57.4	54.0	52.4	49.8	49.1	47.1	46.8	46.4	44.3	42.8	40.6	37.8	35.3	32.9	31.7
53.4	53.3	49.7	48.0	48.8	48.2	46.0	45.2	46.1	43.9	42.7	40.0	37.5	35.0	32.8	31.4
60.5	60.3	50.5	47.9	49.0	47.8	46.8	46.6	46.3	44.6	44.0	41.9	40.5	38.9	36.0	34.4
55.8	54.2	53.4	52.2	49.8	49.8	49.8	50.5	51.0	48.4	46.3	44.1	41.7	39.1	37.0	34.2
56.3	57.2	56.8	53.6	52.9	52.3	52.5	54.6	54.2	51.9	49.7	47.1	43.9	41.6	38.8	35.4
60.9	60.7	60.4	55.4	55.3	55.6	56.3	57.1	56.9	55.3	52.3	49.4	47.3	45.5	42.6	39.5
60.1	59.7	59.8	58.1	60.7	60.1	59.0	57.6	57.2	56.7	54.7	53.8	52.9	50.1	46.4	44.6
56.4	56.4	54.6	50.5	51.6	52.5	53.7	53.3	51.3	49.1	46.6	43.4	40.8	37.9	35.3	32.9
53.7	54.6	53.5	50.8	52.5	51.3	50.9	51.5	51.0	48.9	46.3	43.2	40.0	37.0	34.5	31.2
54.9	52.6	52.0	49.8	50.2	49.3	47.9	48.3	47.2	45.5	44.3	42.8	39.2	37.1	34.0	30.8
51.7	49.9	49.8	47.4	47.4	46.2	44.6	44.5	44.1	42.5	43.8	45.5	38.1	38.0	33.6	30.7
51.7	49.3	50.1	47.4	47.4	45.6	44.2	44.4	43.8	41.9	42.6	42.6	36.5	33.9	31.6	28.1
51.4	52.5	51.2	46.7	46.9	45.5	44.2	44.6	44.3	42.4	42.4	42.9	36.5	34.5	31.8	29.3
52.7	50.9	51.2	49.4	49.2	47.0	46.1	46.1	47.0	45.1	44.1	44.2	39.4	37.4	34.5	32.3
57.6	58.8	54.1	51.4	51.4	49.1	48.3	48.4	48.3	47.3	45.5	44.8	42.0	39.8	37.4	34.8
61.9	58.1	57.5	53.9	53.3	53.4	53.5	53.6	53.1	51.0	48.9	47.6	43.8	41.2	38.2	35.3
55.9	55.0	57.8	52.2	52.1	52.6	51.9	53.7	54.2	51.4	48.8	47.2	44.3	41.6	38.4	35.1
54.5	56.3	57.3	53.6	53.3	53.0	52.6	54.3	54.3	51.8	49.2	48.4	43.4	40.3	37.5	34.0
52.8	55.2	54.9	51.1	51.9	51.0	51.5	53.1	52.9	50.9	49.0	47.2	42.8	39.4	36.6	33.4
53.4	50.8	51.6	49.1	50.4	49.1	49.2	50.6	50.3	48.3	46.8	45.6	41.0	37.7	35.1	32.4
60.5	59.2	57.2	55.2	54.8	53.7	52.7	53.7	52.8	51.0	49.6	47.7	44.9	43.2	40.7	38.8
58.3	56.9	55.3	53.0	52.4	51.1	50.6	50.1	49.3	47.7	47.4	46.3	42.7	40.3	37.4	34.6
54.3	52.3	53.6	50.6	50.6	48.8	47.9	47.9	47.0	45.9	46.0	45.6	41.6	39.0	36.8	33.8
52.8	51.7	54.0	50.1	51.2	49.6	47.6	47.6	47.1	46.5	45.8	44.7	41.6	39.2	36.3	33.4
52.8	51.0	53.2	50.0	51.0	50.0	47.1	46.8	46.7	45.5	44.9	43.5	41.0	38.7	35.5	32.7
55.5	53.2	53.0	50.9	51.8	49.6	48.3	48.3	47.1	46.2	46.0	44.1	41.9	39.7	36.7	33.9
59.4	57.9	55.7	54.2	52.7	51.8	51.1	51.0	49.5	48.1	47.2	45.5	44.4	46.0	39.1	35.1
60.1	61.1	57.6	56.4	55.6	53.9	53.1	53.6	52.5	50.3	48.9	46.8	44.5	42.7	39.7	36.4
57.9	56.4	55.8	53.8	53.4	53.1	53.3	54.2	53.8	51.1	48.9	46.7	43.5	40.5	37.3	34.0
53.9	52.3	52.8	50.9	52.2	52.0	52.0	53.9	53.8	51.7	50.0	47.2	43.6	40.4	36.7	33.2
52.0	50.9	51.9	50.9	51.2	51.1	50.7	52.7	53.0	51.9	50.3	47.9	44.1	40.8	36.9	33.4
52.6	50.9	51.7	49.7	50.6	49.8	48.4	48.7	47.8	46.4	46.2	43.9	41.6	39.7	36.0	32.9
55.9	54.4	54.0	52.3	52.5	52.2	51.4	51.6	50.9	49.6	48.3	45.9	43.4	41.4	38.0	35.1
57.5	59.2	55.5	53.9	53.5	53.2	52.0	52.4	52.7	51.7	50.6	49.0	46.6	44.7	42.1	39.0
57.1	53.7	54.9	51.7	51.4	50.6	50.2	51.8	49.9	48.0	47.6	46.1	43.8	41.9	39.1	36.3
53.5	50.6	51.3	50.6	50.5	49.4	48.0	50.9	48.2	46.3	45.6	43.4	41.3	39.6	36.5	33.3
52.7	51.0	50.7	49.9	50.6	49.6	47.9	50.5	47.7	45.8	45.9	43.7	41.8	40.1	38.5	34.6
53.8	53.0	52.5	51.5	51.5	50.9	50.3	53.0	49.6	47.8	47.3	44.9	43.1	41.8	39.7	36.8
54.0	52.3	52.5	50.9	50.6	50.5	50.0	52.6	49.9	48.3	47.3	45.0	43.2	41.1	38.4	35.6
53.2	53.1	53.0	50.9	51.3	51.0	50.6	52.6	52.7	50.3	48.3	45.5	42.6	39.9	36.8	33.5
52.5	52.2	52.9	51.1	51.9	51.7	51.3	53.2	53.5	51.5	49.5	46.9	43.4	40.3	36.6	33.0
53.9	53.9	53.3	51.2	52.0	52.2	52.4	53.6	53.7	51.4	49.3	46.5	43.1	40.5	37.0	33.6
53.3	52.6	52.7	51.4	51.4	50.9	50.5	52.6	51.5	49.1	47.6	44.6	42.1	39.9	36.6	33.3
59.7	63.5	59.1	54.1	53.8	52.3	53.2	54.5	52.8	50.1	48.5	45.9	43.6	41.9	43.9	37.6
55.7	53.7	53.3	51.3	52.0	51.1	50.6	52.8	51.2	49.1	48.0	45.9	42.2	40.1	38.3	35.2
58.7	54.0	52.9	51.2	51.2	50.4	48.3	50.3	48.5	46.9	46.2	44.7	41.5	39.3	36.7	33.7
54.0	51.2	50.8	50.4	51.4	50.7	48.9	49.9	48.1	47.0	46.2	45.1	41.4	39.1	37.2	34.3
53.1	51.3	52.5	51.4	51.2	50.0	48.5	51.4	47.8	47.0	47.5	46.3	41.9	39.7	37.9	35.6
52.1	50.0	50.6	50.3	51.2	49.9	48.6	52.3	48.9	46.6	47.5	45.8	42.0	39.8	37.7	35.1
53.8	51.7	51.8	51.9	51.8	50.2	49.4	52.4	49.4	47.4	47.3	45.6	43.7	41.1	38.4	36.4
57.2	57.0	54.4	52.2	52.9	52.4	51.6	54.6	52.5	51.0	50.1	48.2	45.5	43.6	41.6	39.1
56.2	55.8	55.8	53.9	54.1	53.1	52.8	54.7	54.6	53.1	51.8	48.9	45.0	42.8	40.6	37.7
53.7	54.4	54.5	52.6	52.7	52.5	52.2	54.0	53.5	51.2	49.9	48.5	44.0	41.4	39.6	36.8
53.2	51.6	51.0	50.6	51.1	50.6	49.5	51.9	51.0	49.1	47.9	45.6	42.0	39.2	36.8	33.9
53.0	52.7	52.3	51.3	51.8	50.9	50.7	54.3	51.1	49.1	48.4	46.5	42.8	40.3	37.6	34.4
58.9	56.6	55.4	54.3	53.9	53.7	53.2	54.2	54.8	52.5	51.1	48.9	45.7	43.9	40.5	37.4
58.2	53.9	51.6	51.2	51.2	51.8	49.3	50.4	49.7	47.6	47.6	47.9	43.5	40.9	38.3	35.1
71.0	61.7	54.7	50.7	51.4	51.0	49.8	51.2	49.9	47.8	48.8	46.8	42.9	40.4	37.4	34.6
79.1	68.8	58.9	55.2	56.0	54.0	53.6	54.7	53.3	51.4	51.1	49.6	45.8	44.2	41.0	37.7
78.1	66.1	58.1	53.2	52.5	51.2	50.3	51.4	49.5	47.7	47.3	45.5	43.2	40.7	38.0	34.7
72.4	60.5	54.4	51.4	52.0	50.7	49.3	50.4	47.8	46.1	46.1	44.6	42.0	40.0	36.9	33.9
69.2	59.2	54.3	52.1	52.5	51.6	50.2	50.1	48.7	47.3	47.1	45.3	42.7	40.9	38.4	35.2
54.8	54.0	53.3	51.6	52.6	51.9	51.1	51.1	49.8	48.2	47.6	45.5	42.6	40.7	38.5	36.8
51.2	50.9	51.2	49.9	51.2	49.6	49.0	48.6	47.4	45.4	45.4	43.8	41.2	38.9	35.9	32.9

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1/3 LCSeq 6300	1/3 LCSeq 8000	1/3 LCSeq 10000	1/3 LCSeq 12500	1/3 LCSeq 16000	1/3 LCSeq 20000	1/3 LCSmax 6.3	1/3 LCSmax 8.0	1/3 LCSmax 10.0	1/3 LCSmax 12.5	1/3 LCSmax 16.0	1/3 LCSmax 20.0	1/3 LCSmax 25.0
27.4	23.6	19.2	14.7	11.0	9.7	52.2	52.7	56.2	59.2	55.9	58.0	62.4
27.0	23.1	18.8	24.8	35.0	9.5	53.2	52.7	56.5	56.5	56.1	56.1	61.6
26.1	22.2	18.2	14.9	18.2	9.5	55.4	53.3	54.9	57.8	58.9	59.0	62.1
26.1	22.1	18.2	14.0	11.1	9.5	49.0	44.8	47.9	46.5	49.4	55.6	60.4
29.0	24.9	20.5	16.2	11.9	9.6	41.8	46.4	48.7	47.0	48.9	54.9	60.2
31.3	26.5	20.9	15.9	11.6	9.5	41.7	46.1	44.8	44.3	46.8	51.2	57.3
29.0	24.5	20.0	15.7	11.1	9.5	44.0	44.9	40.2	44.7	46.8	50.1	56.7
28.9	24.8	20.6	15.8	11.5	10.1	47.5	46.8	45.9	46.6	49.8	53.8	57.1
28.3	23.9	19.2	14.6	11.0	9.6	40.6	41.4	41.1	42.8	47.7	54.0	59.8
26.7	22.3	17.6	13.7	10.7	9.5	37.7	38.9	38.7	44.0	49.5	53.3	61.3
25.6	21.7	17.6	14.2	13.8	9.5	44.9	40.9	46.4	46.5	52.2	52.4	65.0
27.7	23.4	19.0	14.6	11.1	9.5	47.1	49.4	46.0	49.8	54.7	54.9	63.4
27.1	22.8	18.4	14.5	11.6	10.0	45.1	45.3	45.4	46.2	50.6	57.3	65.0
27.7	23.6	18.9	14.4	11.0	9.5	41.6	42.1	44.1	45.5	49.0	57.0	65.7
34.4	29.0	24.3	19.5	14.2	9.9	47.4	49.4	50.2	49.2	52.2	57.7	64.8
43.8	39.3	34.8	31.1	25.9	17.4	38.1	40.1	44.3	46.5	49.7	56.8	64.5
29.7	25.1	21.0	15.4	11.4	9.5	45.5	45.1	48.6	47.4	49.1	58.0	63.4
30.8	26.9	21.9	16.5	11.8	9.5	45.5	45.7	48.4	47.2	48.7	53.5	59.4
35.7	33.9	27.0	20.5	18.1	10.8	44.8	50.6	51.6	51.5	52.1	53.9	59.6
32.5	31.8	29.9	23.2	19.8	12.9	47.3	49.5	50.1	48.6	49.0	53.7	61.0
28.4	25.6	20.9	16.1	12.4	9.6	46.6	49.4	57.0	55.5	58.1	57.8	62.4
28.5	24.6	20.3	15.8	11.4	9.5	51.9	53.6	57.3	55.4	57.4	55.9	61.2
30.2	26.7	23.0	18.0	12.9	9.6	46.8	52.4	51.5	56.5	54.0	54.7	60.3
36.2	33.0	29.2	23.6	17.7	12.5	42.3	46.3	49.3	51.2	50.4	56.7	64.3
33.8	26.7	18.9	14.5	11.0	9.5	44.8	44.4	45.8	50.8	49.5	55.5	63.7
31.9	25.2	18.6	14.5	11.0	9.5	39.7	41.5	46.1	50.5	49.9	55.9	62.4
28.4	23.4	19.1	14.9	11.6	9.5	43.7	44.0	45.5	45.6	47.5	55.6	59.6
28.7	22.9	17.7	13.2	10.7	9.5	49.1	51.5	54.5	53.8	54.4	57.4	61.3
27.7	22.9	18.2	13.6	10.7	9.5	46.6	46.8	50.8	50.4	49.6	55.3	62.6
30.2	25.7	20.4	14.6	10.9	9.5	48.9	50.8	49.2	55.0	53.6	55.7	60.2
30.4	26.3	21.1	15.6	11.3	9.5	49.7	50.5	50.0	49.8	53.5	52.9	59.4
32.1	27.9	22.9	17.4	11.9	9.5	40.1	43.0	40.9	43.7	50.8	56.3	58.8
37.4	33.4	29.4	22.8	15.6	10.0	36.0	38.0	40.3	44.7	52.4	56.6	60.8
40.0	36.8	32.5	27.3	21.6	14.2	36.2	39.6	43.0	47.1	52.7	55.7	62.0
29.6	26.1	21.8	17.1	12.8	9.8	35.4	39.5	41.1	46.8	48.6	53.7	60.2
27.6	23.4	18.8	14.6	11.1	9.5	34.7	42.6	49.6	48.4	52.2	56.4	59.1
27.7	23.2	18.9	14.5	11.2	12.6	51.8	53.7	57.4	56.9	58.8	60.2	61.7
30.1	23.9	18.4	14.0	10.9	9.5	52.7	54.2	54.7	56.2	57.2	58.0	63.5
26.6	20.7	16.2	12.7	10.4	9.5	49.9	52.9	53.9	53.7	59.1	58.6	57.3
26.8	20.4	16.1	12.6	10.4	9.5	40.9	41.2	50.1	45.0	48.1	52.5	59.8
29.1	23.6	18.4	13.9	10.8	9.5	51.5	48.9	50.4	51.8	52.2	53.4	59.6
31.3	26.6	21.6	16.0	11.7	9.5	47.4	50.3	50.0	51.0	53.1	61.3	59.1
32.6	27.3	21.9	15.9	11.3	9.5	49.5	51.5	49.3	52.8	52.9	56.9	59.2
31.7	26.8	21.7	16.2	11.8	9.5	49.1	53.6	55.3	55.4	55.8	56.1	61.1
31.7	28.4	22.7	16.3	11.7	9.5	51.2	54.8	54.0	56.7	60.5	58.0	59.6
30.7	28.8	23.1	16.5	11.4	9.5	49.0	55.5	58.9	55.4	60.4	55.9	57.9
29.7	24.4	19.6	15.0	11.1	9.5	51.5	51.5	56.4	59.6	55.8	58.3	60.8
36.0	30.8	24.3	20.1	13.2	9.7	49.1	54.5	55.1	57.4	59.2	59.3	62.0
31.7	26.8	21.7	21.6	11.4	9.5	48.5	54.1	54.9	55.2	58.2	56.6	64.8
31.1	26.4	21.0	15.9	11.0	9.5	43.8	42.2	43.4	47.4	50.0	58.0	65.5
30.3	26.6	21.2	16.1	11.5	9.6	46.1	45.6	44.7	48.9	49.2	57.9	63.9
29.8	26.3	21.4	16.3	11.6	9.6	36.9	41.6	46.6	47.0	50.1	57.3	65.0
30.7	27.4	22.8	17.2	11.9	9.6	44.7	49.3	51.2	51.3	53.1	57.6	64.3
31.8	28.0	25.2	17.5	12.1	9.6	46.8	50.1	50.9	50.5	52.9	54.1	63.9
33.8	29.4	25.8	20.2	14.3	10.2	46.3	50.3	52.0	54.8	54.9	52.6	61.2
30.7	26.0	21.3	16.0	11.3	9.5	46.2	48.1	50.4	56.1	56.9	57.2	60.2
29.4	24.9	20.0	15.2	11.0	9.5	53.7	53.1	55.2	57.4	59.9	57.5	61.3
29.5	25.0	20.2	15.3	10.9	9.5	45.1	45.3	45.4	50.2	48.9	52.6	61.2
29.4	25.3	20.7	15.6	11.1	9.5	37.7	42.0	42.6	43.7	48.3	53.3	59.8
31.6	27.4	23.3	17.8	13.2	9.8	45.8	47.9	47.8	48.9	52.1	55.1	60.7
35.3	31.3	26.8	21.1	16.1	10.7	44.2	43.8	46.5	54.5	70.3	59.2	63.6
33.8	30.2	27.1	23.9	18.2	12.8	44.5	42.7	43.5	49.3	52.6	53.7	60.7
30.1	28.3	26.4	17.4	12.3	10.2	42.1	43.2	50.7	49.3	61.9	56.6	59.1
31.7	28.5	25.5	22.0	15.8	11.1	46.8	47.3	50.4	51.2	49.7	53.8	58.5
33.7	30.2	25.5	20.9	14.0	10.0	47.2	51.0	51.5	50.6	50.4	52.9	59.0
32.4	28.6	25.5	20.8	14.9	10.9	47.1	45.9	46.5	44.4	46.8	53.6	58.9
29.9	25.2	20.5	15.5	11.0	9.5	38.6	41.8	40.6	41.6	45.2	50.3	57.8
29.4	24.9	20.2	15.3	11.0	9.5	38.8	40.7	40.7	44.0	50.0	50.8	58.5
30.2	26.0	21.5	16.5	11.8	9.7	42.0	41.9	41.4	45.3	47.7	52.8	61.2
30.0	25.8	24.6	17.7	11.4	9.7	36.5	36.7	38.1	42.4	47.5	52.7	58.4
35.5	29.4	26.6	22.7	16.2	11.1	33.3	38.0	40.8	44.7	50.2	50.8	58.1
32.0	26.7	22.2	17.3	12.1	9.8	36.6	35.4	37.4	42.8	48.4	52.2	56.4
30.3	25.6	20.9	15.9	11.5	9.6	37.0	40.9	46.4	46.5	52.9	52.8	61.3
32.7	26.3	20.6	15.6	11.9	9.6	40.5	44.7	43.1	48.5	51.0	53.8	63.0
33.3	27.3	20.9	15.6	11.0	9.5	37.8	39.5	39.7	43.4	44.3	55.6	63.2
33.0	26.7	20.7	15.5	12.6	9.6	40.0	41.7	45.4	45.2	47.5	54.0	63.6
33.2	28.3	22.8	17.0	11.6	9.6	38.5	39.5	39.7	44.1	48.2	55.3	63.6
36.0	32.2	27.9	22.4	16.4	10.9	35.8	34.7	36.9	42.9	46.6	52.3	59.2
34.5	30.0	25.2	19.5	13.8	10.1	35.0	36.3	42.8	46.0	49.2	53.5	59.1
34.1	28.4	22.5	17.0	11.8	9.7	37.2	35.2	50.8	54.9	53.3	54.4	57.0
30.4	25.8	21.1	16.2	11.5	9.6	50.7	51.0	55.0	54.8	54.7	53.2	57.1
30.8	25.9	21.1	16.1	11.3	9.6	41.7	43.9	46.6	44.5	46.5	51.8	59.4
34.0	29.3	24.2	19.1	13.4	10.0	47.1	47.3	47.5	50.4	53.1	55.1	59.2
31.8	26.5	20.7	15.7	11.1	9.6	44.5	44.3	44.3	46.5	51.0	52.0	61.0
31.4	26.3	21.1	16.2	11.3	9.6	29.4	32.6	38.4	41.9	46.6	53.4	61.7
34.6	31.0	26.5	23.3	21.3	53.4	34.6	41.6	52.5	51.3	59.7	57.9	80.0
31.4	27.1	25.6	17.5	12.4	31.2	50.4	52.4	53.2	54.8	56.4	62.2	80.2
30.8	26.6	22.2	17.1	12.6	10.0	44.5	46.9	49.8	48.0	49.6	65.9	76.2
32.3	28.1	24.3	19.0	19.7	10.6	42.4	42.3	42.7	46.5	48.2	66.3	77.2
32.3	28.1	25.0	19.8	21.4	11.9	37.7	41.4	45.6	47.3	48.8	55.5	61.9
29.7	25.7	21.6	16.5	14.6	9.8	33.4	37.6	40.3	42.0	46.7	49.5	55.7

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1/3 LCSmax 31.5	1/3 LCSmax 40.0	1/3 LCSmax 50.0	1/3 LCSmax 63.0	1/3 LCSmax 80.0	1/3 LCSmax 100	1/3 LCSmax 125	1/3 LCSmax 160	1/3 LCSmax 200	1/3 LCSmax 250	1/3 LCSmax 315	1/3 LCSmax 400	1/3 LCSmax 500
65.8	62.4	65.3	63.1	59.6	61.2	63.2	59.6	66.3	53.2	48.7	49.1	47.5
65.2	62.3	63.6	63.8	62.9	62.8	62.8	57.0	58.4	52.8	48.4	49.2	47.7
65.0	60.4	66.3	66.3	61.7	61.2	62.7	57.0	56.0	51.6	48.4	49.7	48.2
65.6	63.2	65.0	66.0	59.9	62.3	61.7	57.6	56.0	50.9	47.6	49.2	47.2
65.2	67.3	71.3	71.1	68.3	67.2	62.7	59.4	61.3	61.1	57.8	53.4	50.1
60.3	65.0	71.4	70.1	68.0	64.2	64.7	58.4	56.9	57.5	53.9	52.2	51.0
61.3	62.1	74.1	67.9	73.4	66.0	63.4	58.3	57.4	58.7	55.9	53.2	52.6
63.3	65.1	70.0	71.2	69.8	63.8	68.9	60.8	61.2	63.3	56.3	55.0	54.6
63.4	64.3	70.2	70.3	65.8	64.7	67.1	58.1	63.1	63.2	56.1	54.4	52.9
61.3	64.8	64.1	67.0	64.5	63.0	60.8	54.4	56.7	55.1	51.5	51.3	50.7
61.2	61.0	66.2	73.5	66.7	61.2	60.8	53.9	54.8	55.5	54.5	51.6	50.4
63.2	63.5	65.1	61.6	64.6	59.7	61.7	53.5	53.6	56.7	50.9	50.8	51.3
63.6	66.7	65.0	63.7	62.1	59.4	61.1	53.2	57.0	62.0	50.6	49.2	49.9
66.9	63.4	66.8	68.2	72.7	69.7	64.8	58.2	58.1	62.2	56.6	55.5	52.5
66.7	63.6	67.2	63.6	64.6	62.1	63.6	56.1	55.8	55.1	56.7	57.7	52.7
65.8	63.0	66.1	63.3	64.4	63.4	64.0	58.4	59.6	62.0	61.5	62.8	58.5
64.1	65.1	76.2	71.6	69.0	65.6	68.1	59.5	62.1	58.7	56.1	52.8	52.3
63.0	65.6	68.4	67.5	66.7	63.4	64.8	59.3	62.7	61.5	57.0	60.5	58.9
61.5	67.9	70.9	71.7	77.3	75.7	63.3	60.5	69.5	69.4	65.6	63.4	61.2
65.7	63.3	68.2	73.8	74.1	69.9	63.5	58.6	59.6	56.8	55.0	54.1	53.5
62.8	64.0	65.4	65.5	63.7	63.6	62.0	60.8	57.3	56.4	54.8	52.4	52.3
60.6	63.0	64.2	63.1	60.7	61.7	61.7	57.9	59.1	55.6	53.9	52.6	52.5
64.2	60.8	64.0	60.2	62.6	59.3	62.3	60.6	60.0	55.5	52.1	56.1	50.9
70.2	63.1	63.3	62.8	71.7	61.0	63.0	65.8	62.5	66.0	63.1	59.1	59.9
64.1	64.7	69.6	62.6	65.3	62.9	64.0	73.6	60.4	57.4	54.7	52.6	51.6
63.3	70.4	66.6	62.8	60.7	61.8	61.8	57.6	55.4	52.9	49.7	49.0	47.9
64.3	69.0	66.9	65.0	63.1	58.3	64.7	58.2	56.4	53.6	51.5	49.6	48.4
66.5	71.6	65.8	64.9	63.4	60.7	63.3	59.8	60.4	57.2	54.6	52.0	50.4
61.8	64.1	66.5	62.5	65.4	60.2	61.4	55.4	54.6	51.2	49.4	49.6	49.8
63.3	69.1	69.1	66.6	64.0	66.7	63.1	64.9	65.5	52.8	49.5	50.0	49.2
62.9	67.9	66.7	65.6	70.2	66.9	63.2	59.6	55.7	55.2	55.1	51.3	51.3
65.1	65.4	66.4	65.9	67.2	64.0	61.9	58.1	61.7	60.7	56.2	54.8	54.7
62.8	71.0	72.3	66.2	64.4	62.4	65.0	63.6	63.0	61.9	56.7	56.7	56.9
63.2	70.5	67.5	68.6	72.4	82.3	64.7	62.0	61.3	62.9	62.3	65.5	65.0
62.8	63.5	63.2	65.1	62.9	65.5	62.6	59.4	61.3	56.6	53.7	54.4	56.0
61.7	64.5	61.6	71.0	61.2	61.9	64.4	56.1	56.1	54.7	52.3	55.4	54.8
61.5	63.7	62.5	64.4	62.9	62.2	61.5	57.9	54.0	53.7	51.9	52.7	51.1
61.6	62.8	61.1	60.5	59.4	58.0	59.9	53.7	51.5	52.3	49.5	49.7	49.2
63.4	62.5	61.0	62.0	61.1	57.4	59.7	53.7	51.5	52.9	49.5	48.8	46.3
64.6	63.9	60.4	60.0	60.2	60.6	60.6	54.1	57.7	55.8	47.5	47.8	46.2
62.9	63.6	63.6	67.1	66.3	62.3	62.3	55.2	56.5	53.9	52.9	51.0	49.3
64.5	62.3	64.0	71.5	67.8	64.9	64.8	60.9	62.7	56.7	53.2	54.7	51.9
64.2	73.0	68.6	73.1	65.6	62.7	62.0	67.1	61.5	59.1	55.6	54.5	55.1
61.8	68.1	68.4	66.4	63.9	60.3	63.3	59.5	57.7	62.9	54.3	54.3	54.7
64.3	63.3	63.4	60.3	61.5	59.5	64.0	57.7	60.5	62.1	57.0	56.4	56.7
67.0	60.4	68.5	64.4	61.7	58.3	59.9	54.7	57.7	56.8	51.9	53.4	52.3
66.0	63.3	63.4	62.3	63.9	57.5	59.5	57.5	52.1	52.9	50.2	51.8	50.3
70.9	64.5	70.0	68.1	63.9	63.9	67.4	65.8	63.7	61.4	60.0	59.0	58.5
71.3	64.5	76.5	77.5	79.7	75.2	65.1	64.0	61.5	60.1	56.9	55.1	53.3
69.9	61.1	78.1	66.7	65.1	64.9	59.9	56.3	55.1	54.7	51.4	51.6	50.0
69.6	59.6	78.4	66.2	63.8	61.2	59.2	54.4	54.2	54.7	50.9	52.2	50.5
70.0	60.2	78.1	63.9	63.3	60.6	60.0	53.9	52.2	54.7	50.9	51.9	50.6
69.7	66.9	81.2	80.9	79.6	68.2	63.7	59.0	56.5	54.2	52.6	53.9	50.3
70.2	69.0	79.1	76.1	78.6	69.3	68.6	63.5	62.8	58.3	56.1	54.0	53.6
69.2	61.8	67.2	78.5	75.4	67.7	64.8	62.8	66.3	59.3	59.9	59.3	56.1
69.8	63.7	68.0	66.1	67.3	64.6	63.5	60.3	58.7	57.8	54.8	54.2	54.1
70.5	62.8	66.3	63.6	62.3	62.0	63.6	57.2	54.3	54.0	52.8	53.5	53.7
70.6	64.4	62.0	66.3	62.0	58.1	63.8	53.8	52.0	54.4	52.0	53.2	53.7
69.5	61.7	61.5	65.1	63.2	56.9	60.0	55.6	55.4	57.0	52.2	53.8	54.0
70.4	62.4	68.1	65.7	63.3	60.7	62.1	59.2	57.1	56.6	53.7	54.6	54.3
71.0	63.7	65.0	64.7	65.5	64.1	63.8	59.8	63.3	57.6	56.7	55.1	54.6
70.8	63.1	70.6	67.2	66.0	64.5	62.0	59.3	55.2	58.6	53.2	52.7	52.1
69.5	62.9	66.9	62.5	62.6	58.8	61.2	56.2	51.8	52.9	51.3	51.4	50.4
69.9	60.8	66.9	61.8	67.3	58.0	61.5	54.6	53.7	53.2	51.8	51.3	50.9
69.6	63.3	66.2	65.8	64.0	60.1	61.8	54.7	54.9	54.1	52.5	53.1	51.8
68.8	65.8	66.1	68.3	65.0	58.3	60.7	56.3	54.3	54.1	52.6	51.9	52.0
68.4	65.7	61.4	61.4	62.4	58.4	60.8	54.8	55.2	56.1	52.2	52.3	53.0
68.5	60.6	61.7	58.9	62.5	58.2	60.0	54.0	53.6	54.7	52.8	53.0	52.9
68.9	61.8	61.5	64.1	61.9	59.2	60.5	56.0	57.1	54.3	51.9	52.6	53.6
68.9	61.1	59.5	64.0	62.2	60.1	60.8	54.9	54.1	54.6	52.7	52.4	52.1
68.3	61.5	63.3	69.8	69.3	70.1	73.3	65.3	68.7	64.1	57.8	56.2	55.0
68.4	64.1	61.8	60.2	64.5	65.8	70.4	58.9	58.2	56.4	53.5	53.7	53.4
70.0	62.7	65.6	65.4	64.1	67.2	61.3	62.8	56.8	56.2	52.4	52.0	51.8
69.5	62.4	65.3	64.7	63.6	61.3	60.8	58.1	53.4	52.8	50.9	52.4	51.3
68.6	62.2	65.6	63.9	64.8	61.0	64.5	55.0	53.2	56.3	53.2	52.1	51.0
68.7	61.5	64.4	61.1	64.7	59.0	60.5	53.3	51.4	52.4	51.1	52.0	50.9
69.4	62.8	66.1	74.2	66.3	60.8	61.9	56.6	54.2	54.6	53.1	52.6	51.5
69.6	66.0	63.9	73.3	67.6	63.9	62.4	60.9	61.1	57.0	54.7	56.5	54.7
70.8	64.7	67.2	68.7	62.8	60.2	61.5	57.5	58.2	57.9	55.8	57.3	55.1
68.5	60.4	63.9	65.7	63.2	60.0	64.8	55.4	56.9	56.4	53.6	54.9	53.5
68.4	59.4	61.7	62.5	62.5	58.8	59.9	54.4	53.2	52.5	51.5	51.7	52.4
68.3	60.7	63.8	58.8	62.2	59.1	60.2	56.2	55.7	56.0	54.0	53.9	53.1
70.2	62.7	66.0	69.7	66.6	62.4	63.5	60.9	59.1	57.6	56.3	55.6	55.4
69.4	66.5	66.2	66.8	68.2	59.8	61.4	60.1	55.1	52.9	52.3	52.4	53.2
69.9	66.8	67.6	62.7	68.0	70.4	71.9	75.6	66.7	57.4	52.2	53.7	51.9
74.3	70.5	75.4	72.2	79.2	76.8	82.2	81.3	70.7	60.4	57.2	57.8	55.9
80.1	69.3	72.0	72.7	72.5	72.6	82.1	80.9	70.8	61.5	54.2	54.1	52.2
69.4	70.1	70.1	72.5	70.2	71.2	76.8	74.9	63.7	55.6	52.2	52.7	51.4
71.0	70.1	70.0	73.4	70.4	69.5	75.5	74.2	63.5	55.5	53.2	53.4	52.8
68.9	65.6	62.0	65.9	67.0	65.2	61.4	59.4	56.8	57.6	53.9	56.1	54.7
68.4	58.7	59.4	56.1	63.5	59.3	60.4	51.7	51.5	51.6	50.2	51.7	50.3

NM1 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSmax 630	1/3 LCSmax 800	1/3 LCSmax 1000	1/3 LCSmax 1250	1/3 LCSmax 1600	1/3 LCSmax 2000	1/3 LCSmax 2500	1/3 LCSmax 3150	1/3 LCSmax 4000	1/3 LCSmax 5000	1/3 LCSmax 6300	1/3 LCSmax 8000
46.8	48.0	48.4	46.3	44.7	42.4	40.8	39.2	35.0	32.2	28.0	24.5
46.2	46.3	46.4	44.9	43.1	41.9	39.6	37.9	35.4	32.9	29.6	25.3
46.2	47.1	47.1	44.1	42.4	41.0	39.9	41.7	38.9	32.2	27.4	23.4
44.4	44.7	45.8	43.3	41.9	41.2	39.8	40.7	38.0	32.1	28.6	23.7
49.1	48.9	47.9	46.8	45.9	44.8	42.9	40.7	38.6	35.2	32.1	27.4
51.4	49.6	50.1	49.9	45.7	45.1	43.4	41.8	38.9	37.4	33.4	28.3
52.4	54.2	52.6	50.2	49.3	46.1	43.8	39.9	37.3	34.1	30.2	26.4
53.1	54.7	54.2	52.3	48.8	46.1	43.2	41.0	37.2	34.1	31.2	27.2
54.1	56.2	54.3	51.9	48.9	46.4	43.8	39.7	39.4	35.0	30.2	25.8
51.5	54.3	53.3	51.4	48.3	45.3	42.2	38.7	36.5	32.9	28.1	23.6
51.4	52.5	50.9	48.6	46.2	43.8	40.7	37.9	34.7	31.4	28.5	25.0
50.4	52.4	52.5	49.4	50.0	45.9	40.9	38.4	35.3	32.7	30.0	25.0
49.8	47.8	46.6	47.0	46.7	44.0	42.0	40.1	36.0	33.4	29.4	24.2
49.8	48.5	47.7	48.1	47.9	45.9	42.9	41.5	37.2	34.8	29.3	25.1
53.5	51.7	52.3	52.9	51.9	55.7	50.1	49.6	49.3	43.4	40.7	35.3
57.9	57.9	58.2	57.1	59.1	62.7	56.8	56.3	58.6	52.2	50.1	45.7
52.4	52.4	52.4	46.8	48.6	47.1	42.0	41.2	38.5	35.3	31.9	27.1
55.3	52.6	52.0	49.3	49.4	49.3	43.0	42.1	40.9	36.0	33.4	29.8
60.8	57.8	58.8	56.0	53.2	51.3	50.3	47.6	46.4	41.5	38.5	38.5
53.3	54.8	54.4	51.9	49.3	46.8	44.2	41.9	39.6	36.2	33.9	35.1
52.8	54.2	54.7	52.1	49.1	45.5	41.5	38.3	35.7	32.7	29.5	27.5
51.3	54.6	52.5	50.0	48.3	45.4	41.8	39.6	36.0	33.3	29.3	25.4
50.5	55.3	53.6	55.5	54.0	53.3	48.6	49.3	41.1	38.1	35.1	32.2
61.5	63.0	64.4	61.6	60.1	57.7	54.5	52.8	50.4	46.6	41.2	38.5
50.9	48.7	49.5	47.2	44.9	42.9	40.9	39.0	37.2	37.8	39.8	32.3
46.9	47.6	46.5	45.1	43.9	41.8	40.4	38.6	37.3	36.5	37.9	29.8
46.1	47.1	46.5	44.1	43.4	41.1	38.5	36.3	33.9	33.1	32.9	25.7
47.9	48.0	47.3	44.8	43.4	41.5	38.8	36.2	33.7	33.5	31.4	24.0
46.9	45.8	46.9	44.4	43.9	40.6	38.2	35.8	33.5	31.9	28.3	23.3
48.6	48.8	48.7	47.5	45.9	44.6	44.0	42.4	39.2	36.9	32.1	28.8
51.5	53.6	53.8	50.8	47.9	45.1	43.9	42.1	39.1	36.7	32.0	27.8
54.4	58.2	57.4	55.4	53.0	49.7	46.4	43.5	41.5	37.9	35.5	30.6
58.2	58.8	58.2	56.8	53.8	50.6	50.9	51.2	47.4	45.2	44.6	40.7
63.8	61.3	61.1	61.0	58.7	58.9	58.0	54.9	50.6	48.8	42.7	39.7
56.5	57.0	55.3	53.4	50.4	47.2	44.7	41.9	39.5	37.7	35.1	32.2
53.7	53.8	52.4	50.1	47.2	44.2	41.0	38.3	35.9	32.8	29.0	25.4
50.4	50.1	48.3	47.0	45.7	50.8	40.6	38.4	35.5	32.8	34.0	26.9
46.9	46.5	46.7	44.8	46.1	51.3	39.9	43.2	36.4	34.1	34.2	27.6
44.8	45.5	44.4	42.5	45.3	47.4	38.5	36.0	35.8	31.6	32.5	24.7
45.5	45.5	45.5	43.6	44.9	48.5	38.0	37.3	35.3	31.7	32.4	22.7
49.1	48.9	50.6	48.9	47.0	49.9	42.7	41.2	37.3	34.9	32.0	25.9
51.6	50.2	50.3	48.9	47.6	46.7	43.8	41.9	39.2	36.2	34.0	28.7
54.8	55.0	55.0	52.9	50.2	50.1	46.3	43.2	40.1	36.8	36.3	30.5
53.9	55.3	56.3	53.1	50.3	49.8	47.5	44.7	40.6	37.7	33.9	28.8
55.7	56.8	55.8	53.4	50.9	52.3	45.9	43.4	40.2	37.1	34.4	33.1
53.3	55.1	54.9	51.7	49.9	50.8	44.0	40.4	37.7	35.1	34.3	34.7
51.2	52.2	52.5	50.7	48.1	48.3	43.1	39.9	36.8	34.7	32.3	25.9
57.0	58.5	56.6	54.9	52.8	51.9	49.8	49.0	46.5	45.1	42.8	38.2
52.6	52.6	51.0	49.6	49.5	49.5	43.9	41.6	39.0	36.8	33.7	28.0
48.9	49.2	47.7	46.5	47.7	49.0	42.2	40.1	39.1	35.8	34.0	28.1
48.4	48.6	48.3	49.9	47.4	47.6	42.0	40.0	37.5	35.0	33.9	29.6
48.0	47.4	47.2	46.0	45.5	46.4	41.4	39.3	36.5	34.0	32.3	28.2
50.0	50.5	48.4	47.6	47.1	45.5	43.0	40.5	37.7	34.9	31.5	28.3
52.2	52.5	51.7	50.4	49.2	46.9	46.7	51.8	41.6	36.6	32.9	29.1
54.8	55.4	54.7	51.7	49.8	48.1	45.6	44.5	41.2	38.2	36.3	31.6
54.3	55.7	54.9	52.3	49.7	47.5	44.1	40.9	38.2	35.1	32.1	27.2
54.8	58.2	57.9	56.7	55.5	53.5	48.6	44.3	40.2	36.4	32.1	27.4
54.8	58.0	58.0	56.8	55.4	53.4	48.6	44.2	40.2	36.3	32.0	27.3
53.7	53.0	52.0	50.4	48.9	46.2	43.8	41.5	38.9	36.0	33.0	28.9
54.0	53.3	52.4	52.6	51.5	49.5	47.2	46.1	42.0	40.0	36.2	32.1
53.7	53.6	54.6	53.4	52.2	51.3	48.7	46.8	44.5	41.5	37.7	34.1
51.5	53.8	52.1	50.3	49.2	48.6	45.4	44.1	41.4	38.6	36.9	34.4
48.8	52.7	49.2	47.2	46.3	44.0	42.0	40.9	38.3	35.8	32.9	35.7
50.0	52.5	49.3	47.7	47.7	45.8	43.9	43.1	44.1	40.4	38.4	36.9
51.6	56.0	50.5	49.1	48.5	46.3	44.4	43.7	43.4	40.1	38.3	36.3
52.0	53.9	51.3	49.5	48.6	47.1	45.5	43.5	40.9	38.1	35.2	32.7
52.5	54.7	55.2	52.3	49.8	47.3	43.8	40.8	37.7	34.6	30.7	26.4
53.6	55.0	56.0	54.3	52.2	50.2	46.2	42.4	38.4	34.5	30.5	26.2
53.5	55.1	55.6	53.8	51.5	49.1	45.2	41.9	38.0	34.3	30.9	26.7
52.5	54.4	53.5	50.9	48.9	45.7	42.7	40.5	37.3	34.3	31.0	27.2
56.6	57.1	55.6	52.9	51.3	48.6	46.6	46.4	52.0	42.8	41.0	35.0
54.0	55.8	53.5	51.5	49.7	47.1	44.0	41.8	40.1	37.0	35.4	28.7
49.5	54.6	49.2	47.8	46.9	45.5	42.1	40.1	37.4	34.6	31.1	26.2
50.9	53.2	49.8	47.9	48.4	47.5	42.2	39.9	39.6	36.8	37.1	30.2
49.2	54.8	49.1	48.7	51.6	48.6	42.6	40.2	40.5	38.3	36.7	30.0
49.2	55.8	50.7	47.3	51.3	48.3	43.2	40.6	39.1	37.0	36.0	29.5
51.5	59.9	52.4	49.4	50.0	46.9	45.6	42.4	40.5	40.0	36.7	31.6
54.2	58.2	58.0	55.1	54.2	51.6	49.0	48.1	45.8	43.1	40.4	37.4
54.6	56.8	55.8	55.7	55.3	51.2	47.4	46.6	44.8	41.7	39.3	35.7
52.8	55.7	54.8	52.2	51.0	51.4	45.3	42.3	41.8	39.8	36.9	30.5
52.0	54.8	52.2	50.4	49.4	47.2	43.1	40.9	38.8	36.0	32.7	27.1
53.9	57.5	54.3	52.3	51.2	49.1	45.3	43.0	39.6	36.3	32.8	28.0
55.8	56.9	58.0	55.5	53.9	51.7	48.8	47.5	44.1	41.1	37.8	33.4
50.7	52.6	50.9	48.4	48.6	50.8	45.5	42.1	40.1	37.2	33.9	28.5
51.0	54.0	52.3	50.2	53.6	51.7	45.5	42.8	39.2	36.9	35.0	28.7
56.3	58.7	55.8	53.6	53.3	53.6	48.3	47.4	43.8	40.1	36.9	34.1
51.9	55.8	51.3	49.1	48.7	46.6	44.6	41.9	39.2	35.9	32.7	28.7
51.0	53.1	48.6	46.8	46.7	45.2	42.5	40.6	37.3	34.3	31.3	27.0
52.0	51.1	50.1	48.4	48.0	46.3	43.3	41.9	39.3	36.5	33.5	29.7
53.3	53.3	51.4	51.2	50.5	48.1	45.4	44.2	43.0	42.9	35.6	30.7
50.6	49.5	47.9	45.6	45.7	44.2	41.3	39.0	36.3	33.1	30.1	26.0

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1/3 LCSmax 10000	1/3 LCSmax 12500	1/3 LCSmax 16000	1/3 LCSmax 20000	1/3 LCSmin 6.3	1/3 LCSmin 8.0	1/3 LCSmin 10.0	1/3 LCSmin 12.5	1/3 LCSmin 16.0	1/3 LCSmin 20.0	1/3 LCSmin 25.0	1/3 LCSmin 31.5	1/3 LCSmin 40.0
19.8	15.4	11.2	10.9	39.9	45.4	48.1	49.9	49.4	52.1	58.0	62.6	58.8
21.1	32.3	42.8	9.7	42.7	41.8	44.5	44.7	45.9	50.2	57.4	62.3	55.8
19.2	18.5	27.2	9.7	41.3	43.0	47.0	45.2	47.0	51.0	56.9	61.3	57.3
19.8	15.8	12.5	9.8	33.4	32.0	37.8	38.5	44.3	49.1	56.8	62.6	56.5
22.7	18.6	13.5	10.1	32.7	33.3	33.6	40.6	44.5	47.9	54.4	57.6	61.0
22.6	17.2	12.3	9.6	30.8	33.4	33.1	37.7	43.3	46.5	53.0	56.3	56.8
22.9	19.0	13.1	9.9	27.7	29.4	32.3	38.1	38.8	46.2	51.5	56.4	57.2
23.2	18.4	13.2	13.7	26.6	30.2	36.2	40.8	38.6	47.6	54.0	56.7	60.5
20.7	15.9	11.8	10.5	27.5	28.1	35.1	38.4	44.1	46.2	53.9	59.3	59.5
18.5	15.3	10.8	9.5	25.2	28.0	32.5	38.2	42.3	49.4	57.7	57.3	56.9
20.0	16.9	19.2	9.9	27.7	30.7	33.6	38.4	44.4	47.7	58.2	57.6	56.1
20.6	16.3	12.3	9.5	27.5	30.9	36.0	40.1	45.0	48.4	59.1	56.1	58.1
19.5	17.1	14.8	12.8	35.4	34.3	37.1	41.0	44.5	53.8	58.2	59.2	57.8
19.4	15.0	11.4	9.5	28.5	27.8	32.5	37.9	43.0	53.2	59.5	61.7	57.9
31.0	26.9	21.9	13.6	27.2	27.4	32.6	39.4	42.8	54.2	61.6	62.4	59.0
41.0	37.7	32.6	23.7	29.1	31.6	34.9	39.7	44.6	52.9	61.5	62.7	59.0
23.0	16.6	11.6	9.6	32.7	37.8	38.1	39.9	42.7	48.0	57.8	58.6	59.2
24.6	18.2	13.6	9.7	36.4	37.2	38.3	39.4	43.8	48.3	53.8	57.8	60.3
30.7	23.8	24.3	13.8	29.9	33.1	36.1	39.2	44.0	49.3	53.4	56.9	59.3
34.4	27.9	23.4	18.7	30.2	34.3	39.4	41.2	43.2	46.9	54.9	56.7	57.4
23.8	17.8	15.2	10.9	36.2	38.6	39.7	42.5	43.5	49.5	57.5	58.2	57.2
21.7	18.9	11.9	9.5	43.0	43.0	42.5	43.8	44.0	50.8	56.8	55.4	57.8
28.8	24.0	18.4	11.4	38.1	38.7	34.1	41.5	41.4	48.4	55.9	56.8	54.5
34.6	29.2	23.1	17.3	34.7	34.3	34.7	42.4	44.3	49.4	58.7	59.7	57.2
21.6	16.8	11.7	9.5	30.4	32.1	36.6	41.2	43.2	47.3	56.8	59.1	57.7
22.1	18.0	12.4	9.5	27.4	31.4	37.8	41.3	45.5	49.6	55.7	57.4	58.8
22.0	17.8	14.1	10.1	30.6	31.8	35.6	40.4	43.3	49.7	55.2	60.3	60.4
18.3	14.0	11.2	9.5	25.8	33.5	35.8	41.9	46.5	49.5	56.2	59.7	62.0
18.6	13.9	10.8	9.5	30.2	37.5	40.7	42.1	44.0	48.2	56.3	58.2	60.3
23.1	16.5	11.6	9.5	35.1	38.0	39.5	42.3	43.5	49.2	54.7	58.0	60.0
22.4	16.7	11.9	9.5	35.8	37.2	37.8	38.6	42.6	46.5	54.6	54.1	54.9
26.0	19.4	12.8	9.7	27.9	27.5	33.1	36.8	41.1	48.8	54.4	56.3	56.0
37.1	30.0	21.4	11.0	24.9	29.9	35.0	40.2	42.9	48.3	55.4	58.5	62.1
35.8	31.6	26.1	18.4	24.3	29.3	36.1	40.7	45.1	48.6	56.5	55.2	57.9
28.1	23.4	18.1	11.9	24.3	31.8	33.4	39.1	43.7	48.6	53.0	55.9	56.8
19.8	16.7	11.7	9.7	21.8	27.1	34.9	41.6	44.7	50.2	53.6	55.9	58.0
20.6	15.0	11.5	17.8	29.9	36.2	44.3	44.3	48.5	51.1	54.6	56.7	59.5
21.1	15.6	11.5	9.6	41.9	39.1	41.0	44.3	46.5	51.2	53.3	58.1	59.7
18.5	13.6	10.6	9.5	37.0	39.4	40.9	41.1	42.7	47.8	52.3	56.9	59.3
17.3	13.1	10.6	9.5	29.4	31.4	32.3	35.2	42.0	47.3	52.5	59.6	59.9
20.4	15.3	11.4	9.5	29.9	41.3	41.8	42.3	44.6	46.9	52.6	57.4	57.3
23.6	17.6	12.5	9.6	35.7	37.5	38.8	42.0	46.0	48.3	53.0	58.7	57.7
24.2	16.7	11.7	9.5	39.6	40.4	42.2	44.8	47.2	51.2	53.3	59.0	58.7
23.7	17.7	12.6	9.5	38.2	39.3	41.3	44.3	47.8	49.2	55.0	57.3	57.1
25.9	18.4	12.6	9.5	45.4	46.1	47.2	48.2	50.1	52.1	53.2	57.7	58.1
28.9	18.6	12.3	9.8	36.9	37.8	34.8	41.6	44.8	48.9	53.7	61.1	55.4
21.2	16.5	11.8	9.5	30.0	34.2	34.4	41.8	45.6	50.2	55.5	59.5	55.0
31.1	26.5	17.6	10.5	41.7	42.3	42.5	45.6	47.1	49.1	55.2	60.4	57.3
22.6	28.2	12.0	9.6	38.4	40.9	36.4	38.6	45.1	50.7	60.7	64.3	58.1
22.0	17.2	11.8	9.7	35.2	37.6	37.5	39.4	45.0	51.3	61.3	66.3	55.6
21.8	16.9	12.3	9.8	34.4	34.1	35.2	39.9	41.6	53.9	61.1	67.7	55.8
22.1	17.0	11.9	9.7	27.2	30.0	34.5	37.5	40.4	52.3	61.5	67.7	54.6
23.4	17.5	12.3	9.7	30.9	35.0	40.5	42.6	44.7	51.4	60.6	67.2	54.6
32.4	19.1	13.0	9.9	30.8	30.9	30.6	37.8	42.7	45.8	57.8	66.8	57.7
29.6	23.2	17.2	11.5	27.6	31.3	33.2	40.9	42.1	44.7	56.6	67.0	57.0
22.6	17.1	11.8	9.6	37.7	37.5	37.9	41.3	49.9	50.6	56.5	67.8	58.2
21.9	16.5	11.5	9.6	40.8	41.0	38.2	38.4	45.1	43.2	56.2	68.2	55.5
21.8	16.4	11.3	9.5	31.7	30.3	33.3	34.4	42.9	43.6	56.2	67.9	55.2
24.0	17.4	11.6	9.6	28.7	29.6	33.3	36.1	42.6	47.0	56.4	67.7	54.2
29.2	23.7	19.5	12.0	27.1	29.5	33.2	41.5	46.5	49.2	57.9	67.6	56.3
29.4	24.1	20.1	12.2	29.1	32.4	38.7	41.8	49.1	48.9	56.6	67.2	56.4
32.6	30.6	24.6	18.3	30.5	30.4	33.3	39.5	45.3	48.2	56.4	67.9	60.2
35.0	22.1	15.9	13.4	32.5	37.4	38.9	40.9	48.8	50.9	55.4	67.3	58.3
32.6	28.9	22.4	15.7	34.9	38.3	41.1	42.1	44.5	48.6	54.5	67.4	58.0
32.0	28.2	19.8	12.4	29.4	31.9	36.6	39.6	42.6	45.2	56.0	67.0	57.5
30.7	26.6	20.3	14.3	34.5	33.4	38.0	37.6	41.3	45.2	56.1	67.1	57.0
21.8	16.4	11.6	9.7	26.6	28.4	33.8	36.8	40.8	45.3	54.7	66.9	56.3
21.2	16.2	11.4	9.6	27.5	30.5	34.4	37.6	40.9	46.7	54.7	66.3	57.5
22.2	17.1	13.3	10.1	29.0	30.6	34.0	38.4	42.5	47.4	55.9	66.9	58.2
32.1	23.5	13.5	10.5	27.8	29.9	31.3	37.9	42.1	49.1	55.7	67.3	56.5
33.0	28.9	21.9	13.5	25.6	31.5	32.1	39.2	44.0	46.5	53.8	66.4	57.0
25.2	20.7	15.2	11.2	25.2	29.5	32.4	35.8	42.2	44.6	52.7	66.8	58.2
21.5	16.3	12.5	9.7	23.2	27.2	33.6	37.2	42.6	47.7	53.9	67.5	58.6
21.9	17.3	15.2	9.7	33.4	35.2	36.5	39.3	42.8	49.2	58.9	67.2	56.6
22.6	16.4	11.2	9.6	24.8	29.7	31.2	35.8	39.6	47.9	59.5	67.0	57.6
22.5	16.4	16.8	9.7	24.0	28.7	31.2	36.9	40.7	49.6	60.3	66.5	57.3
24.9	18.8	12.4	9.7	22.4	30.1	30.3	36.6	41.8	47.1	56.3	67.5	57.6
33.8	28.4	22.6	14.8	22.2	29.3	32.5	36.2	42.3	46.8	54.3	67.7	56.0
32.2	26.5	20.2	12.8	26.2	30.4	33.2	38.0	43.9	49.6	53.8	67.1	56.9
24.6	18.0	12.5	9.9	25.0	26.7	31.6	36.7	41.3	48.7	53.8	66.8	55.5
21.7	17.0	11.8	9.7	28.1	31.6	31.8	39.1	40.4	46.7	52.6	67.1	56.3
22.7	17.7	12.0	9.8	25.3	27.1	32.2	38.0	40.8	46.1	52.8	67.1	56.2
28.2	23.0	17.0	11.6	30.0	34.2	34.7	39.3	43.5	47.9	55.4	67.3	56.2
21.5	16.3	11.3	9.9	27.1	28.8	32.7	39.3	41.0	46.1	51.4	67.1	61.7
22.6	17.4	12.2	9.7	20.8	24.5	32.0	37.3	41.9	48.8	55.9	66.5	62.2
29.9	28.0	28.2	60.5	21.1	29.1	35.0	38.8	45.7	50.8	55.5	67.8	62.1
32.7	18.8	13.3	37.4	25.8	36.5	39.1	43.0	45.2	52.5	64.7	68.9	62.3
22.6	17.5	14.9	12.3	33.0	36.7	36.6	37.3	40.7	57.8	60.9	66.1	65.9
29.3	24.5	29.9	15.6	20.4	25.9	31.6	34.5	42.0	49.4	59.9	67.6	59.6
29.0	23.5	28.5	16.0	20.3	24.1	36.9	39.7	41.6	46.2	53.9	66.9	57.2
21.9	16.8	15.8	9.9	30.9	33.1	36.2	38.3	42.7	47.5	51.7	67.4	57.4

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1/3 LCSmin 50.0	1/3 LCSmin 63.0	1/3 LCSmin 80.0	1/3 LCSmin 100	1/3 LCSmin 125	1/3 LCSmin 160	1/3 LCSmin 200	1/3 LCSmin 250	1/3 LCSmin 315	1/3 LCSmin 400	1/3 LCSmin 500	1/3 LCSmin 630	1/3 LCSmin 800
61.9	60.3	55.7	56.6	59.6	56.3	57.0	50.1	46.9	47.9	46.4	44.5	44.8
61.1	60.9	57.2	59.5	59.3	54.2	54.2	49.0	46.4	47.8	46.3	43.9	43.3
59.9	60.0	55.7	56.5	58.1	52.7	50.8	48.4	46.3	47.3	46.1	43.7	43.2
59.7	59.6	57.0	57.0	58.5	53.3	50.5	48.6	46.2	47.3	45.1	43.2	42.7
59.3	60.0	56.5	59.6	59.4	55.9	52.7	49.5	47.0	47.9	45.7	43.1	43.2
60.5	61.4	57.8	57.7	58.9	53.9	53.1	52.3	49.2	49.7	48.7	47.5	47.2
59.2	58.0	60.4	60.1	59.4	53.6	53.8	52.6	49.9	48.9	48.6	46.8	48.1
61.4	62.2	61.8	59.4	60.8	54.8	54.7	55.0	52.9	50.9	50.9	50.1	51.4
59.4	60.4	59.5	56.5	60.1	52.7	55.0	53.8	51.3	50.0	50.1	50.4	52.1
58.4	59.6	59.3	56.3	58.8	51.5	52.1	52.0	48.3	48.6	47.2	46.1	47.5
58.7	58.5	59.0	55.8	58.5	50.4	50.6	51.1	47.8	47.9	46.7	46.3	47.2
59.3	58.4	59.3	55.5	59.3	50.7	49.9	50.8	47.5	47.3	46.1	44.9	45.9
60.2	58.9	58.4	55.6	59.1	50.7	50.2	50.7	47.4	47.1	45.2	43.6	43.9
63.2	60.9	60.9	56.9	59.0	52.7	53.0	52.3	49.9	49.0	47.6	46.1	44.7
64.2	60.6	60.2	57.8	58.9	52.8	52.4	51.1	49.5	48.9	47.3	45.0	44.8
63.0	58.6	58.3	59.0	60.1	53.9	53.1	51.1	49.7	48.7	47.8	46.8	47.1
64.3	60.7	59.0	60.3	61.1	54.5	54.4	51.8	50.3	48.7	48.2	46.5	46.0
61.5	62.6	58.9	57.4	59.2	54.4	54.5	52.2	48.9	50.2	48.2	47.0	47.6
60.8	62.0	61.8	61.1	60.2	57.5	58.7	56.4	54.9	54.0	52.6	51.9	51.9
59.4	61.1	58.0	56.8	59.1	53.4	54.8	53.9	51.2	50.2	50.6	50.7	51.3
59.9	56.9	55.5	57.1	58.9	54.0	54.1	52.4	51.6	50.5	49.4	49.2	50.0
57.9	56.4	55.3	56.4	58.7	52.3	52.2	51.9	49.5	48.8	49.2	48.3	50.2
56.1	55.4	54.1	54.5	58.2	53.2	51.4	49.9	47.0	47.3	46.2	45.4	45.8
58.3	56.5	59.2	56.5	58.2	57.6	53.5	52.7	50.2	49.6	48.7	48.5	48.7
59.9	56.0	58.9	55.9	60.3	54.7	50.7	49.4	48.1	48.9	47.1	45.4	46.3
58.7	57.1	53.6	55.0	58.8	52.1	50.1	49.4	47.1	47.5	45.5	45.3	45.7
61.1	58.1	56.9	55.2	59.4	51.7	49.8	48.6	47.0	46.7	45.4	44.5	45.2
58.7	58.3	58.7	55.4	59.6	54.1	54.1	49.9	49.4	48.3	48.3	45.9	45.3
57.5	57.5	58.6	53.1	59.0	51.8	51.7	48.7	46.9	47.9	47.5	45.2	44.6
60.6	59.2	58.1	55.5	60.0	53.7	52.5	49.0	46.8	48.1	46.6	45.3	45.3
59.4	58.8	58.5	55.9	58.6	53.8	52.7	50.8	48.2	48.1	48.1	47.8	47.1
58.2	58.3	58.1	55.7	58.9	53.8	53.8	53.1	51.8	50.6	50.0	50.5	52.0
58.1	58.0	60.6	58.0	61.2	56.6	58.3	58.7	54.7	53.7	54.3	54.3	55.2
59.4	60.6	62.8	61.2	60.5	56.8	56.2	56.4	53.4	52.6	52.1	53.5	52.5
56.4	57.4	56.7	56.6	59.5	51.5	51.2	51.5	47.4	48.0	47.5	47.6	47.7
58.0	58.0	55.1	56.6	59.4	51.6	52.6	51.9	48.3	48.8	48.2	47.7	48.3
58.1	60.5	55.6	55.5	58.2	52.5	51.1	49.9	48.0	48.4	48.0	45.8	46.2
56.4	57.6	55.2	54.6	56.9	50.1	47.8	48.0	45.5	46.0	44.7	43.3	43.5
56.0	56.5	55.6	53.9	57.3	49.5	47.6	48.5	45.8	46.5	44.9	43.7	43.7
56.4	55.9	55.3	53.9	57.5	49.4	47.5	48.8	45.6	46.2	44.8	43.3	43.9
57.9	58.2	55.2	55.4	58.1	50.2	49.0	49.4	46.6	46.8	44.9	43.2	44.1
58.7	60.7	58.4	57.1	59.3	55.2	54.3	51.0	49.1	49.7	47.6	46.7	47.2
61.9	59.5	57.5	56.4	59.0	56.9	55.5	55.2	51.6	52.2	51.7	51.6	50.2
60.4	56.2	56.3	56.7	57.8	52.7	52.3	52.6	50.1	50.1	50.1	50.1	52.1
59.0	55.3	56.8	55.9	57.4	51.0	51.2	52.1	49.5	50.0	50.1	49.6	51.7
58.1	54.5	57.5	54.8	57.7	51.2	52.2	52.9	50.0	50.1	49.0	49.0	49.8
56.0	54.4	58.4	54.6	57.0	51.3	49.0	50.2	47.8	49.4	48.1	48.1	49.5
61.9	57.9	59.5	54.3	56.6	51.6	50.8	50.4	48.3	49.8	48.5	47.1	48.5
62.5	62.6	61.8	59.2	57.9	55.0	53.2	52.3	50.5	50.5	48.3	48.0	48.1
76.5	57.9	61.0	56.8	57.5	52.3	50.7	51.9	49.6	49.9	47.6	47.1	47.1
77.0	59.2	60.3	57.7	57.9	51.1	50.4	52.9	49.4	50.4	48.5	47.0	46.9
76.8	58.4	60.8	55.8	57.6	51.6	48.9	51.6	49.4	50.0	49.0	46.7	46.0
73.8	57.9	61.2	56.3	57.9	51.5	50.3	51.5	49.8	50.3	48.7	46.4	46.1
67.0	64.8	64.4	60.9	60.7	57.0	53.6	52.7	52.4	51.7	49.7	49.3	49.0
60.8	63.5	62.0	58.3	60.4	55.8	56.9	56.3	53.8	52.3	52.7	51.2	51.6
58.8	58.8	60.2	57.9	58.9	55.8	53.6	53.7	52.7	52.6	52.3	52.1	53.4
57.1	55.4	59.4	54.4	57.1	51.3	50.7	51.7	49.8	51.0	50.6	49.8	51.9
57.3	54.8	59.5	54.4	58.5	50.4	49.0	49.8	49.6	49.6	48.7	47.2	47.7
55.4	54.5	59.8	54.8	58.0	50.1	48.1	49.5	48.6	49.1	48.0	46.4	47.3
57.7	57.2	60.5	55.6	58.6	53.9	52.3	52.3	51.1	51.1	50.4	49.5	49.8
58.2	57.9	59.2	56.0	59.9	54.6	55.3	53.7	51.9	52.3	51.8	50.4	51.4
61.8	60.2	60.3	57.2	59.7	55.5	51.2	52.0	50.4	50.3	49.5	48.7	50.2
61.3	59.1	59.6	55.7	58.6	51.7	49.3	50.1	49.7	49.4	48.4	47.4	48.9
61.4	57.6	58.7	54.9	58.4	51.4	49.2	49.7	48.7	49.9	48.6	46.7	48.9
58.6	58.3	59.7	56.4	59.0	52.7	51.0	51.3	50.6	50.2	49.5	48.8	49.7
55.3	54.6	58.3	54.9	59.0	52.3	50.5	50.8	49.8	49.5	49.3	48.1	51.0
55.7	54.8	59.0	54.6	57.8	50.9	50.4	50.7	49.6	50.3	49.2	49.1	49.7
57.1	55.1	58.9	54.4	58.3	51.4	50.8	51.6	49.7	50.7	50.2	49.6	51.4
58.2	56.6	59.1	54.9	57.4	51.9	51.2	52.2	49.9	51.1	51.1	51.2	52.8
56.3	54.5	59.8	55.7	58.1	51.8	50.8	50.8	49.5	49.7	49.1	47.6	49.1
55.9	56.6	59.8	58.5	59.2	51.7	50.7	50.0	50.0	50.0	48.9	47.3	49.8
58.1	56.2	60.2	58.4	58.8	52.2	50.1	50.6	49.2	50.3	49.4	47.1	48.0
59.1	56.9	59.5	57.8	58.3	52.5	50.0	50.2	49.5	50.1	49.5	47.2	47.3
61.7	58.9	60.9	57.8	58.3	52.6	49.5	49.8	49.7	50.7	49.7	47.6	48.5
60.5	58.9	60.6	55.7	59.5	51.6	49.4	49.8	50.3	50.4	49.0	47.5	49.0
58.4	58.0	60.2	55.7	57.6	51.2	48.3	49.5	49.7	50.4	49.2	48.1	49.4
60.1	59.4	61.5	56.9	58.9	52.0	49.4	50.5	50.9	51.1	49.3	47.8	49.1
59.3	59.5	59.7	59.0	60.1	55.2	53.7	51.8	51.1	50.9	51.2	50.3	51.6
61.2	59.2	59.2	56.8	58.8	54.4	54.3	53.7	51.5	51.2	51.3	51.2	53.2
58.7	59.2	59.9	56.5	58.3	52.3	52.0	52.0	51.1	51.1	51.4	51.5	52.7
57.4	53.0	58.9	55.0	57.4	51.5	50.1	49.9	49.4	50.4	49.4	47.7	49.3
56.3	54.3	58.3	54.5	57.5	51.1	50.6	50.0	49.8	50.6	49.1	47.8	49.2
59.1	57.0	61.3	57.2	59.7	56.0	54.7	52.0	52.2	51.6	51.4	49.2	49.4
60.6	57.9	60.8	57.2	59.3	55.9	52.5	50.1	50.0	50.0	50.6	48.1	49.0
59.7	58.2	60.4	57.4	60.9	57.8	52.5	50.2	49.8	50.0	50.3	48.3	49.3
62.6	60.3	61.6	62.6	66.6	69.1	65.4	56.3	52.0	53.2	51.3	50.6	50.8
62.7	64.6	65.5	66.7	76.0	74.2	62.6	55.2	52.0	51.6	50.1	49.1	49.4
61.6	63.5	63.5	64.8	68.5	70.8	57.9	52.7	50.4	51.1	50.0	47.8	48.7
59.9	64.4	65.5	59.2	60.5	55.1	54.6	52.6	51.2	51.7	50.6	49.2	49.2
57.8	55.5	62.6	56.6	58.3	50.9	50.1	50.2	49.2	50.7	49.3	47.2	48.0
58.0	54.1	61.7	56.6	58.4	50.6	50.3	50.7	49.6	50.6	49.2	47.4	47.8

NM1 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSmin 1000	1/3 LCSmin 1250	1/3 LCSmin 1600	1/3 LCSmin 2000	1/3 LCSmin 2500	1/3 LCSmin 3150	1/3 LCSmin 4000	1/3 LCSmin 5000	1/3 LCSmin 6300	1/3 LCSmin 8000	1/3 LCSmin 10000	1/3 LCSmin 12500
45.4	43.2	42.0	40.4	38.1	36.3	33.8	30.5	27.0	23.1	18.8	14.3
44.2	42.2	40.9	39.3	36.9	34.7	32.1	29.1	25.5	21.7	17.9	13.8
44.0	41.5	40.3	39.1	36.9	34.6	32.2	29.1	25.4	21.4	17.6	13.5
42.7	41.1	40.8	39.4	37.0	34.8	31.8	28.3	24.6	20.8	16.9	13.3
42.6	41.3	41.2	39.5	37.8	35.5	32.2	29.2	25.2	21.1	17.6	13.6
47.0	45.2	43.9	42.4	39.7	37.5	35.0	31.8	28.0	23.9	19.3	14.6
48.3	46.1	44.1	42.1	39.8	36.8	33.8	30.9	27.1	23.0	18.3	14.2
51.1	48.9	47.0	44.4	41.3	37.8	34.5	30.8	26.7	22.3	17.8	13.6
51.5	49.3	47.1	44.3	41.0	37.3	34.1	30.7	26.2	22.6	18.2	13.7
46.8	44.2	44.6	41.1	37.6	34.5	31.5	28.5	25.0	20.4	16.2	12.9
46.4	44.2	43.8	40.9	37.5	34.2	31.1	28.1	24.3	20.3	16.4	13.1
46.0	44.6	44.6	42.0	38.4	35.1	32.3	29.2	25.5	21.4	17.5	13.6
44.1	42.1	42.4	40.8	37.2	34.9	31.9	28.8	25.5	21.4	17.5	13.5
44.4	43.1	42.3	40.3	37.7	36.3	32.5	29.8	26.2	22.5	18.3	13.7
44.2	42.9	42.3	41.0	38.0	36.7	32.8	30.0	26.4	22.5	18.5	14.2
45.5	44.3	45.0	43.9	39.1	38.2	35.0	32.1	28.9	24.3	20.2	15.6
45.3	44.0	44.9	43.3	38.8	37.4	34.6	31.7	28.3	23.8	19.4	14.8
46.2	43.8	44.1	42.3	39.1	37.2	34.5	31.2	27.9	24.1	19.5	14.8
50.9	48.8	48.4	45.4	42.8	41.7	39.3	35.9	32.8	28.5	23.5	17.6
51.7	49.5	48.1	45.3	41.3	38.1	35.7	32.7	29.5	26.4	23.8	17.7
49.3	47.5	45.7	42.8	39.5	37.0	34.3	31.2	27.4	23.5	19.0	14.4
49.4	47.0	45.7	42.5	39.4	37.4	34.5	31.5	27.8	23.8	19.3	14.6
46.8	45.4	44.5	41.3	38.1	35.9	33.7	30.7	27.8	24.7	20.8	15.7
49.4	47.2	44.9	41.9	38.3	36.1	33.3	30.5	27.3	23.3	19.1	14.7
45.4	44.1	42.9	40.0	37.0	34.3	32.1	29.8	26.8	22.2	17.0	13.2
44.9	43.6	42.7	39.7	36.7	33.8	31.4	29.8	26.9	20.7	16.1	12.7
44.2	42.6	41.8	39.3	36.6	34.4	32.0	30.0	26.7	22.1	17.4	13.2
45.1	43.6	41.8	39.9	37.2	34.6	32.3	30.3	26.7	21.9	17.3	12.8
45.2	43.5	42.0	39.2	37.0	34.3	32.2	30.9	27.0	22.5	17.9	13.4
44.6	42.7	42.4	40.0	37.4	34.7	32.4	30.7	27.2	22.2	17.5	13.2
47.4	46.1	44.4	42.6	40.7	37.8	35.3	32.1	28.4	24.7	19.7	14.7
52.0	49.1	47.4	44.6	40.8	38.4	34.9	31.6	28.2	24.1	19.2	14.7
55.6	53.9	50.8	47.6	45.0	41.6	40.0	36.0	31.4	27.3	22.2	16.4
52.7	51.0	49.6	47.2	44.7	41.9	39.5	37.7	35.1	32.2	28.2	23.4
47.0	45.7	43.7	40.7	37.8	34.8	32.2	29.2	25.5	21.6	17.3	13.6
47.7	46.2	44.3	41.6	38.6	35.7	32.9	29.8	25.9	21.9	17.7	13.8
46.1	43.7	43.0	40.8	37.8	35.5	32.7	29.6	26.4	22.4	18.3	14.2
42.8	41.3	41.2	38.9	36.1	33.9	30.1	27.0	23.9	20.0	16.0	12.7
43.0	41.4	41.4	38.9	35.2	32.8	29.3	26.0	22.2	18.8	15.1	12.2
42.6	41.5	40.4	38.6	35.3	32.7	29.8	27.1	23.4	19.4	15.4	12.3
42.6	41.7	40.6	38.9	35.6	33.0	30.0	27.6	23.8	20.3	16.5	12.9
47.4	46.2	44.1	43.3	39.6	37.7	34.4	32.6	29.0	24.3	19.8	15.0
50.2	48.9	47.5	46.0	42.8	40.1	37.0	33.8	29.9	25.6	20.5	14.8
52.2	49.7	47.2	44.6	40.8	37.9	35.4	32.5	29.1	24.9	20.0	15.0
52.5	50.0	47.9	45.6	41.7	38.0	35.3	31.7	28.7	23.9	19.3	14.9
50.2	49.9	47.8	45.5	41.7	38.5	35.6	32.0	28.6	24.5	19.7	14.7
48.5	45.9	45.4	42.7	39.5	36.5	33.5	30.7	27.1	23.0	18.3	13.8
49.1	47.2	45.4	42.6	39.2	37.0	33.9	30.6	26.9	22.2	17.6	13.8
47.5	46.0	45.5	44.3	41.7	38.9	36.0	32.8	29.8	25.4	20.9	16.5
46.6	45.4	45.0	43.6	41.0	38.2	35.7	32.7	29.2	25.6	20.5	15.5
46.6	45.5	44.6	43.4	41.2	38.5	35.7	32.7	29.3	25.7	20.7	15.4
45.9	45.1	44.3	42.5	40.3	38.3	35.0	32.2	29.0	25.7	21.0	15.8
46.3	45.3	45.0	43.0	40.8	38.9	35.8	32.7	29.7	26.4	21.9	16.6
47.2	46.4	45.8	44.0	42.1	39.6	36.7	33.5	30.4	26.6	21.6	16.2
50.7	48.9	47.5	45.3	43.2	41.0	38.0	34.8	31.6	27.0	22.3	17.1
52.7	49.9	47.8	45.6	42.8	39.8	36.8	33.5	29.9	25.2	20.6	15.5
52.2	49.9	48.5	45.2	41.8	39.1	35.5	32.2	28.6	24.2	19.4	14.7
47.3	45.8	45.6	43.3	41.1	39.1	35.4	32.1	28.5	24.3	19.6	14.8
46.1	45.1	45.6	42.9	41.0	39.0	35.3	32.2	28.5	24.3	19.8	15.2
49.2	48.0	47.1	44.6	42.2	39.9	36.6	33.2	29.7	25.4	21.1	15.9
51.5	50.0	49.0	47.1	44.5	42.2	39.8	36.6	32.8	28.5	23.9	17.4
48.3	46.5	46.2	43.8	42.0	39.8	36.6	33.3	30.0	25.7	21.0	16.1
47.2	45.5	44.8	42.9	40.8	39.0	36.2	32.7	29.3	24.9	20.4	15.7
46.6	44.8	44.9	42.7	40.5	39.1	36.0	33.0	29.9	25.4	21.1	16.2
48.7	46.5	46.1	44.0	41.9	40.2	37.6	34.6	31.6	27.6	22.5	16.9
48.4	46.4	45.9	43.8	41.7	39.5	36.4	33.3	29.9	25.2	20.9	16.2
49.7	47.5	46.7	43.7	41.6	39.0	36.2	32.7	29.0	24.5	19.9	15.0
52.0	49.8	48.1	45.2	42.1	39.3	35.7	32.1	28.4	24.1	19.4	14.6
52.1	49.5	48.1	45.1	42.2	39.8	36.6	33.3	29.6	25.4	20.6	15.8
48.0	46.2	45.6	43.2	41.6	39.4	36.1	32.7	29.4	24.7	20.5	15.5
47.3	45.6	44.9	43.2	41.0	38.9	35.6	32.7	29.3	25.1	20.7	15.8
47.9	46.0	45.7	43.7	40.8	38.6	36.3	33.4	29.8	25.5	21.0	16.2
47.6	45.7	45.0	43.6	40.9	38.4	35.9	33.1	29.6	25.2	20.5	15.5
47.2	46.3	45.2	43.9	41.0	38.6	36.2	33.0	29.7	24.9	19.8	14.9
46.9	46.0	46.0	44.5	41.1	39.1	36.6	33.6	29.9	25.1	20.2	15.2
47.8	45.8	45.5	44.1	41.4	39.2	36.6	33.4	30.4	25.2	20.1	15.1
47.8	45.9	45.6	44.1	41.4	39.2	36.5	33.5	30.2	25.3	20.1	15.3
50.3	48.9	47.5	45.5	44.1	41.5	38.8	36.6	33.2	29.1	24.2	18.2
52.7	51.0	49.8	47.2	42.7	40.4	38.2	34.9	31.3	26.2	21.0	15.8
51.2	50.1	49.0	46.4	43.1	40.6	37.6	34.2	31.1	26.5	21.5	16.1
49.2	47.4	46.8	44.1	41.2	38.4	35.9	32.7	29.3	24.7	20.4	15.7
47.9	46.6	46.7	44.1	41.3	38.8	36.1	32.9	29.4	24.8	20.4	15.7
49.6	47.5	47.0	45.1	42.3	40.4	36.8	33.8	29.9	25.0	20.5	15.8
48.3	46.6	46.4	44.8	42.3	39.7	36.9	33.7	29.9	25.0	20.1	15.3
48.6	46.4	46.3	44.4	41.6	39.2	36.2	33.1	29.7	25.0	20.2	15.6
51.3	48.9	48.5	46.6	43.8	41.5	38.9	35.5	32.2	28.0	22.3	17.3
48.3	46.7	46.4	44.1	41.9	40.0	37.2	34.0	30.7	26.2	22.3	16.5
47.1	45.6	45.4	43.9	41.5	39.5	36.5	33.4	30.4	26.2	21.7	16.8
47.3	45.6	45.9	44.4	41.5	39.6	36.7	33.8	30.8	26.6	22.1	16.6
47.0	45.5	45.2	43.8	40.8	38.7	35.9	33.0	29.7	25.4	21.4	16.3
47.1	45.1	45.1	43.4	40.9	38.8	35.7	32.6	29.5	25.5	21.3	16.3

NM1 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/3 LCSmin 16000	1/3 LCSmin 20000	LAleq-LAeq	OVLD	OBA OVLD	Marker
10.7	9.5	1.0	No	No	
10.6	9.5	1.4	No	No	
10.6	9.5	6.1	No	No	
10.7	9.5	0.4	No	No	
10.8	9.5	2.1	No	No	
10.9	9.5	0.5	No	No	
10.6	9.5	1.4	No	No	
10.7	9.5	2.8	No	No	
10.8	9.5	1.7	No	No	
10.4	9.5	0.5	No	No	
10.6	9.5	0.7	No	No	
10.6	9.5	0.3	No	No	
10.7	9.5	1.2	No	No	
10.7	9.5	1.0	No	No	
10.9	9.5	0.0	No	No	
11.6	9.5	0.5	No	No	
11.1	9.5	0.1	No	No	
11.2	9.5	-0.1	No	No	
12.9	9.5	0.9	No	No	
13.1	9.8	0.3	No	No	
11.0	9.5	0.4	No	No	
10.9	9.5	3.7	No	No	
11.6	9.5	3.2	No	No	
11.2	9.5	1.8	No	No	
10.5	9.5	0.0	No	No	
10.4	9.5	0.4	No	No	
10.8	9.5	0.6	No	No	
10.4	9.5	0.7	No	No	
10.6	9.5	1.0	No	No	
10.5	9.5	2.5	No	No	
11.0	9.5	1.0	No	No	
11.0	9.5	0.1	No	No	
11.7	9.5	0.4	No	No	
16.4	10.5	0.5	No	No	
10.7	9.5	0.0	No	No	
10.8	9.5	0.4	No	No	
10.9	9.5	1.2	No	No	
10.4	9.5	-0.7	No	No	
10.3	9.5	1.7	No	No	
10.2	9.5	0.0	No	No	
10.5	9.5	1.1	No	No	
11.2	9.5	0.1	No	No	
11.0	9.5	0.7	No	No	
11.2	9.5	1.6	No	No	
11.2	9.5	0.0	No	No	
10.9	9.5	0.2	No	No	
10.7	9.5	0.3	No	No	
10.6	9.5	2.4	No	No	
11.0	9.5	0.0	No	No	
10.8	9.5	0.3	No	No	
10.9	9.5	0.4	No	No	
11.4	9.5	0.4	No	No	
11.5	9.5	0.3	No	No	
11.3	9.5	0.2	No	No	
11.8	9.6	1.1	No	No	
11.1	9.5	0.9	No	No	
10.7	9.5	1.7	No	No	
10.7	9.5	0.9	No	No	
10.9	9.5	0.8	No	No	
11.2	9.5	0.2	No	No	
11.9	9.6	1.3	No	No	
11.5	9.5	0.1	No	No	
11.2	9.5	0.8	No	No	
11.5	9.5	5.0	No	No	
11.7	9.5	1.2	No	No	
11.4	9.5	3.0	No	No	
10.8	9.5	1.1	No	No	
10.7	9.5	1.4	No	No	
11.2	9.5	0.4	No	No	
10.9	9.5	0.7	No	No	
11.1	9.5	0.9	No	No	
11.4	9.5	0.7	No	**No**	
11.1	9.5	0.6	No	No	
10.9	9.5	1.2	No	No	
10.8	9.5	5.3	No	No	
10.7	9.5	1.4	No	No	
10.9	9.5	4.8	No	No	
12.2	9.6	6.1	No	No	
11.1	9.5	0.5	No	No	
11.3	9.5	0.6	No	No	
11.2	9.5	0.4	No	No	
11.1	9.5	1.3	No	No	
11.0	9.5	0.8	No	No	
10.9	9.5	2.6	No	No	
10.8	9.5	-0.4	No	No	
12.2	9.7	2.5	No	No	
11.6	12.3	5.5	No	No	
11.9	9.6	1.6	No	No	
11.6	9.5	0.4	No	No	
12.1	9.7	1.4	No	No	
12.7	9.6	0.4	No	No	

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

Record #	Record Type	Date	Time	LASeq	LZpeak	LASmax	LASmin	Int. Temp (°F)	LCSeq-LASeq	1/1 LCSeq 8.0	1/1 LCSeq 16.0	1/1 LCSeq 31.5	1/1 LCSeq 63.0	1/1 LCSeq 125	1/1 LCSeq 250	1/1 LCSeq 500	1/1 LCSeq 1000	1/1 LCSeq 2000
1	Calibration Change	7/7/2022	5:29:33 PM															
2	Calibration Change	7/7/2022	5:29:49 PM															
3	Run	7/7/2022	5:30:09 PM															
4		7/7/2022	5:30:10 PM	55.6	98.3	56.5	54.2	103.8	16.1	42.4	52.7	67.7	66.7	65.1	55.4	51.1	49.8	45.6
5		7/7/2022	5:30:20 PM	61.6	89.8	66.3	56.1	104.0	10.0	53.3	54.5	68.1	66.2	61.0	57.7	56.3	57.1	53.4
6		7/7/2022	5:30:30 PM	58.9	90.6	61.8	56.3	103.8	14.3	46.7	54.5	70.1	65.9	60.4	57.2	55.7	55.0	50.1
7		7/7/2022	5:30:40 PM	60.1	88.1	63.7	55.0	103.8	14.0	44.7	58.1	72.9	67.9	61.8	58.1	55.6	56.2	52.2
8		7/7/2022	5:30:50 PM	55.8	92.8	58.8	53.6	103.8	17.3	47.7	54.7	70.6	67.8	59.7	55.0	51.2	50.3	48.8
9		7/7/2022	5:31:00 PM	56.7	97.9	58.4	55.5	103.7	17.4	60.4	64.5	70.7	68.9	62.9	55.4	51.1	51.1	48.4
10		7/7/2022	5:31:10 PM	56.5	92.5	58.9	54.2	103.4	18.5	51.9	58.2	68.4	70.7	70.2	55.7	49.9	49.4	45.7
11		7/7/2022	5:31:20 PM	55.0	93.1	57.6	53.8	103.4	17.9	53.0	58.2	68.8	68.7	65.2	54.5	49.8	49.7	44.8
12		7/7/2022	5:31:30 PM	55.3	86.9	58.0	53.8	103.4	14.6	48.4	55.5	66.2	65.3	62.9	54.2	51.2	50.8	45.7
13		7/7/2022	5:31:40 PM	54.1	90.7	58.9	49.6	103.4	16.9	45.6	54.0	62.8	69.6	59.0	55.9	49.9	49.1	43.1
14		7/7/2022	5:31:50 PM	51.6	86.7	54.0	49.5	103.1	15.4	49.4	54.3	62.4	62.0	58.7	54.6	47.8	46.0	40.8
15		7/7/2022	5:32:00 PM	51.0	86.8	53.3	49.6	103.0	15.4	44.6	52.5	62.0	62.0	59.2	51.3	47.4	45.7	41.5
16		7/7/2022	5:32:10 PM	56.5	97.4	60.8	52.0	102.9	14.3	56.0	60.1	63.9	67.2	61.6	56.7	54.8	51.3	45.4
17		7/7/2022	5:32:20 PM	61.1	90.7	65.3	55.2	102.8	9.5	52.7	57.2	65.1	65.9	61.8	59.2	57.7	58.1	50.8
18		7/7/2022	5:32:30 PM	56.1	86.1	60.3	52.6	102.5	11.9	45.6	54.4	63.6	63.4	58.7	54.6	51.0	51.6	48.7
19		7/7/2022	5:32:40 PM	54.5	83.6	56.6	53.0	102.4	13.4	41.8	54.1	64.5	63.1	57.7	53.5	49.5	50.0	47.6
20		7/7/2022	5:32:50 PM	56.4	86.3	60.8	53.4	102.4	12.9	39.5	54.6	64.0	65.1	59.7	54.8	51.9	52.8	47.6
21		7/7/2022	5:33:00 PM	57.2	91.0	62.6	52.3	102.1	15.1	40.8	57.1	68.3	67.8	65.3	55.5	52.3	53.2	48.0
22		7/7/2022	5:33:10 PM	52.8	83.2	53.1	52.2	101.9	15.0	41.0	53.7	63.6	63.4	59.6	52.6	48.9	48.4	43.3
23		7/7/2022	5:33:20 PM	54.1	84.0	54.7	52.8	101.9	15.1	39.1	51.8	65.1	65.1	60.9	52.8	49.8	50.4	44.1
24		7/7/2022	5:33:30 PM	54.2	86.6	55.0	53.5	101.5	14.0	43.5	52.7	64.0	63.8	58.6	52.8	50.5	50.8	44.6
25		7/7/2022	5:33:40 PM	52.2	86.5	54.7	49.3	101.5	15.0	46.9	53.5	64.6	61.8	56.8	51.2	48.9	48.2	43.0
26		7/7/2022	5:33:50 PM	51.6	85.2	53.5	49.4	101.5	15.4	39.0	51.1	63.0	62.3	58.1	51.1	48.2	47.1	41.9
27		7/7/2022	5:34:00 PM	53.4	82.1	54.4	52.4	101.0	13.3	41.6	50.8	62.7	62.5	57.6	52.6	49.3	49.8	44.4
28		7/7/2022	5:34:10 PM	52.8	85.9	55.2	51.5	101.0	14.1	40.1	52.0	61.7	62.6	59.7	52.7	48.5	48.5	43.6
29		7/7/2022	5:34:20 PM	54.9	87.2	57.9	51.5	100.8	14.1	48.6	53.6	62.8	65.0	63.2	53.6	49.9	49.7	46.8
30		7/7/2022	5:34:30 PM	54.3	83.9	55.5	52.0	100.5	14.0	40.6	52.1	64.1	63.2	60.3	53.2	50.3	50.7	44.6
31		7/7/2022	5:34:40 PM	53.8	89.2	54.7	52.5	100.5	15.6	44.7	53.0	64.0	65.7	61.7	54.4	49.3	49.3	43.7
32		7/7/2022	5:34:50 PM	53.7	92.7	54.3	52.8	100.3	16.2	55.1	59.1	65.2	66.1	59.6	53.6	49.4	50.0	43.2
33		7/7/2022	5:35:00 PM	55.4	87.3	58.6	53.9	100.0	16.6	46.1	54.0	66.6	67.8	65.4	56.8	50.3	50.0	44.1
34		7/7/2022	5:35:10 PM	58.4	90.5	60.7	56.4	100.0	16.3	38.7	53.2	67.5	69.4	71.3	59.3	52.6	51.3	45.0
35		7/7/2022	5:35:20 PM	62.5	93.8	68.1	58.2	100.0	14.6	56.1	60.2	68.9	71.8	73.0	66.5	59.5	54.7	48.1
36		7/7/2022	5:35:30 PM	58.9	92.7	61.6	56.4	99.7	17.7	50.2	56.6	70.0	74.3	68.0	59.4	54.9	53.8	47.6
37		7/7/2022	5:35:40 PM	63.1	93.9	64.8	60.4	99.6	14.4	56.1	65.4	74.4	71.4	66.0	64.8	61.8	57.9	51.6
38		7/7/2022	5:35:50 PM	62.2	92.9	64.9	59.0	99.3	11.1	63.2	63.3	68.1	68.2	62.3	63.5	61.3	57.2	48.8
39		7/7/2022	5:36:00 PM	58.3	92.2	60.6	56.7	99.1	12.8	59.2	61.0	64.6	67.7	59.9	57.9	57.3	52.7	48.6
40		7/7/2022	5:36:10 PM	56.1	92.9	57.0	55.0	99.1	14.6	48.8	59.0	65.3	67.1	59.9	56.1	53.4	50.4	47.4
41		7/7/2022	5:36:20 PM	56.8	88.0	57.3	56.3	99.1	13.7	49.6	60.2	65.9	66.5	59.5	55.2	53.2	52.3	48.3
42		7/7/2022	5:36:30 PM	55.8	88.7	56.7	55.0	98.7	14.3	48.0	60.4	65.9	65.5	58.8	54.3	51.5	51.2	47.6
43		7/7/2022	5:36:40 PM	58.5	87.0	63.7	54.8	98.6	12.0	47.3	60.2	65.5	65.5	61.6	55.9	57.6	53.7	49.5
44		7/7/2022	5:36:50 PM	55.5	90.3	59.9	54.1	98.5	14.6	45.3	60.9	65.6	64.9	59.3	53.6	52.5	50.3	47.4
45		7/7/2022	5:37:00 PM	55.1	87.8	56.0	54.5	98.1	15.0	42.2	60.3	66.0	65.4	59.1	53.5	50.2	49.9	47.4
46		7/7/2022	5:37:10 PM	58.7	**93.3**	63.3	55.7	98.3	12.9	48.2	61.3	67.8	66.2	60.4	56.8	53.4	54.0	51.1
47		7/7/2022	5:37:20 PM	61.8	91.7	65.8	57.7	98.0	11.0	44.2	60.5	67.4	67.1	67.0	59.5	56.8	55.9	54.9
48		7/7/2022	5:37:30 PM	60.0	92.2	64.6	56.9	97.8	12.7	48.2	61.7	67.5	67.2	66.3	58.9	54.9	53.6	52.1
49		7/7/2022	5:37:40 PM	56.1	87.6	57.1	55.4	97.7	15.6	45.9	60.8	68.0	66.8	63.0	55.0	51.9	49.7	48.2
50		7/7/2022	5:37:50 PM	57.6	86.5	61.2	55.4	97.7	14.0	41.6	59.9	67.7	66.9	61.6	57.2	54.2	50.8	49.8
51		7/7/2022	5:38:00 PM	59.6	92.3	63.2	54.6	97.3	17.3	47.0	60.6	68.3	74.4	72.0	55.5	54.3	50.9	49.0
52		7/7/2022	5:38:10 PM	54.7	88.2	55.6	54.3	97.2	16.1	47.6	59.9	67.4	65.8	60.2	53.2	49.8	48.1	46.9
53		7/7/2022	5:38:20 PM	56.1	89.9	56.9	55.6	97.2	14.7	51.7	61.1	67.7	64.7	59.2	54.3	51.3	50.7	48.3
54		7/7/2022	5:38:30 PM	56.5	91.1	57.7	55.5	97.0	14.4	43.0	60.2	67.9	65.1	59.3	54.6	52.2	50.4	48.7
55		7/7/2022	5:38:40 PM	55.8	91.1	56.5	55.3	96.7	15.3	46.9	60.6	68.1	65.1	59.2	54.3	52.4	49.9	48.0
56		7/7/2022	5:38:50 PM	56.7	98.9	59.0	54.8	96.7	15.4	44.7	60.7	69.0	65.3	60.1	55.6	52.2	51.6	48.8
57		7/7/2022	5:39:00 PM	57.9	94.0	60.4	56.2	96.6	14.6	48.1	64.5	69.4	67.0	62.3	56.4	53.3	53.0	50.2
58		7/7/2022	5:39:10 PM	57.0	94.9	58.4	55.8	96.2	16.6	43.3	60.4	69.6	68.5	64.3	55.7	51.9	51.8	48.6
59		7/7/2022	5:39:20 PM	58.2	89.4	59.7	56.1	96.2	16.4	46.7	57.9	70.8	71.2	63.7	56.5	53.3	52.5	49.7
60		7/7/2022	5:39:30 PM	56.1	91.9	57.2	55.5	96.2	17.5	51.4	56.8	70.8	69.1	63.5	54.3	51.5	50.5	47.4
61		7/7/2022	5:39:40 PM	56.1	92.7	58.0	52.7	96.0	15.6	52.6	57.1	69.2	65.6	61.2	55.9	51.0	51.0	48.2
62		7/7/2022	5:39:50 PM	51.9	92.5	53.7	50.7	95.8	18.8	52.6	56.5	68.7	64.8	60.0	52.6	48.9	45.7	42.1
63		7/7/2022	5:40:00 PM	61.7	93.9	70.7	53.7	95.8	9.9	45.4	56.4	66.6	64.9	62.1	64.1	59.6	55.2	52.0
64		7/7/2022	5:40:10 PM	66.0	90.0	71.9	56.5	95.5	8.3	45.3	56.6	67.7	67.9	67.0	66.8	64.5	59.4	57.0
65		7/7/2022	5:40:20 PM	60.1	89.1	62.8	57.7	95.5	13.9	41.1	53.6	68.5	69.7	67.3	58.7	56.2	56.3	49.7
66		7/7/2022	5:40:30 PM	62.7	88.8	64.5	61.2	95.3	11.4	42.9	53.7	69.5	68.6	67.9	59.9	59.8	59.2	52.9
67		7/7/2022	5:40:40 PM	57.9	87.2	62.3	53.7	95.3	14.0	39.5	54.0	69.3	66.5	62.1	56.4	55.8	54.1	47.2
68		7/7/2022	5:40:50 PM	56.9	92.1	60.9	53.8	95.2	14.6	42.3	55.6	69.0	66.0	59.3	53.9	52.5	53.4	48.8
69		7/7/2022	5:41:00 PM	57.2	91.9	61.1	53.0	94.8	16.1	49.6	56.2	68.2	69.6	64.3	53.8	53.2	53.0	47.5
70		7/7/2022	5:41:10 PM	57.0	93.2	58.8	55.3	94.8	18.2	52.4	59.4	69.8	72.5	67.2	55.2	52.3	51.6	47.2
71		7/7/2022	5:41:20 PM	56.3	89.1	59.2	52.8	94.8	15.6	48.4	56.4	68.4	67.3	62.6	54.5	52.2	51.8	47.1
72		7/7/2022	5:41:30 PM	57.6	92.7	62.3	53.2	94.5	16.0	46.9	55.5	67.8	68.4	68.6	61.8	52.8	49.3	45.2
73		7/7/2022	5:41:40 PM	54.0	87.5	56.4	52.4	94.3	16.6	48.8	54.3	67.7	64.2	62.9	53.6	49.9	48.8	44.6
74		7/7/2022	5:41:50 PM	52.4	93.7	54.6	50.3	94.3	17.1	42.5	53.0	67.4	61.2	62.4	52.4	48.4	46.6	42.0
75		7/7/2022	5:42:00 PM	51.0	92.4	52.2	49.9	94.3	19.0	56.3	60.8	67.5	61.6	58.0	51.3	47.4	45.9	40.4
76		7/7/2022	5:42:10 PM	51.5	89.8	54.2	50.0	94.2	18.0	54.8	58.1	67.6	61.6	57.6	50.7	47.9	47.0	41.9
77		7/7/2022	5:42:20 PM	53.7	85.8	55.0	52.4	93.9	16.1	44.2	52.0	68.1	62.7	58.5	53.7	49.6	50.2	44.0
78		7/7/2022	5:42:30 PM	54.9	89.2	55.6	54.0	93.9	16.4	48.2	54.8	68.1	65.6	63.5	53.5	51.5	50.8	43.7
79		7/7/2022	5:42:40 PM	53.6	86.6	54.6	52.4	93.9	16.1	45.9	54.2	67.3	64.3	58.7	52.8	50.0	49.9	43.3
80		7/7/2022	5:42:50 PM	53.5	85.4	54.8	52.7	93.8	14.7	49.0	54.3	65.0	62.9	58.1	52.0	50.5	49.9	42.9
81		7/7/2022	5:43:00 PM	52.7	84.3	54.4	51.4	93.4	15.3	41.0	54.1	64.6	63.1	58.2	51.5	48.7	49.4	42.9
82		7/7/2022	5:43:10 PM	58.4	87.6	64.7	54.3	93.4	12.0	40.4	56.7	66.8	64.2	61.9	54.5	52.8	54.8	50.7
83		7/7/2022	5:43:20 PM	60.8	86.5	64.6	54.0	93.4	11.0	42.0	57.5	68.7	65.8	62.9	56.0	55.8	57.9	51.2
84		7/7/2022	5:43:30 PM	53.7	84.9	56.2	52.1	93.4	16.8	39.7	56.0	68.3	64.9	59.8	52.1	49.1	49.3	45.2
85		7/7/2022	5:43:40 PM	58.0	88.7	61.3	54.4	93.4	15.6	39.8	53.9	65.5	72.0	63.0	57.5	52.7	53.5	48.6
86		7/7/2022	5:43:50 PM	54.1	87.6	55.5	52.7	93.0	15.4	46.0	53.5	64.1	66.7	60.9	53.8	49.6	49.7	44.7
87		7/7/2022	5:44:00 PM	52.4	89.2	54.3	49.9	92.9	15.7	51.8	55.0	64.2	63.8	58.6	51.3	48.8	48.1	42.4
88		7/7/2022	5:44:10 PM	52.2	84.7	53.1	51.5	92.9	15.1	42.2	53.1	62.8	63.6	58.8	51.2	48.7	47.6	42.7
89		7/7/2022	5:44:20 PM	53.5	83.4	54.7	51.4	92.9	15.5	41.2	53.5	63.8	64.3	62.3	52.8	49.6	48.7	43.2
90		7/7/2022	5:44:30 PM	56.2	97.3	62.1	53.9	92.6	14.6	55.1	59.8	66.7	66.3	60.6	53.5	53.5	52.8	46.8
91		7/7/2022	5:44:40 PM	53.1	91.2	55.0	51.4	92.5	16.1	50.0	55.3	65.4	64.7	60.3	53.3	49.4	47.6	43.9
92		7/7/2022	5:44:50 PM	53.6	85.0	55.1	52.1	92.5	16.0	41.8	54.6	66.1	65.3	60.2	52.7	50.4	45.9	46.8
93		7/7/2022	5:45:00 PM	51.6	86.5	52.1	51.3	92.5	17.1	42.1	52.9	65.4	63.0	61.0	51.3	48.0	45.4	41.7
94	Stop	7/7/2022	5:45:10 PM															

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/1 LCSeq 4000	1/1 LCSeq 8000	1/1 LCSeq 16000	1/1 LCSmax 8.0	1/1 LCSmax 16.0	1/1 LCSmax 31.5	1/1 LCSmax 63.0	1/1 LCSmax 125	1/1 LCSmax 250	1/1 LCSmax 500	1/1 LCSmax 1000	1/1 LCSmax 2000	1/1 LCSmax 4000
40.6	32.8	21.3	50.4	57.6	68.8	70.8	68.6	58.4	52.8	51.8	47.9	45.2
52.1	46.6	30.6	59.8	57.1	70.0	70.2	63.3	61.9	60.6	61.8	58.1	57.8
44.1	35.4	24.3	50.8	57.2	76.4	70.5	63.7	60.7	59.1	58.3	53.0	49.4
46.1	36.7	23.6	48.1	62.6	76.9	70.9	65.0	60.9	58.2	60.0	56.5	50.7
41.8	34.0	21.0	54.0	60.3	71.6	70.2	61.2	56.4	52.2	52.9	54.4	45.9
45.6	40.5	29.1	64.6	67.9	73.4	70.2	65.3	57.9	53.0	53.9	51.2	47.7
40.5	33.5	19.9	55.5	60.8	70.0	72.4	75.3	56.9	51.5	52.9	49.7	42.8
39.2	33.2	18.6	57.1	60.8	70.5	71.8	69.7	58.0	53.2	51.6	46.7	41.4
41.7	36.0	22.7	53.9	58.4	68.9	68.1	69.6	58.2	54.3	52.6	48.1	48.1
37.5	29.7	18.4	50.1	56.6	64.9	77.4	61.2	62.6	54.2	52.6	46.1	40.5
35.5	28.1	16.6	54.5	56.2	64.7	63.8	60.5	56.7	50.1	50.2	44.3	36.7
37.1	30.6	19.5	49.5	55.6	65.0	63.3	62.7	54.7	49.3	49.3	44.9	40.6
40.4	33.3	18.9	62.6	65.2	67.0	71.8	63.8	61.6	60.8	54.1	47.0	42.2
46.0	37.4	25.8	59.1	60.2	68.4	68.1	64.3	63.0	62.5	62.6	53.9	49.1
43.5	37.1	22.5	47.7	56.0	65.7	65.6	60.2	57.7	53.1	54.4	54.8	51.5
39.3	30.3	16.4	45.3	56.5	65.8	65.1	59.4	54.7	50.8	51.7	52.8	41.9
41.1	32.7	20.3	42.5	56.1	67.2	69.3	61.9	58.6	56.3	57.3	52.3	47.2
43.0	35.5	22.3	42.7	59.3	73.1	70.1	70.3	59.9	57.9	58.7	55.0	50.9
35.5	26.2	21.6	43.5	56.3	65.2	65.2	60.8	53.6	49.7	48.9	45.1	36.4
36.5	26.8	15.7	42.5	53.6	66.7	67.6	63.4	54.0	50.7	51.7	45.6	37.8
36.4	27.4	16.3	48.7	54.6	66.6	66.4	59.3	53.7	51.3	51.7	46.3	39.3
36.1	28.2	16.7	51.0	56.8	66.8	63.4	58.2	53.1	51.1	51.4	45.7	38.3
35.8	27.5	16.9	41.8	52.7	66.8	63.7	60.1	53.1	50.3	49.8	43.7	37.9
35.9	27.2	16.7	44.6	52.2	66.0	64.8	58.8	53.7	50.1	51.5	46.3	39.4
35.9	27.0	16.8	46.2	53.8	63.6	64.6	65.1	56.3	49.9	49.4	46.7	42.0
41.2	33.3	19.0	52.3	56.2	64.5	68.4	65.9	55.3	52.3	52.5	50.7	46.5
35.2	26.0	16.4	44.2	53.8	66.6	67.3	62.7	54.2	51.4	52.3	46.1	36.0
35.1	26.2	16.1	53.5	55.7	65.1	69.0	64.4	56.3	50.6	50.9	45.5	36.8
36.3	28.8	17.8	58.8	62.2	67.1	69.1	60.8	54.5	50.3	50.9	44.5	37.4
35.4	26.4	16.2	52.8	55.4	69.1	72.4	71.7	61.1	53.7	50.8	46.3	36.3
36.5	26.5	15.8	41.5	54.7	69.2	72.2	75.0	60.7	54.6	52.5	46.5	38.4
40.4	31.4	18.7	62.1	63.8	70.5	73.4	78.8	72.7	66.7	58.8	49.1	42.2
37.6	27.5	16.2	58.5	59.2	72.9	77.8	71.4	62.6	58.4	58.5	51.8	40.0
37.1	25.3	15.7	61.8	69.1	76.1	74.1	67.6	68.5	63.5	59.3	53.9	38.0
37.4	29.2	17.6	65.2	67.1	70.8	70.6	64.6	67.7	64.0	60.2	52.1	39.3
44.1	35.0	21.8	64.6	64.4	67.1	70.5	61.1	59.8	61.4	54.8	51.2	46.1
44.2	34.4	20.4	54.7	60.7	67.1	68.3	61.3	57.7	55.0	52.3	48.7	45.0
44.5	34.5	20.0	56.3	62.9	67.4	67.6	60.7	56.0	55.0	53.4	49.3	44.8
44.6	34.3	19.8	53.4	61.4	67.3	66.8	60.2	55.7	52.6	52.7	48.4	44.9
44.8	34.7	19.9	52.2	61.4	66.5	68.1	66.5	59.8	64.8	58.6	54.4	46.2
44.8	34.7	20.0	49.0	62.3	66.8	65.8	62.4	57.1	59.7	55.1	50.8	45.4
44.6	34.6	20.8	48.6	61.7	67.4	66.5	60.1	54.6	51.2	51.6	48.7	45.0
47.9	40.6	27.4	52.8	65.7	72.0	67.9	62.5	61.5	58.0	58.7	56.2	52.8
51.4	44.3	30.2	48.1	61.7	69.7	68.3	72.2	63.1	61.0	59.6	60.4	56.9
50.3	45.1	30.6	55.5	63.4	68.6	68.9	71.4	62.9	60.6	58.8	56.8	55.5
45.8	37.3	29.7	52.8	62.3	69.1	68.0	67.2	56.7	53.9	51.4	49.4	46.8
47.0	38.9	24.4	46.1	61.2	69.2	71.8	66.8	59.6	56.9	55.2	54.9	51.1
49.8	36.7	24.1	52.7	61.7	69.5	81.4	77.2	57.5	57.3	52.4	51.0	57.1
45.0	39.6	31.2	50.3	61.5	68.9	66.7	61.2	53.9	51.3	49.9	47.8	45.9
45.6	39.7	31.0	55.6	63.1	68.7	65.4	60.7	55.1	52.4	51.5	49.0	46.3
46.8	40.9	30.4	47.5	63.0	69.2	68.1	61.1	55.8	53.9	51.5	50.4	50.1
45.3	35.1	21.0	53.3	62.7	70.0	66.0	60.6	54.9	53.2	51.2	48.7	45.8
45.5	37.4	21.7	50.6	62.8	72.3	69.8	64.6	62.8	55.1	54.7	51.8	48.2
46.7	37.5	24.7	52.4	70.7	72.0	69.4	66.8	60.6	56.1	55.4	53.5	49.3
45.7	35.8	21.1	45.6	63.4	73.6	72.6	67.8	59.2	54.8	52.8	49.7	46.5
47.3	38.7	25.4	53.9	61.1	72.6	73.1	66.6	57.9	55.1	53.6	51.5	49.9
43.5	36.0	25.5	55.3	59.4	71.8	72.4	68.7	55.2	52.3	51.4	49.2	46.9
44.6	36.8	25.2	57.0	61.2	71.4	68.0	64.0	60.6	53.1	52.8	50.3	47.5
37.4	30.4	17.2	56.5	60.7	71.4	66.9	64.4	55.4	51.6	49.2	43.7	38.8
46.8	40.6	26.4	52.9	63.0	68.6	67.6	68.1	72.8	68.8	63.5	61.4	56.6
51.4	45.0	32.1	52.7	63.3	68.9	71.6	71.0	72.8	70.6	65.1	63.0	57.6
42.2	29.8	17.4	48.0	57.4	70.0	71.0	71.7	61.2	59.3	59.0	51.3	45.1
44.1	33.7	21.9	47.6	55.7	70.7	71.7	71.1	61.1	61.5	61.4	55.1	45.5
40.0	33.4	19.7	41.6	55.9	72.0	69.6	66.3	61.2	61.1	58.4	51.3	43.5
40.3	35.4	17.4	49.3	58.7	71.3	68.4	61.9	56.8	57.4	57.8	52.0	45.1
41.3	34.5	19.4	53.8	58.1	69.3	75.5	69.6	56.7	58.1	58.0	52.0	45.7
41.5	34.1	18.2	57.5	62.5	71.5	76.4	71.8	59.5	53.6	53.5	48.9	43.3
42.3	34.1	20.5	51.4	58.5	69.6	69.1	67.3	57.3	55.8	54.8	50.4	45.7
40.7	33.1	18.1	50.8	59.7	69.2	73.4	74.3	69.0	57.1	53.9	48.9	44.5
39.1	31.5	17.3	54.6	56.6	68.7	66.2	68.1	54.7	51.7	51.4	49.1	42.1
38.5	31.2	17.4	46.8	54.4	69.1	64.2	67.2	54.1	49.5	48.0	43.3	40.0
38.7	33.4	18.4	60.1	64.5	69.1	64.3	59.7	53.8	48.8	47.4	41.7	42.5
38.4	31.5	17.5	58.8	61.4	69.1	63.4	58.6	53.0	50.8	50.7	45.6	42.5
36.6	28.7	17.1	49.1	53.2	69.9	64.1	61.5	57.2	50.8	51.8	45.3	37.5
37.7	30.2	17.6	54.7	57.3	69.1	68.0	65.8	54.6	52.6	51.7	44.5	39.3
37.4	28.9	16.9	50.9	56.2	69.1	66.0	60.0	54.4	51.6	50.8	44.4	39.4
36.9	28.8	19.7	55.0	56.2	66.4	68.1	59.3	53.1	52.1	51.8	44.3	39.2
35.4	27.4	15.6	44.8	55.8	67.4	67.0	59.3	52.8	50.8	51.8	45.8	38.2
43.9	38.9	31.4	42.8	58.1	68.5	67.6	70.0	59.2	59.9	61.3	55.7	51.5
48.1	43.5	29.8	44.1	60.3	71.2	69.1	70.1	59.3	59.9	61.6	55.6	52.6
37.7	35.8	19.5	43.5	57.9	71.9	68.7	61.1	53.7	51.3	52.2	49.1	40.4
44.4	40.1	25.8	42.8	55.8	66.7	75.4	66.3	61.5	56.3	56.8	52.2	48.6
39.2	29.2	17.5	50.0	55.5	65.4	70.8	62.5	56.0	51.0	51.3	45.7	41.2
37.5	28.5	17.2	57.4	58.5	65.4	65.7	60.5	53.2	50.8	50.8	44.4	41.3
37.0	27.5	15.7	46.2	55.1	64.1	67.3	61.1	51.9	49.5	48.3	44.5	38.7
38.5	29.8	16.4	45.1	56.1	66.4	65.9	65.8	53.9	51.3	50.2	44.9	40.1
41.6	39.3	30.3	62.8	65.6	68.1	70.5	62.2	54.3	61.0	59.9	53.5	47.6
39.2	33.8	28.3	56.1	58.9	67.1	66.3	62.1	55.3	50.7	49.6	49.6	41.5
39.3	36.3	19.8	45.7	57.7	67.5	66.5	61.4	54.4	52.4	47.0	49.5	41.7
37.1	33.2	16.5	45.2	55.5	66.8	64.3	63.2	52.2	48.7	46.3	43.7	39.2

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1/1 LCSmax 8000	1/1 LCSmax 16000	1/1 LCSmin 8.0	1/1 LCSmin 16.0	1/1 LCSmin 31.5	1/1 LCSmin 63.0	1/1 LCSmin 125	1/1 LCSmin 250	1/1 LCSmin 500	1/1 LCSmin 1000	1/1 LCSmin 2000	1/1 LCSmin 4000	1/1 LCSmin 8000
38.5	27.2	37.4	48.7	66.6	62.6	59.1	52.0	49.0	46.8	43.5	38.2	30.1
52.5	35.8	44.2	50.3	66.5	63.0	58.9	54.0	51.9	51.8	47.3	44.1	36.2
41.3	30.5	42.3	52.0	66.1	63.3	58.5	54.4	52.0	52.6	47.5	39.8	30.6
41.0	28.5	41.4	53.9	69.0	66.0	58.9	54.2	50.9	50.6	46.1	40.6	31.7
39.3	27.9	43.1	51.1	69.7	66.0	57.9	53.9	50.1	48.1	43.7	38.6	30.6
43.9	32.5	50.6	56.2	68.3	67.4	60.4	54.0	50.0	50.2	45.8	42.8	36.4
36.4	24.1	42.1	55.0	67.1	68.8	63.3	54.0	48.9	47.2	43.6	38.8	30.0
37.2	20.3	41.3	56.1	67.0	66.1	61.8	52.9	48.4	48.0	43.3	37.6	29.7
43.4	29.7	40.3	51.6	63.7	62.9	58.2	52.2	49.3	49.5	44.1	37.0	29.4
32.9	22.8	38.1	51.5	61.2	62.4	57.2	51.0	45.7	42.2	38.2	35.3	27.5
29.6	17.7	45.4	51.8	60.6	60.5	57.1	51.6	46.2	41.2	37.1	34.0	26.8
35.0	25.1	35.9	49.6	60.4	60.5	56.4	50.1	46.3	42.8	38.7	35.1	26.5
35.1	20.1	39.8	53.9	62.1	60.8	59.3	51.4	48.9	46.5	41.3	37.1	31.3
40.2	31.1	44.7	54.0	61.4	63.2	59.6	54.2	51.4	51.2	45.3	40.0	32.3
45.9	30.5	41.3	53.0	62.3	61.5	57.2	52.8	48.8	48.4	44.0	35.6	27.3
35.8	18.1	38.4	51.9	63.4	60.5	56.9	52.2	48.4	48.6	43.4	36.3	26.4
39.6	27.7	36.8	53.3	61.1	61.9	57.6	51.7	49.1	49.5	44.5	36.1	25.3
43.9	29.4	38.9	53.5	64.5	63.7	58.9	52.2	48.2	47.6	42.2	34.9	25.2
27.3	27.7	37.8	51.3	61.8	62.2	58.6	52.2	47.9	47.6	42.1	34.6	24.7
27.8	16.0	37.0	49.6	61.9	62.2	58.5	51.8	48.9	48.7	43.2	34.9	25.3
32.8	19.5	39.2	51.0	61.8	62.1	57.8	51.9	49.9	49.8	43.3	35.3	25.8
31.4	18.6	41.4	49.9	62.2	60.2	55.5	49.1	46.5	43.0	40.0	34.0	27.2
28.7	17.7	33.4	49.5	60.1	60.8	56.0	48.9	46.4	43.2	39.5	34.0	26.7
29.6	18.0	36.9	48.6	61.2	60.8	56.7	52.0	48.5	47.9	42.9	34.3	25.8
35.1	23.4	34.8	50.1	60.1	61.1	56.9	51.3	47.3	47.0	41.8	33.4	24.3
38.5	23.6	43.8	50.6	60.1	62.3	58.2	50.5	47.8	46.7	42.3	34.4	25.5
28.0	19.5	37.4	49.9	62.5	61.9	57.8	50.8	47.9	47.8	43.0	34.4	25.1
29.1	17.7	35.1	50.2	61.8	61.4	58.6	53.0	48.2	47.9	41.9	34.0	24.7
30.1	18.8	52.2	54.4	63.7	63.8	58.4	52.2	48.5	49.2	41.9	35.1	27.5
28.5	17.2	38.7	52.2	63.4	64.2	60.2	54.1	49.0	48.8	42.4	34.4	25.5
28.3	16.5	35.9	51.9	64.7	66.3	66.8	57.4	51.3	49.0	42.9	35.1	25.5
33.3	20.2	36.0	52.7	67.7	70.0	68.1	58.9	53.0	52.5	46.3	37.9	28.3
31.1	18.4	39.0	54.6	68.2	70.3	63.6	56.5	52.3	51.3	45.1	35.0	24.7
27.7	17.7	39.3	57.5	70.8	68.5	63.8	58.8	56.8	56.2	49.1	36.1	23.9
32.0	19.3	61.1	60.2	65.3	63.6	59.7	59.4	58.6	53.8	46.4	35.1	24.7
38.0	24.1	51.6	55.0	61.6	62.4	59.0	56.4	54.3	50.9	46.2	39.0	31.2
36.0	22.0	43.7	56.6	64.1	65.7	59.0	54.4	52.1	48.7	46.6	43.7	33.8
34.8	20.5	40.5	58.8	64.3	64.9	58.5	54.1	52.1	51.6	47.9	44.3	34.2
34.6	20.1	38.0	59.5	64.6	64.3	57.5	53.3	50.2	49.8	47.0	44.3	34.0
35.6	20.1	39.9	59.1	64.5	63.8	58.1	53.2	49.8	49.8	47.0	44.1	34.2
35.6	20.8	39.0	59.8	64.5	64.1	58.0	52.5	49.0	48.0	46.4	44.3	34.3
35.3	23.6	38.4	59.2	64.3	64.2	57.9	52.6	49.2	48.6	46.6	44.3	34.2
46.0	34.2	41.8	59.0	65.8	64.9	59.1	53.3	50.1	50.9	47.8	44.0	34.1
50.2	35.1	39.9	59.5	65.0	65.6	60.1	55.6	52.7	52.1	50.4	45.9	37.7
51.3	35.6	36.2	60.3	66.3	65.5	61.1	55.0	50.3	49.6	49.0	46.7	37.9
39.0	37.7	37.8	59.4	67.1	65.5	60.5	53.5	50.8	48.5	47.5	45.1	35.6
43.2	27.8	33.6	58.8	66.2	65.4	59.1	55.0	52.1	48.1	47.1	44.4	35.3
38.6	27.2	38.4	59.5	67.0	65.6	59.5	53.2	49.7	48.4	46.5	44.3	35.0
41.5	34.2	42.1	58.3	65.9	64.8	59.2	52.4	49.1	47.1	46.1	44.2	35.6
42.2	34.1	46.1	59.5	66.4	63.7	57.9	53.8	50.2	49.9	47.8	44.5	35.1
45.3	34.4	39.2	57.7	66.4	63.7	58.0	53.5	51.3	49.5	47.6	45.2	35.3
36.1	22.4	38.8	58.7	66.6	64.1	57.8	53.4	51.8	48.8	47.5	45.0	34.5
43.1	26.7	38.3	58.5	66.4	63.7	58.5	53.4	49.3	48.8	47.3	44.4	34.7
41.2	30.9	40.8	59.1	66.7	65.7	59.2	54.1	51.0	50.7	48.1	45.3	35.3
38.6	24.0	40.5	57.6	65.6	64.8	60.5	53.7	50.7	50.8	47.6	45.1	34.5
40.6	27.4	37.1	54.2	68.2	68.8	60.8	54.1	50.8	50.7	47.2	43.5	36.3
40.0	30.5	43.8	52.4	69.5	64.2	60.6	53.8	50.9	49.9	46.8	42.8	35.1
41.0	31.3	43.4	52.6	66.3	62.7	58.3	53.4	48.2	47.2	43.5	38.1	30.1
32.3	18.2	42.7	51.3	66.7	63.2	57.5	50.6	47.0	43.9	40.5	36.2	28.5
50.5	37.1	39.4	50.9	64.7	61.8	58.4	52.4	50.7	49.2	43.7	38.4	30.1
51.3	38.3	37.0	51.4	66.1	65.0	62.0	56.4	53.5	50.7	45.2	38.0	30.2
30.7	18.7	36.2	50.9	66.9	67.8	62.8	56.7	54.6	52.6	46.4	38.7	29.3
39.2	26.5	36.3	51.8	67.8	65.9	64.9	57.8	57.3	57.4	50.0	42.5	28.9
39.7	24.6	36.8	52.2	66.7	64.0	57.9	51.9	50.4	49.7	44.3	37.2	29.2
38.7	21.6	36.8	52.1	67.5	63.4	57.4	52.0	49.2	49.9	44.5	37.2	29.0
37.9	22.6	45.0	52.9	67.2	66.2	60.6	50.9	49.1	48.4	43.2	37.5	31.7
35.9	19.4	44.5	55.3	67.7	67.7	60.0	52.7	50.6	50.2	45.8	38.8	29.9
37.8	24.4	43.6	53.6	66.8	64.5	58.3	51.1	48.5	48.4	43.1	37.0	29.0
36.2	22.1	42.8	52.4	66.4	65.2	62.8	54.2	48.4	47.0	42.9	38.1	31.1
32.9	18.1	40.2	52.3	66.5	62.1	58.5	52.8	48.7	47.3	41.7	37.2	30.0
34.4	18.3	39.4	51.2	65.8	59.4	57.9	50.1	46.8	44.8	40.3	36.7	29.5
34.9	19.9	44.7	52.3	65.6	59.6	56.0	49.7	46.1	44.0	38.4	37.4	31.6
33.7	18.8	49.1	51.8	66.1	60.4	56.3	49.1	46.0	43.8	38.3	36.0	28.5
30.4	18.6	39.7	50.4	66.4	60.7	57.3	51.2	48.0	48.3	42.4	35.6	27.9
32.5	19.9	40.4	51.4	66.3	63.2	59.7	52.8	50.6	49.7	42.5	36.8	29.1
31.0	17.7	37.9	51.8	64.8	61.3	57.5	51.5	48.8	48.3	42.0	36.1	27.4
30.7	26.2	42.2	52.8	63.2	60.8	57.4	51.3	49.3	49.0	42.1	35.4	26.8
30.5	16.9	37.7	51.8	62.5	61.0	57.5	50.3	47.5	47.3	41.0	33.5	25.2
46.7	36.6	37.3	54.4	65.4	62.2	57.6	52.2	48.9	50.9	45.9	36.8	27.8
49.0	35.2	38.9	54.9	66.5	63.4	58.5	51.9	49.7	50.0	43.7	38.9	31.9
41.6	27.3	37.3	53.6	65.6	62.4	58.9	51.3	47.9	47.0	42.1	35.2	29.4
47.3	31.9	35.1	52.0	64.2	66.0	59.8	53.4	49.2	50.0	45.1	38.9	28.8
32.0	19.7	41.0	51.3	62.5	63.8	59.4	52.0	48.1	47.5	43.0	37.2	27.8
32.6	21.5	42.5	51.2	63.3	62.0	56.4	49.8	46.7	44.1	39.6	36.0	25.9
30.2	16.2	36.3	51.2	61.6	61.8	57.2	50.7	47.9	46.5	41.0	35.0	24.9
32.3	18.5	35.9	51.5	61.6	63.1	58.0	51.3	47.8	46.4	40.8	36.2	27.7
46.9	40.2	39.4	53.6	64.8	62.5	58.9	52.3	49.5	49.1	43.9	38.9	31.9
39.1	37.6	42.0	51.8	63.8	62.4	58.1	51.4	48.0	45.7	41.3	38.2	31.1
45.6	23.2	40.2	52.2	64.8	63.9	59.0	51.4	48.2	43.9	43.6	36.1	28.6
41.2	17.4	37.8	50.5	63.7	61.3	59.7	50.5	47.3	43.9	40.6	36.0	27.7

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/1 LCSmin 16000 1/3 LCSeq 6.3 1/3 LCSeq 8.0 1/3 LCSeq 10.0 1/3 LCSeq 12.5 1/3 LCSeq 16.0 1/3 LCSeq 20.0 1/3 LCSeq 25.0 1/3 LCSeq 31.5 1/3 LCSeq 40.0 1/3 LCSeq 50.0 1/3 LCSeq 63.0 1/3 LCSeq 80.0 1/3 LCSeq 100 1/3 LCSeq 125

17.2	38.3	36.5	39.4	42.5	43.6	51.1	67.0	58.8	56.4	59.4	59.3	64.7	59.3	62.5
21.1	48.7	47.6	49.0	49.0	48.3	51.4	66.4	61.5	57.8	59.5	63.8	60.0	56.5	57.7
18.3	39.1	40.8	44.0	46.0	47.8	52.0	66.2	62.2	66.3	62.4	59.8	60.0	57.1	55.1
18.1	35.4	39.3	42.5	50.1	49.7	56.8	67.0	66.6	70.4	62.9	63.7	61.8	58.7	57.6
18.2	39.0	40.7	44.3	47.1	47.3	51.3	67.0	67.2	60.8	60.3	65.5	61.5	54.9	55.4
24.2	50.8	52.9	58.6	58.8	59.5	60.9	66.3	67.5	62.3	62.2	66.1	63.5	59.1	58.4
17.4	49.1	48.9	49.0	51.6	51.9	55.3	63.4	65.8	59.2	63.0	66.5	67.6	69.7	59.6
17.3	43.4	45.7	50.2	51.2	52.3	55.2	64.3	65.9	59.6	61.7	64.0	65.2	63.5	57.9
17.5	45.6	46.6	45.3	50.3	50.7	52.9	58.7	64.5	58.1	62.0	60.2	59.0	61.0	58.3
16.5	34.8	39.3	42.0	43.2	45.7	52.3	58.5	57.9	58.5	60.1	68.5	59.1	55.3	55.5
16.0	41.8	44.1	46.6	46.9	48.1	51.8	58.8	57.5	57.7	56.5	58.3	56.7	55.2	54.1
16.4	39.3	40.4	42.6	44.3	45.0	50.7	58.5	57.1	57.1	56.2	56.5	57.6	57.8	52.4
16.9	42.2	47.4	52.4	53.9	54.7	55.6	60.4	60.2	55.2	59.7	65.6	59.1	60.1	55.1
18.8	49.7	50.5	51.5	51.6	52.2	54.8	60.5	60.9	59.5	61.3	61.5	60.8	58.8	56.7
16.4	40.8	42.6	43.0	46.4	48.2	52.2	59.1	59.7	58.7	57.5	60.0	58.6	55.2	54.5
15.7	34.4	36.7	40.0	42.6	44.3	53.2	59.5	60.8	57.7	57.0	59.3	57.8	54.8	53.0
15.6	32.8	36.4	36.9	42.8	45.0	53.7	59.9	58.5	59.6	60.0	61.3	58.9	55.6	54.1
15.7	27.9	33.7	39.6	46.7	50.4	55.4	60.4	65.9	62.1	62.1	60.4	66.0	64.2	56.5
15.4	29.7	33.9	39.0	43.8	46.2	52.7	59.0	60.4	57.5	58.1	58.6	59.5	57.1	54.5
15.4	31.4	34.4	36.3	41.8	44.0	50.3	58.6	63.0	56.9	59.3	59.3	62.1	58.8	53.9
15.7	34.3	36.2	40.1	42.0	45.3	50.9	57.8	60.8	59.4	61.1	58.9	55.8	55.5	54.6
16.2	40.8	41.4	44.5	44.9	46.9	51.3	59.3	60.0	60.9	57.3	58.2	54.5	53.6	52.9
16.2	32.3	33.8	36.9	42.5	41.2	49.3	58.5	59.3	57.2	56.7	58.1	57.4	55.7	53.1
16.0	33.8	37.0	39.0	42.1	43.3	48.8	58.1	59.7	56.0	58.4	58.4	56.3	54.4	53.4
15.7	28.4	32.2	37.3	41.1	44.1	50.1	57.3	57.6	56.5	57.0	59.3	56.3	56.6	54.6
15.8	41.7	43.9	45.1	45.5	46.5	51.7	57.0	58.6	58.4	57.9	59.8	62.2	61.8	56.9
15.7	36.5	35.7	38.4	42.1	44.0	50.8	57.7	59.8	60.6	56.4	59.5	58.7	58.5	54.0
15.5	30.2	36.7	38.4	42.3	45.1	51.2	59.9	60.1	57.7	58.6	60.1	63.1	57.7	57.5
17.2	46.8	48.8	51.4	52.7	54.4	55.6	61.7	59.3	59.6	64.3	59.8	57.4	56.8	55.3
15.8	49.1	44.3	43.5	46.7	46.3	52.3	60.7	59.6	64.0	64.0	62.6	62.3	61.7	61.0
15.6	27.7	32.2	37.7	45.8	44.9	51.3	60.6	57.4	65.7	63.4	63.4	66.6	67.1	68.2
16.2	42.9	43.8	53.3	56.0	53.9	55.3	65.0	59.6	65.5	68.5	67.9	62.2	70.0	68.7
15.3	48.3	50.6	48.9	55.2	48.0	51.1	65.0	61.6	67.0	67.6	72.2	67.4	65.1	61.2
15.4	30.0	33.1	54.0	61.0	43.5	62.5	69.5	72.0	66.7	67.7	67.8	64.5	62.9	59.9
15.5	41.4	45.7	63.0	55.1	50.7	62.3	59.2	66.0	62.3	66.6	61.7	59.0	56.4	56.2
19.3	50.2	52.0	58.9	54.0	51.4	60.1	59.7	58.5	60.3	65.8	59.7	60.8	55.7	54.6
19.9	32.4	34.7	47.8	43.8	46.0	57.5	63.2	56.6	59.6	66.2	60.5	57.7	57.4	54.1
19.4	44.0	45.9	46.7	47.1	48.8	59.2	62.4	57.4	61.3	64.7	60.4	58.4	57.5	54.3
19.5	38.2	40.4	42.6	45.9	47.6	59.7	62.3	59.4	61.3	63.4	59.2	58.0	56.1	54.2
19.6	44.5	44.9	43.7	46.3	47.1	59.6	62.2	58.8	61.2	63.6	59.4	57.9	58.2	58.0
19.7	36.6	40.2	42.4	46.6	48.1	60.5	62.3	58.4	62.1	63.1	58.8	57.5	56.7	54.8
19.8	34.6	35.4	39.2	43.9	47.4	59.8	62.9	58.8	61.4	63.4	59.2	57.9	56.7	53.9
19.8	43.6	42.3	44.8	46.8	52.9	60.1	63.8	62.5	62.7	64.2	60.2	59.6	57.9	54.7
25.0	35.8	38.2	41.4	43.5	44.1	60.2	63.5	60.1	63.2	64.0	60.8	61.3	66.2	57.0
24.6	35.7	37.7	44.2	47.8	49.9	61.1	62.9	61.6	64.1	63.7	60.7	62.8	65.8	56.9
22.2	41.3	45.2	44.0	47.2	50.5	60.1	62.9	64.4	62.0	63.7	61.4	60.5	62.0	54.5
21.5	33.4	38.3	39.8	44.3	47.0	59.4	62.2	63.6	62.6	63.2	61.6	60.7	59.0	56.7
21.2	35.9	40.8	44.4	46.0	47.3	60.2	61.9	65.0	62.4	63.5	61.4	74.1	70.8	57.0
21.3	38.6	42.4	44.9	45.2	46.5	59.4	61.9	64.8	60.5	62.9	60.5	59.7	58.3	54.2
23.1	46.0	47.6	47.5	49.0	50.7	60.4	63.3	63.6	61.3	62.5	58.6	57.6	57.0	53.6
21.6	37.7	40.8	40.9	44.4	47.6	59.8	64.1	62.6	62.8	63.0	59.9	58.2	57.5	53.4
20.1	33.1	40.2	43.3	43.0	46.5	60.1	65.1	63.2	61.5	62.4	59.7	58.0	57.1	53.7
19.7	39.6	43.1	42.0	47.7	47.9	60.0	65.3	64.8	61.4	63.0	59.7	58.7	57.9	54.0
20.1	39.0	42.8	45.2	52.9	53.4	63.9	66.3	65.4	62.8	63.5	60.9	62.2	60.6	55.0
19.9	40.0	37.2	40.3	46.2	48.4	59.8	65.7	65.9	61.6	65.8	63.1	62.3	63.9	54.9
23.2	30.0	36.8	43.6	45.9	48.5	56.9	64.5	66.8	67.0	65.6	64.1	68.5	60.5	58.2
23.4	46.3	46.3	47.9	50.7	51.4	53.8	62.4	66.9	67.6	61.2	61.7	67.0	60.9	59.0
16.9	45.5	45.0	48.7	49.9	49.9	54.2	62.8	66.0	63.7	61.1	60.4	60.7	58.2	56.4
16.6	48.5	47.1	50.7	50.5	51.5	53.5	65.3	65.7	58.2	62.8	58.8	56.4	56.2	55.8
17.1	37.2	39.7	40.7	46.7	48.4	55.1	64.9	60.7	56.8	61.6	60.3	59.5	56.4	56.5
18.1	40.5	42.1	43.7	46.3	48.6	55.6	65.0	63.3	58.7	60.9	62.7	65.4	61.9	62.5
16.7	27.2	32.8	37.6	43.6	45.7	51.7	65.0	64.1	61.6	65.4	64.9	64.9	62.9	64.8
16.5	35.5	39.4	40.8	44.7	45.9	52.2	66.5	64.7	64.4	64.2	64.9	62.1	65.1	63.5
16.3	28.5	33.5	38.2	43.6	46.2	52.6	66.0	64.7	62.0	64.5	59.9	58.0	59.7	57.3
16.1	27.1	34.5	39.1	44.2	49.1	53.3	66.1	65.3	59.5	64.5	59.4	55.9	56.8	54.5
16.9	43.9	44.8	45.9	47.1	49.3	54.5	65.6	63.8	59.3	66.0	62.2	65.0	62.7	56.9
16.9	42.6	47.1	48.6	52.9	53.5	56.1	67.4	64.4	61.4	68.2	66.9	67.9	65.8	59.8
16.5	41.5	46.4	45.7	47.8	48.1	55.6	66.7	62.9	59.7	65.0	61.2	59.5	56.5	59.1
16.6	39.5	43.8	42.9	46.0	48.6	53.5	65.9	63.0	60.5	63.4	61.7	64.8	64.9	64.9
16.7	41.0	42.0	47.1	46.8	48.1	52.6	65.2	63.5	58.5	59.4	60.7	58.2	58.1	60.4
16.8	37.9	35.3	40.1	40.8	42.8	51.9	65.1	63.0	58.5	56.2	57.3	55.4	57.7	60.3
17.5	49.4	51.8	50.9	53.4	56.3	56.9	66.0	61.4	56.3	56.3	57.3	57.0	55.8	52.4
16.4	49.1	50.6	52.0	53.6	53.4	54.0	65.9	62.2	55.7	57.0	57.5	56.2	55.6	52.4
16.3	39.9	43.0	41.9	42.4	45.0	50.3	65.6	63.1	59.0	57.3	58.0	58.2	55.6	53.7
16.4	41.2	41.2	44.2	47.2	47.9	52.2	66.3	62.6	57.6	59.0	60.0	62.3	62.3	56.3
16.1	42.5	41.3	42.3	44.8	45.6	52.4	66.1	60.4	57.3	57.2	60.9	59.9	56.0	54.1
15.9	44.1	44.6	45.2	45.9	45.2	53.0	61.8	60.3	58.7	57.6	58.8	57.4	55.6	53.2
15.2	35.0	36.6	38.6	43.7	45.6	52.8	59.2	61.1	58.5	60.5	58.4	56.0	55.7	53.0
15.5	28.7	33.1	38.8	43.3	44.4	55.6	63.9	62.9	58.5	60.4	59.9	56.6	55.8	59.5
22.8	32.6	34.2	40.4	44.8	45.4	56.8	63.6	65.6	60.7	61.8	62.3	57.0	56.8	61.5
15.4	28.7	35.8	37.8	42.7	44.6	55.0	63.0	66.0	61.1	59.2	61.8	58.3	55.9	55.7
15.7	29.4	32.3	38.4	42.7	45.2	52.6	62.3	60.6	59.4	65.1	70.4	62.7	59.2	57.8
16.5	40.9	40.1	42.4	44.3	45.7	51.4	60.8	59.9	57.5	61.5	64.1	60.7	57.9	55.0
15.5	42.3	48.0	48.6	47.9	50.1	52.0	59.9	60.2	57.7	57.8	60.4	59.0	56.0	53.6
15.5	35.8	39.9	38.6	41.4	43.8	52.0	58.9	59.2	56.0	56.5	58.2	60.8	55.8	53.8
15.5	32.2	35.5	37.4	40.4	44.7	52.0	59.4	59.0	58.9	56.8	60.3	60.6	61.0	56.1
18.5	48.0	49.0	51.9	54.1	54.1	56.4	61.8	62.0	62.8	59.9	63.5	59.9	58.0	56.3
19.4	44.7	44.9	47.1	48.9	49.8	51.6	61.7	61.7	58.0	58.7	58.7	61.5	57.6	55.0
16.2	39.6	39.4	40.1	43.5	46.3	53.0	62.8	62.3	59.0	57.4	58.6	63.0	56.3	56.7
16.1	29.5	35.0	39.1	42.4	45.4	50.8	61.8	61.9	58.7	57.8	58.2	59.1	57.5	56.7

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSeq 160 1/3 LCSeq 200 1/3 LCSeq 250 1/3 LCSeq 315 1/3 LCSeq 400 1/3 LCSeq 500 1/3 LCSeq 630 1/3 LCSeq 800 1/3 LCSeq 1000 1/3 LCSeq 1250 1/3 LCSeq 1600 1/3 LCSeq 2000 1/3 LCSeq 2500 1/3 LCSeq 3150 1/3 LCSec 1/3 LCSeq

57.0	52.6	49.1	48.4	47.3	46.6	44.9	45.3	46.0	43.6	42.4	40.3	38.9	37.0	34.4	35.6
52.8	54.1	52.5	52.0	51.9	52.0	50.7	51.9	53.9	50.3	49.8	48.1	48.1	47.0	44.7	49.1
52.3	53.6	52.7	50.8	51.2	51.0	50.6	50.4	51.1	49.0	47.1	45.1	42.5	41.5	38.9	36.0
52.1	53.9	54.1	51.7	51.0	50.9	50.5	51.1	52.3	51.0	49.3	46.6	45.5	43.2	41.4	37.8
53.3	51.7	49.4	49.0	47.2	46.3	45.7	46.1	45.4	44.9	44.9	45.5	40.1	38.8	37.0	34.3
54.0	52.7	49.9	48.4	46.7	46.5	45.7	47.0	46.8	45.2	44.8	43.2	43.0	41.8	40.5	39.7
55.0	53.4	49.9	48.0	45.9	44.9	44.6	44.8	44.7	44.0	43.4	40.5	38.2	36.4	35.3	35.4
51.3	51.0	49.9	48.0	46.1	44.5	44.3	45.3	45.6	43.7	41.6	39.2	38.6	35.2	33.4	34.4
50.5	50.8	49.3	48.4	47.5	46.1	45.3	46.2	46.9	45.2	42.9	40.4	38.3	38.2	36.6	36.3
49.4	50.8	53.0	48.6	47.0	44.6	43.7	44.5	45.3	42.8	40.0	38.1	36.1	34.1	32.0	31.6
51.0	52.2	49.9	45.5	44.0	42.6	41.5	41.3	41.8	40.0	37.7	35.6	33.8	31.9	29.9	30.0
47.9	48.0	46.9	44.0	43.5	42.5	41.4	41.5	41.5	39.8	37.9	35.8	36.3	32.5	31.6	32.7
51.6	51.6	51.6	52.6	48.3	51.3	48.6	47.9	46.7	44.5	42.3	40.3	38.3	36.8	35.2	34.8
54.2	54.9	55.1	52.6	51.5	53.0	54.3	55.1	52.9	50.5	48.0	45.2	43.5	43.2	40.6	38.7
50.0	50.6	50.9	47.3	46.7	46.0	45.9	47.6	47.1	45.7	45.5	44.0	42.1	40.3	38.0	36.1
48.5	49.4	50.1	45.9	45.2	44.6	44.3	45.4	45.9	44.4	42.6	45.2	38.0	36.7	34.0	30.8
54.1	51.6	49.9	47.4	47.8	46.7	46.8	48.6	48.7	46.7	44.6	42.6	40.1	38.5	35.5	33.4
53.1	52.3	51.5	47.7	48.0	47.9	47.0	49.6	48.9	46.5	44.6	42.7	41.6	40.3	37.5	35.9
49.0	49.1	48.3	45.8	44.9	44.1	43.5	44.3	44.0	42.4	40.3	38.8	35.1	32.7	29.7	28.8
50.0	49.4	48.2	46.5	45.5	45.0	44.9	46.2	46.3	44.2	41.4	38.9	35.7	33.8	30.8	29.3
49.0	48.7	48.5	46.8	45.7	45.6	45.5	46.7	46.6	44.3	42.1	39.5	35.8	33.4	30.7	30.0
47.6	46.9	47.1	45.4	44.7	44.5	42.7	43.8	44.3	41.7	41.3	37.0	35.0	32.9	30.7	30.0
46.4	47.0	46.9	45.2	44.2	43.5	42.6	43.3	43.1	40.4	39.9	35.7	34.0	32.3	30.9	29.7
48.8	48.6	47.9	47.0	45.4	44.2	43.4	45.7	45.8	43.1	42.8	38.3	35.6	33.0	30.8	28.3
51.1	49.6	47.8	45.3	44.6	43.5	42.9	43.8	44.8	42.2	41.7	37.8	35.4	33.2	30.6	28.1
51.9	50.2	49.2	46.5	45.4	44.8	45.2	45.4	45.5	44.0	43.2	42.6	40.0	37.4	37.2	33.8
48.7	48.7	49.3	46.6	45.5	45.4	45.5	45.7	47.1	45.0	42.2	39.2	35.8	32.8	29.8	26.7
52.9	50.4	50.2	47.0	45.3	44.5	43.8	44.7	45.5	43.2	40.6	39.3	35.1	32.3	30.0	27.0
50.5	49.5	48.9	47.7	45.4	44.0	44.2	45.9	46.1	43.4	40.6	37.8	35.5	33.3	31.3	29.2
57.1	53.7	51.4	49.8	46.8	44.8	43.8	45.3	46.3	44.0	41.6	39.1	35.4	32.7	30.1	27.2
61.4	56.3	53.3	52.6	49.2	46.9	46.4	47.5	47.2	44.6	42.4	39.9	36.6	33.9	31.1	27.9
65.6	65.3	57.4	56.7	54.4	55.9	53.0	51.1	49.9	47.8	45.3	43.0	40.1	37.5	35.5	32.0
59.9	55.5	54.2	54.2	49.6	50.8	49.7	49.6	49.5	47.7	45.1	42.2	38.5	35.2	32.1	28.8
61.0	57.8	61.9	59.0	57.8	57.0	55.7	54.2	52.7	51.8	49.0	47.1	40.9	35.5	30.2	25.8
59.0	57.6	58.4	59.7	57.5	55.7	56.7	53.9	52.2	49.6	46.9	43.3	38.2	34.5	32.0	30.2
54.4	53.4	53.1	53.0	53.8	52.7	50.5	49.1	48.3	46.0	46.1	43.0	40.4	41.0	39.3	36.7
51.9	51.6	52.3	49.6	49.9	48.4	47.5	46.4	45.4	44.9	44.5	42.3	39.7	41.1	39.6	36.4
50.9	50.4	51.5	49.3	49.1	48.4	47.6	47.5	48.0	46.9	45.5	43.3	40.4	41.5	39.9	36.8
49.6	49.1	51.4	47.4	47.1	46.1	46.9	46.6	46.6	45.9	44.6	42.7	39.8	41.5	40.2	36.9
51.3	49.8	51.6	51.9	56.3	47.9	49.9	50.9	48.0	46.4	46.2	45.1	41.9	41.4	40.7	37.0
49.2	48.1	50.6	47.7	50.4	45.0	46.5	46.2	45.3	44.9	44.1	42.5	40.1	41.2	40.9	36.8
49.0	48.6	50.5	46.7	45.8	44.9	45.6	45.0	45.3	45.1	44.5	42.5	39.7	41.0	40.8	36.5
51.0	50.8	53.8	50.3	48.8	48.0	49.0	49.6	49.5	48.4	47.9	46.4	44.2	44.8	43.4	40.5
53.4	54.6	55.8	53.2	51.3	52.4	52.5	51.5	51.3	50.7	51.4	49.6	49.0	47.6	46.5	45.2
55.0	55.5	55.0	51.5	49.4	50.7	50.6	49.0	49.0	48.7	48.3	47.1	46.3	45.9	46.4	44.7
51.6	50.4	51.5	47.9	48.2	46.2	46.8	45.2	44.2	45.5	44.8	43.2	41.7	42.6	41.6	38.1
51.8	52.5	53.0	51.5	49.6	50.0	48.1	46.1	45.0	46.7	46.6	44.9	43.0	43.3	42.5	40.8
53.2	51.4	51.7	48.6	50.0	50.4	47.7	46.1	45.9	46.4	45.9	43.8	42.8	48.3	44.0	38.5
49.7	48.4	49.7	46.1	45.8	43.9	45.0	43.2	43.1	43.4	43.2	42.4	40.0	41.4	40.6	38.5
49.6	49.4	51.0	47.8	47.5	45.8	46.3	46.0	45.7	46.1	45.0	43.5	41.1	41.9	41.2	39.0
49.6	49.7	50.9	48.6	48.7	46.5	47.2	46.2	45.2	45.4	44.9	44.2	42.7	43.0	42.3	40.6
49.4	49.2	50.7	48.3	49.4	46.5	46.8	45.9	44.8	44.4	44.4	43.3	41.4	42.2	40.8	37.4
51.2	50.5	51.2	48.9	47.6	47.7	47.2	46.8	47.4	46.2	45.8	43.9	41.5	42.2	41.4	38.0
52.8	51.4	52.3	49.9	48.0	49.4	48.3	48.9	48.5	47.3	46.7	45.3	43.6	43.4	42.2	39.5
51.6	51.4	51.8	48.9	47.7	47.1	46.7	47.1	47.4	46.6	45.1	43.8	42.0	42.4	41.4	38.0
54.7	51.8	52.4	51.2	48.6	48.3	48.3	47.7	48.0	47.5	46.0	44.9	43.4	44.1	42.6	40.1
52.1	50.0	50.0	48.8	46.8	46.7	46.4	46.2	46.3	44.7	43.4	43.2	41.2	40.0	38.9	36.9
51.9	53.7	49.8	47.8	47.1	46.0	45.7	46.1	47.2	45.1	43.8	43.9	42.3	40.8	39.9	38.4
51.8	49.7	46.3	46.4	45.1	43.8	42.8	41.5	41.7	39.6	38.7	37.1	36.0	33.6	31.9	32.3
57.6	58.5	61.7	52.8	53.1	53.1	56.8	51.4	50.6	48.4	48.5	47.1	45.4	43.7	41.3	40.6
62.3	60.2	64.2	60.6	57.9	57.3	62.2	55.2	54.9	53.5	53.7	52.2	49.9	48.4	45.7	45.2
56.0	53.3	54.4	53.8	50.7	51.1	52.4	53.0	51.7	49.0	46.1	45.4	42.7	40.4	36.1	31.7
57.7	55.4	54.9	55.0	53.9	54.7	56.4	55.1	55.3	52.7	50.4	47.3	44.7	42.1	38.0	34.2
54.2	52.7	51.6	51.0	51.4	51.2	50.6	50.9	49.3	47.4	44.9	41.6	38.6	36.6	34.2	34.0
49.9	49.7	49.6	47.4	47.6	47.3	48.3	49.7	48.3	48.0	46.6	43.1	39.4	36.7	34.1	35.3
55.3	49.8	49.2	48.3	48.0	48.6	49.0	49.5	48.4	46.6	44.9	41.9	39.7	38.0	35.9	34.9
57.1	52.7	48.8	47.7	48.6	47.1	46.8	47.8	46.7	46.0	43.7	42.2	40.7	38.3	35.9	35.3
57.1	50.5	49.2	48.7	47.4	48.0	47.1	48.2	47.1	45.6	44.0	41.6	40.6	39.7	36.5	35.1
59.8	59.9	56.0	50.0	49.6	48.2	46.4	45.6	44.7	43.2	42.0	39.7	39.0	37.6	34.8	34.8
51.9	49.7	48.9	47.8	46.0	45.3	43.9	44.2	44.9	42.7	41.1	39.8	38.2	35.7	33.4	33.6
51.7	47.8	48.2	46.4	44.8	43.5	42.3	43.0	41.9	40.2	38.9	36.7	35.6	34.6	32.2	34.3
48.9	47.0	46.5	45.8	44.0	42.0	41.6	42.3	41.6	38.9	37.0	34.9	34.0	33.7	31.8	35.6
47.6	46.9	45.7	45.3	44.3	43.2	41.5	42.5	42.5	41.1	38.3	37.4	34.7	34.8	31.4	34.1
49.8	51.2	47.6	46.0	45.6	44.6	44.0	45.3	46.4	44.4	41.4	38.4	35.6	33.3	30.8	30.9
52.2	50.4	48.0	47.2	47.4	46.3	46.4	47.5	46.3	44.1	40.9	38.0	36.0	34.1	32.3	32.2
49.5	49.0	48.3	46.6	46.2	44.5	44.9	45.6	45.9	43.7	40.5	37.8	36.0	33.9	31.5	32.2
48.7	48.6	47.0	45.7	46.3	45.2	45.7	46.2	45.7	43.0	40.1	37.3	35.6	33.4	30.5	32.0
49.0	48.0	46.8	45.3	44.8	43.2	43.7	44.8	45.6	43.2	40.6	37.4	34.3	31.9	28.6	31.0
51.8	50.5	50.1	48.2	48.1	48.1	47.9	49.4	51.3	48.8	48.3	45.4	41.7	40.0	38.5	38.8
52.8	51.5	51.7	50.7	51.7	50.5	51.0	52.1	55.3	51.3	49.0	45.4	42.7	41.5	41.4	45.7
50.9	48.2	47.3	45.9	45.4	43.4	43.6	44.5	45.0	44.1	42.8	39.8	36.7	34.4	32.2	31.6
58.1	55.1	51.4	49.4	48.3	47.3	47.9	48.0	49.8	48.2	45.4	43.3	42.0	41.3	39.3	37.4
54.0	51.6	47.1	46.6	45.5	44.3	44.6	44.7	45.8	44.2	42.0	38.9	37.8	36.3	33.8	31.9
49.5	47.8	46.9	44.6	44.5	43.9	43.6	43.8	43.8	42.3	39.7	36.4	35.5	34.5	31.7	31.1
48.4	47.1	46.5	45.6	44.2	43.8	43.6	42.6	43.8	41.9	40.0	36.8	35.9	33.6	30.6	31.7
50.5	48.9	48.2	46.9	45.1	44.3	44.8	44.6	44.6	42.1	40.5	37.6	36.0	35.4	33.0	32.2
50.4	49.4	49.1	47.1	46.9	45.4	49.8	48.3	47.5	45.8	44.1	41.8	38.8	38.3	36.0	34.7
50.9	49.3	49.8	45.0	45.7	44.6	43.5	43.3	43.1	41.9	40.6	39.4	36.4	35.3	33.9	34.0
50.4	48.7	49.1	44.9	45.5	46.0	45.2	41.7	41.1	40.5	43.0	43.5	36.9	35.8	34.2	33.5
52.6	47.6	47.1	44.7	44.2	43.3	42.3	41.3	40.9	39.4	38.2	37.5	34.3	33.0	32.2	32.1

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/3 LCSeq 6300 1/3 LCSeq 8000 1/3 LCSeq 10000 1/3 LCSeq 12500 1/3 LCSeq 16000 1/3 LCSeq 20000 1/3 LCSmax 6.3 1/3 LCSmax 8.0 1/3 LCSmax 10.0 1/3 LCSmax 12.5 1/3 LCSmax 16.0 1/3 LCSmax 20.0 1/3 LCSmax 25.0

31.3	25.7	21.0	15.9	19.3	9.5	46.9	39.8	42.0	45.5	46.0	57.2	68.1
45.0	40.1	32.7	29.0	24.4	13.9	55.7	53.5	53.3	53.5	52.2	54.0	68.3
33.2	29.8	25.9	22.3	19.0	11.1	41.8	43.1	50.1	50.7	49.5	54.5	67.8
34.2	31.7	27.0	22.4	15.7	10.8	40.3	44.8	45.1	53.6	52.7	62.1	68.4
32.1	27.8	24.3	19.2	14.2	10.4	42.5	44.6	52.1	51.0	53.0	55.6	68.6
37.9	35.3	32.4	27.6	22.0	15.0	55.9	56.7	63.4	64.2	62.4	65.2	70.1
31.8	27.1	22.0	18.4	12.5	9.7	53.9	53.6	53.9	54.9	54.7	59.5	65.4
32.3	24.7	20.5	16.3	12.6	9.7	50.7	51.6	55.0	56.1	54.8	58.1	66.0
33.9	30.0	25.3	20.9	16.2	11.7	50.2	51.6	50.8	55.1	54.5	55.9	60.7
27.8	23.4	19.3	16.1	12.5	9.7	40.7	46.4	46.1	46.5	48.5	55.4	61.3
26.5	21.3	17.4	13.8	10.9	9.5	45.0	48.9	52.1	50.3	51.8	53.7	61.0
28.9	24.3	20.0	17.0	14.0	10.4	41.9	43.6	47.1	48.7	48.7	53.2	61.3
31.4	27.5	21.8	16.8	12.5	9.7	50.8	54.6	60.6	60.4	61.3	58.9	61.5
35.0	31.9	28.4	24.2	19.3	12.5	54.8	56.3	58.8	57.9	57.5	58.2	63.2
33.6	32.7	29.6	21.2	13.7	10.3	45.5	48.7	46.0	49.4	50.9	54.3	60.3
29.3	22.3	18.5	13.4	10.6	9.5	39.6	41.8	43.3	47.6	47.7	56.0	61.3
30.8	26.5	23.1	18.6	13.3	10.0	38.3	39.8	41.1	46.5	50.7	55.7	62.3
33.7	29.0	25.1	20.4	14.6	13.5	30.4	36.8	42.3	50.1	53.1	57.7	63.6
24.6	19.0	15.4	12.2	14.4	20.0	34.7	39.0	41.7	48.9	52.0	55.2	61.5
25.2	19.9	15.7	12.5	10.4	9.5	33.5	39.5	38.8	44.2	45.9	52.5	61.2
25.4	20.9	17.1	13.4	10.7	9.5	38.9	39.3	44.5	45.8	47.8	53.1	59.3
26.2	21.9	17.9	13.9	10.9	9.5	43.1	44.6	49.4	48.2	51.2	55.5	61.4
25.5	21.3	17.6	14.1	11.3	9.5	37.9	37.8	41.0	44.7	44.6	51.0	59.9
25.2	21.0	17.5	13.4	11.8	9.5	37.8	40.0	42.4	44.6	44.9	50.4	60.8
25.0	21.0	17.3	13.5	12.0	9.5	34.8	36.4	41.4	44.3	46.7	52.2	59.8
31.7	26.9	22.3	17.1	12.0	9.6	45.0	48.8	49.3	48.8	49.9	54.6	58.9
23.8	20.4	16.7	13.5	10.9	9.5	42.5	41.0	42.3	44.3	47.2	53.0	59.9
24.4	20.1	16.2	13.0	10.6	9.5	34.6	44.2	48.0	47.9	51.7	52.9	62.3
26.5	23.2	19.4	15.4	11.7	9.5	51.7	50.9	54.6	56.4	58.6	57.9	63.3
24.5	20.6	16.7	13.3	10.6	9.5	56.3	50.6	50.2	50.3	48.9	54.0	62.5
24.7	20.6	16.1	12.8	10.4	9.5	32.5	34.4	41.2	48.6	47.1	53.4	64.0
29.4	25.5	21.2	16.5	12.5	9.7	50.7	52.1	60.2	60.9	58.0	58.4	66.5
25.9	21.2	16.9	13.3	10.6	9.5	54.3	57.4	57.9	58.0	54.2	54.6	67.5
23.5	19.0	15.5	12.6	10.3	9.5	34.2	35.7	61.7	62.8	45.9	67.9	70.5
27.2	23.0	19.1	15.1	11.7	9.5	49.2	51.4	64.6	60.7	56.3	66.4	64.5
32.9	29.6	24.8	20.1	15.0	10.9	55.1	56.9	64.1	60.6	56.6	62.9	64.6
32.3	29.1	23.3	18.6	14.0	10.0	38.2	38.1	52.4	48.8	52.1	60.1	64.4
32.3	29.2	22.9	18.0	13.7	9.9	49.7	51.4	51.3	51.3	52.7	62.2	64.3
32.0	29.0	22.7	17.7	13.5	9.9	50.2	47.0	47.6	49.0	52.3	61.1	63.2
32.6	29.3	22.9	17.9	13.6	9.9	50.2	49.5	48.2	49.8	50.7	60.8	63.1
32.6	29.3	23.0	18.0	13.8	9.9	41.6	45.6	46.9	51.0	52.2	61.9	63.3
32.5	29.3	23.2	18.7	14.8	10.3	41.2	41.2	44.5	48.2	53.4	61.7	64.2
38.6	34.8	30.7	26.1	19.9	13.1	49.8	47.2	47.8	50.5	60.3	63.3	67.5
41.6	39.9	33.6	28.7	22.9	16.0	38.9	43.5	45.4	46.2	47.2	61.5	64.9
42.7	40.9	33.9	29.4	22.1	17.0	41.0	46.8	53.0	54.1	56.1	62.0	63.9
34.6	32.3	28.7	28.5	22.8	18.1	48.4	51.8	50.9	52.1	55.2	61.2	64.3
36.9	33.0	28.2	22.8	17.5	11.6	38.5	44.8	45.1	48.3	50.8	60.4	64.4
34.4	30.6	28.5	21.9	18.7	12.8	43.2	47.1	49.9	49.0	50.2	61.7	63.6
36.3	34.6	32.6	29.5	25.2	18.7	42.2	47.2	48.1	48.8	51.6	61.5	63.3
36.7	34.7	32.1	29.2	25.0	18.3	51.1	50.7	50.7	52.9	55.0	62.5	65.2
38.4	35.7	32.8	28.8	24.0	17.3	43.2	46.5	43.2	48.8	52.3	62.3	65.1
32.9	29.6	24.8	19.0	14.4	10.2	39.9	49.1	50.2	47.3	50.4	62.2	67.0
35.5	31.8	24.9	19.8	15.1	10.2	43.1	48.1	47.5	53.9	51.3	62.2	67.6
35.5	31.6	26.9	23.6	16.3	10.8	42.8	47.7	50.5	60.6	59.9	69.9	70.0
33.9	30.2	24.4	19.3	14.4	10.2	45.8	41.0	42.6	48.9	54.2	62.5	68.3
36.6	33.1	28.5	23.9	18.2	11.6	38.8	47.2	51.8	51.7	54.2	61.0	67.3
33.9	30.3	26.8	24.4	17.7	13.0	51.0	50.6	51.9	53.3	54.8	56.7	64.7
34.6	30.8	27.6	23.7	17.7	14.8	49.8	50.2	54.1	55.9	56.1	57.3	64.7
29.0	23.1	18.6	14.6	11.4	9.5	51.4	50.4	54.7	55.8	55.9	58.3	67.9
38.9	34.6	30.0	25.1	19.1	12.0	43.8	46.0	45.6	52.0	53.0	62.0	66.9
43.1	39.4	35.1	30.7	25.4	17.7	45.0	47.9	50.2	51.2	53.7	62.4	66.5
27.9	23.8	19.2	14.8	11.7	9.5	32.3	40.7	40.6	48.2	51.7	55.3	66.3
31.0	28.9	24.4	20.3	14.7	10.7	39.2	42.8	45.0	49.4	51.3	54.3	67.8
30.5	29.0	24.1	17.5	13.7	9.9	31.7	37.0	40.5	47.0	48.7	54.5	68.0
34.8	25.5	19.1	15.0	11.2	9.6	30.5	38.8	47.7	48.3	56.2	56.1	67.7
33.5	26.7	21.3	17.4	13.2	9.6	49.5	49.5	49.2	50.5	52.1	56.7	66.8
33.0	26.2	20.8	16.1	11.9	9.5	48.3	54.8	53.8	59.3	57.2	59.8	69.8
32.1	28.2	23.8	18.8	13.6	10.0	47.0	53.3	48.6	52.2	52.8	57.6	68.0
31.9	25.3	20.3	15.8	11.9	9.5	42.9	48.9	46.1	52.1	55.4	56.0	68.0
30.2	23.9	19.2	14.7	11.5	9.5	46.5	46.1	52.8	51.6	52.8	55.1	66.8
29.6	23.7	19.6	15.0	11.4	9.5	41.9	41.0	43.1	43.2	46.0	53.2	66.8
32.3	24.2	20.4	16.2	12.3	9.6	54.1	57.4	53.5	58.0	60.3	61.1	67.5
30.2	22.7	18.8	15.0	11.8	9.5	51.9	55.3	56.2	58.5	56.7	56.6	67.7
26.8	22.7	18.1	14.4	11.4	9.6	45.7	49.9	46.1	47.5	48.8	52.3	67.9
28.2	24.1	19.5	15.1	11.8	9.5	49.1	48.0	51.1	52.3	52.6	54.4	68.0
26.7	22.7	18.1	14.3	11.2	9.5	46.9	46.5	48.0	51.6	51.6	55.5	67.6
27.0	21.3	18.4	19.0	10.6	9.5	50.2	49.8	49.4	51.3	48.9	55.0	65.0
25.9	19.7	14.9	12.4	10.2	9.5	41.2	40.5	41.6	46.6	48.4	55.3	62.4
35.8	32.4	33.2	30.7	18.9	13.4	31.1	35.5	41.2	47.6	46.9	57.6	65.4
42.7	33.0	30.8	26.7	25.8	19.5	36.9	36.7	43.4	46.5	47.2	59.9	64.9
32.6	32.7	16.4	13.0	17.3	12.7	31.5	40.5	41.5	44.5	46.5	57.2	65.2
34.9	31.4	37.5	24.3	15.9	10.1	34.3	35.6	42.5	46.6	47.1	54.8	64.9
27.0	22.9	20.3	15.3	10.8	9.5	46.1	43.7	45.5	48.0	48.8	53.1	62.9
27.0	21.8	17.4	15.0	11.0	9.5	49.5	54.5	54.0	52.7	55.0	53.7	61.8
25.9	19.3	15.7	12.6	10.3	9.5	38.8	44.6	41.8	43.9	46.1	54.3	60.1
28.5	21.9	17.7	13.6	10.7	9.5	40.3	40.7	41.6	42.4	47.3	54.4	61.9
32.0	27.1	38.1	30.0	14.7	10.3	55.3	56.3	59.4	60.2	59.3	62.2	63.8
30.5	26.1	29.2	28.0	13.6	9.9	51.7	49.5	53.8	54.2	54.5	53.9	64.0
35.8	25.5	21.2	17.6	13.9	10.7	48.3	46.0	43.3	48.1	51.3	55.4	64.6
32.7	21.1	17.3	13.7	10.8	9.5	32.4	41.3	42.4	45.8	47.5	54.3	63.9

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles, Raw Data

1/3 LCSmax 31.5	1/3 LCSmax 40.0	1/3 LCSmax 50.0	1/3 LCSmax 63.0	1/3 LCSmax 80.0	1/3 LCSmax 100	1/3 LCSmax 125	1/3 LCSmax 160	1/3 LCSmax 200	1/3 LCSmax 250	1/3 LCSmax 315	1/3 LCSmax 400	1/3 LCSmax 500
60.4	59.1	61.4	62.4	69.9	63.6	68.0	62.4	56.0	51.5	51.7	49.4	48.7
66.3	60.0	61.6	69.0	64.3	58.8	61.7	56.3	58.0	56.3	56.6	56.7	57.3
68.6	75.4	66.3	63.0	64.3	61.1	58.1	56.1	57.9	57.1	54.6	56.6	55.8
68.1	76.7	65.4	66.8	65.2	63.2	60.7	54.4	56.1	57.6	54.0	53.8	54.1
68.3	63.2	62.1	68.1	63.7	56.2	57.0	55.9	53.0	50.8	51.1	48.3	47.5
69.4	64.6	63.7	68.1	64.9	62.1	61.7	56.8	55.6	52.8	50.6	48.9	49.0
67.8	62.0	65.1	69.1	71.8	75.6	62.1	57.1	54.9	51.9	49.6	46.9	48.2
68.9	65.5	64.7	66.9	70.0	68.1	63.2	55.6	55.5	52.1	50.8	49.6	47.4
67.7	61.7	66.4	63.0	61.0	68.5	63.4	54.2	56.4	52.3	51.2	51.2	48.8
62.9	62.0	63.8	77.1	63.4	57.6	59.1	51.8	56.1	60.7	54.9	52.1	48.1
58.8	62.1	59.8	60.0	59.7	58.9	57.5	52.7	54.8	52.9	47.0	45.8	45.3
60.3	62.1	57.4	58.1	59.8	62.0	54.8	49.8	51.5	50.7	45.5	44.9	44.5
64.9	57.2	64.1	71.4	63.0	62.8	57.3	53.2	54.2	54.7	60.4	52.5	57.8
65.0	62.6	63.3	64.0	63.8	61.5	59.5	57.0	58.8	58.9	56.7	55.8	57.6
61.7	61.7	61.3	61.9	60.7	57.8	55.9	52.5	52.4	55.6	50.5	49.6	48.9
62.7	60.2	59.7	62.5	59.6	56.5	54.3	50.0	51.2	51.1	47.6	46.2	45.6
60.4	65.0	67.6	64.3	61.7	58.1	57.5	56.0	55.6	54.7	50.8	51.9	51.6
72.2	66.7	68.8	62.1	69.3	70.1	60.0	57.7	57.0	56.4	52.0	52.9	54.4
63.2	60.1	59.8	60.0	62.1	58.4	56.1	50.1	51.3	49.7	47.0	45.9	45.2
65.7	59.2	64.6	62.3	66.0	62.2	55.0	52.0	50.8	49.6	47.4	46.2	46.0
63.0	63.1	65.3	61.5	59.0	56.6	55.6	50.7	49.7	49.7	48.0	46.6	47.1
63.5	63.7	60.2	60.0	56.4	55.7	54.7	49.3	48.3	49.6	47.5	46.1	46.7
65.5	59.6	59.0	59.8	60.1	58.3	54.0	48.4	49.4	49.1	47.4	45.8	45.8
65.5	58.1	60.0	60.7	59.2	56.3	55.5	50.1	50.8	49.1	47.9	46.5	45.1
59.1	59.0	60.0	61.8	60.4	63.4	59.6	58.5	54.4	49.5	47.0	45.5	44.6
61.0	60.6	60.6	63.9	67.2	64.8	60.7	58.2	53.2	51.4	48.6	46.9	47.2
63.2	63.0	58.1	61.5	63.3	62.5	55.6	51.3	50.2	50.7	47.6	46.8	46.7
62.3	61.9	64.5	64.6	68.4	60.8	61.3	56.8	52.8	51.5	48.1	46.4	45.9
61.7	64.3	68.8	62.1	59.7	58.7	56.4	53.0	51.4	49.8	49.2	46.5	44.8
62.5	67.8	66.3	66.0	69.9	69.1	66.2	64.4	58.4	55.3	55.3	51.3	46.0
60.6	67.6	66.2	65.8	70.9	70.9	73.4	65.4	58.3	55.4	54.7	50.3	49.7
62.6	67.5	70.7	69.5	67.0	76.5	75.0	72.0	72.0	63.4	62.0	61.0	63.5
66.4	69.3	69.9	76.1	70.4	68.8	64.6	65.0	58.5	56.5	58.2	51.7	55.5
74.7	69.4	70.2	70.4	68.7	66.9	62.5	64.5	60.3	66.8	61.4	59.9	60.2
69.4	65.5	68.7	66.9	63.0	58.2	59.0	63.7	60.4	61.8	65.0	59.3	58.9
62.6	63.5	69.5	62.1	65.3	58.3	56.1	56.2	55.1	55.0	56.1	57.7	57.7
58.7	63.7	67.7	62.3	61.3	59.2	55.9	53.1	53.4	54.2	51.9	51.8	50.7
61.0	62.7	65.8	62.8	60.7	59.3	55.2	51.7	51.4	53.0	50.5	50.6	51.4
61.3	62.6	65.0	60.8	62.9	57.7	56.3	52.1	51.0	52.5	48.7	48.0	47.5
61.4	62.5	65.1	62.9	62.0	62.7	63.9	56.9	52.6	53.9	57.9	64.6	52.0
60.3	62.9	63.7	60.6	59.3	58.5	59.3	54.0	50.8	52.4	53.8	58.8	48.9
61.6	62.6	64.4	60.9	59.7	58.3	55.2	50.7	49.7	51.9	47.6	47.0	46.1
69.1	65.8	65.6	63.7	63.1	59.7	56.3	55.6	55.3	58.6	56.7	53.4	52.6
62.5	65.6	65.4	62.9	63.1	72.1	60.2	58.1	58.9	59.3	56.8	55.4	56.4
64.3	65.5	65.1	63.3	65.7	71.4	59.7	58.5	58.9	59.4	57.0	54.9	56.5
65.9	63.2	64.6	62.8	63.2	66.5	56.4	53.3	52.0	53.4	50.5	50.8	48.4
65.8	63.6	64.2	65.5	69.3	63.9	60.4	54.4	53.9	56.1	56.0	52.6	53.3
66.4	64.0	65.5	63.9	81.5	75.8	60.2	57.4	53.4	53.8	50.6	52.8	54.3
66.5	61.8	63.8	61.3	63.1	59.8	55.6	51.6	49.3	50.5	47.0	46.7	45.0
65.4	63.9	63.9	60.3	59.7	58.8	55.5	50.7	50.8	52.4	49.9	49.3	47.3
65.8	64.9	66.1	62.7	62.7	59.6	55.2	51.9	50.9	52.4	50.5	49.6	48.6
65.1	62.5	63.6	61.5	59.8	59.3	55.2	50.9	50.5	51.6	49.5	50.6	48.4
69.2	62.5	64.3	64.2	63.1	63.0	56.3	59.8	57.9	53.6	55.8	49.4	52.8
68.2	66.9	65.2	64.1	64.8	66.7	57.1	58.2	55.8	54.0	53.7	50.6	52.1
71.8	64.2	70.1	68.5	66.9	67.5	57.8	53.6	55.0	54.8	52.3	51.1	50.7
69.1	69.9	69.6	67.8	71.2	65.0	60.2	56.1	53.2	54.2	53.9	50.4	50.5
68.6	69.4	67.1	66.3	70.2	67.8	61.5	53.8	51.2	52.5	50.1	47.4	47.4
69.8	66.8	64.1	62.5	65.5	61.6	58.5	54.0	60.2	52.1	50.4	49.0	48.3
70.1	61.3	64.7	61.5	59.1	57.8	62.0	56.0	54.0	48.4	48.2	47.6	46.9
62.9	60.0	64.9	63.5	64.6	58.5	62.4	65.3	64.1	71.7	62.2	61.2	62.3
64.9	61.8	63.5	64.9	70.3	65.2	66.7	68.3	66.3	71.6	64.3	63.6	62.6
66.1	66.0	68.3	67.7	67.4	66.4	70.9	59.3	54.2	58.6	55.9	52.6	54.1
66.0	68.6	65.8	69.5	63.8	67.7	70.1	60.0	57.9	58.1	56.6	57.7	57.8
68.5	68.3	68.4	63.8	60.9	64.2	62.8	58.8	57.3	55.6	56.7	57.1	56.8
69.2	62.8	67.0	62.1	57.9	58.7	59.1	53.1	52.7	51.8	51.3	52.6	51.5
65.7	61.2	67.5	67.8	74.1	67.9	62.9	63.0	52.5	53.0	52.1	52.4	53.2
65.8	64.3	70.2	72.1	72.8	70.7	64.0	62.7	58.1	52.2	49.8	50.9	49.6
64.7	62.0	67.0	64.2	63.4	61.4	62.7	61.8	52.9	52.0	51.5	50.0	52.3
65.6	62.4	68.1	65.0	72.1	71.8	70.7	67.0	67.9	63.0	53.0	53.7	52.4
66.3	60.9	61.7	63.4	61.6	61.0	67.3	56.0	51.0	51.3	50.5	47.9	47.8
64.7	61.5	59.0	60.7	61.5	62.5	66.6	55.2	50.1	51.1	48.2	46.5	44.8
63.1	58.9	58.3	59.5	61.6	58.3	53.8	51.8	49.5	50.0	48.5	45.5	43.6
64.4	59.7	59.5	59.1	58.7	56.9	54.1	52.1	49.8	48.0	47.2	47.1	47.3
64.4	60.7	61.1	59.5	60.2	59.7	56.1	52.7	55.9	48.8	47.5	47.1	46.4
65.3	58.9	61.7	62.0	65.7	65.4	58.0	56.2	52.5	48.9	48.1	49.9	47.3
62.8	60.1	58.7	63.5	63.3	57.7	55.0	51.4	50.6	51.5	47.9	47.4	46.5
63.0	61.7	66.3	64.3	58.9	57.2	54.9	50.1	50.1	47.8	46.9	48.0	47.1
63.8	61.4	66.3	62.8	57.7	56.9	54.4	52.5	49.7	48.3	46.7	46.5	45.1
66.0	62.1	61.8	65.6	59.8	58.1	69.3	56.5	55.0	54.5	53.2	56.0	54.5
70.5	62.8	64.3	67.1	59.8	58.8	69.6	56.3	55.3	54.9	53.7	56.0	54.5
70.7	63.7	62.0	67.8	60.8	58.2	58.7	54.4	49.5	49.6	47.3	47.8	45.9
62.4	61.3	68.7	74.2	66.2	62.6	62.1	63.0	60.4	54.2	51.3	51.9	50.7
61.6	59.9	65.3	69.3	63.8	60.0	57.2	56.9	54.2	49.5	48.7	46.8	46.0
62.7	60.4	60.6	62.5	61.1	58.7	54.9	52.2	50.3	49.8	46.3	46.8	46.1
60.9	59.6	58.7	61.5	66.1	58.5	55.2	49.3	48.3	47.5	46.2	45.8	45.8
61.5	63.0	59.1	62.6	64.3	65.8	59.6	52.3	50.7	49.5	48.0	46.5	45.3
64.5	65.2	64.2	69.1	64.1	59.5	59.0	51.7	50.7	50.7	49.4	51.7	48.7
63.8	60.3	61.7	62.1	64.5	60.3	58.7	52.4	50.6	52.8	45.8	46.7	46.8
64.3	60.6	58.7	60.5	64.5	57.4	58.7	51.4	50.7	52.4	45.4	47.4	47.5
64.4	60.3	60.0	60.4	61.5	59.8	60.4	55.2	49.1	49.1	45.6	45.4	44.3

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSmax 630	1/3 LCSmax 800	1/3 LCSmax 1000	1/3 LCSmax 1250	1/3 LCSmax 1600	1/3 LCSmax 2000	1/3 LCSmax 2500	1/3 LCSmax 3150	1/3 LCSmax 4000	1/3 LCSmax 5000	1/3 LCSmax 6300	1/3 LCSmax 8000
47.4	47.4	48.1	45.5	44.3	42.3	42.3	40.4	38.2	41.6	36.8	32.1
54.9	56.4	59.0	54.6	54.5	52.4	53.3	52.5	49.5	55.4	51.0	46.0
53.9	54.1	54.5	51.8	50.2	47.6	46.3	46.8	44.1	41.4	39.3	35.8
53.8	55.0	56.3	54.8	53.6	50.5	50.1	48.0	45.9	42.2	38.1	36.6
46.9	48.2	48.4	47.9	51.5	52.0	43.9	43.6	40.9	38.8	37.0	33.9
47.6	49.4	48.3	49.4	50.5	47.2	45.6	44.3	42.3	42.1	40.7	38.6
46.9	47.9	47.0	48.3	49.2	44.1	41.4	38.7	37.9	37.8	34.3	31.0
46.8	47.5	47.5	45.5	43.7	41.1	42.9	37.4	34.9	37.2	36.9	27.2
48.2	48.4	48.4	46.7	44.6	42.9	42.2	44.7	43.0	43.1	41.0	37.9
47.4	48.4	48.4	46.3	42.9	41.5	38.9	37.9	34.4	33.9	30.6	27.5
44.3	45.2	46.5	44.1	41.8	39.2	35.7	33.6	31.2	31.7	28.1	23.4
43.5	44.5	45.3	43.5	41.0	38.8	42.1	35.4	35.4	36.0	33.3	29.0
53.4	52.0	49.4	46.0	44.0	42.0	39.9	38.4	37.1	37.0	33.4	29.3
59.8	60.0	56.8	54.4	51.4	48.1	46.5	46.8	43.4	41.7	37.5	35.0
48.4	50.0	49.8	50.0	51.2	49.9	49.2	48.1	46.0	43.6	41.8	41.9
46.1	47.2	47.8	45.4	43.6	52.1	39.8	39.2	38.0	34.3	35.6	26.6
52.0	53.8	52.6	50.1	49.0	47.6	45.0	44.9	41.2	39.3	37.5	33.8
52.7	55.5	54.0	52.0	51.1	49.7	49.2	48.2	45.3	43.7	42.1	37.3
44.9	45.4	44.8	43.5	41.2	42.0	36.2	33.5	30.6	30.7	26.0	20.4
47.0	47.9	47.4	45.2	42.1	42.0	36.6	35.6	32.2	30.6	26.4	20.9
46.3	48.0	47.7	45.2	45.0	42.3	38.8	36.4	34.4	32.5	30.0	27.9
46.5	47.0	47.9	44.4	44.4	40.3	38.1	35.6	33.2	31.2	28.7	26.4
45.8	46.2	45.7	43.1	42.2	37.9	35.6	34.4	34.7	32.0	26.9	23.2
44.2	48.1	47.4	44.3	44.6	42.2	36.9	36.3	33.7	31.9	28.2	23.4
44.9	45.3	45.8	43.7	43.9	41.7	40.5	38.9	37.1	33.8	32.1	30.3
48.4	48.6	47.8	47.4	46.4	46.9	44.7	42.0	43.1	39.1	37.5	31.2
46.4	46.9	48.9	47.1	43.9	40.5	36.8	33.5	30.8	27.5	25.1	22.5
45.5	46.7	47.3	45.1	42.3	42.6	36.2	33.8	31.9	29.6	27.2	23.3
45.1	47.0	47.3	44.3	42.3	39.0	36.5	34.2	32.8	30.6	27.6	24.8
44.8	46.2	47.2	45.5	43.2	42.3	36.9	33.4	31.2	29.0	26.3	22.9
48.2	49.4	48.2	45.7	43.2	42.9	38.2	35.9	33.3	29.6	26.8	21.9
59.8	56.2	53.2	49.2	46.5	44.2	41.7	39.2	38.0	34.0	31.3	27.5
53.1	54.7	53.7	52.3	49.0	47.1	41.4	37.1	35.1	32.2	29.3	25.0
58.5	56.1	54.1	54.5	51.5	49.6	42.9	36.5	32.0	28.7	25.7	22.0
59.9	56.9	55.6	53.7	50.3	46.6	39.9	35.8	34.2	34.6	29.4	25.5
54.8	52.0	50.2	48.0	48.8	45.9	42.6	42.9	41.3	39.3	36.0	32.4
48.9	47.9	47.9	46.8	45.8	43.6	40.7	41.8	40.3	37.7	33.8	30.6
48.6	48.5	49.4	47.4	47.2	44.1	40.7	41.8	40.3	37.2	32.8	29.5
48.8	48.3	48.4	47.5	45.9	43.9	40.5	42.0	40.5	37.1	32.4	29.5
56.3	57.0	51.8	49.0	50.6	50.2	47.3	43.1	41.6	37.8	33.6	29.9
51.7	52.7	49.3	47.8	47.4	46.2	43.4	42.0	41.7	37.9	33.7	30.1
46.9	46.3	47.9	46.4	46.0	43.7	40.3	41.5	41.3	37.3	33.2	30.2
54.2	55.0	54.3	52.4	52.8	51.5	49.9	49.8	47.8	45.8	43.4	40.7
57.4	55.3	54.5	54.9	56.6	55.1	54.3	51.9	51.7	51.7	47.3	48.0
56.6	55.0	54.1	53.0	53.3	51.6	51.1	50.0	52.5	50.8	49.0	47.1
48.7	46.6	46.5	47.3	46.2	44.5	42.9	43.5	42.6	39.4	36.1	34.1
50.6	50.3	49.2	51.0	52.1	49.8	47.4	46.7	46.4	46.2	41.2	37.4
49.7	47.9	47.7	48.2	48.4	45.2	45.7	56.4	50.2	41.0	36.5	31.8
47.9	45.8	45.1	44.8	44.5	43.3	41.1	42.1	41.6	39.6	38.2	36.9
47.6	47.4	46.6	47.7	45.4	44.5	42.5	42.8	42.1	40.4	39.0	37.3
48.8	47.7	46.2	48.0	46.3	45.9	45.5	45.3	45.7	44.7	42.9	40.1
47.9	47.8	46.4	45.5	45.1	44.0	42.4	42.7	41.3	38.3	33.6	31.6
49.6	48.6	51.1	49.7	49.9	46.1	43.7	44.7	44.2	41.5	41.1	38.1
51.6	51.6	50.6	49.6	49.7	48.8	47.2	45.8	45.0	42.4	39.2	35.3
50.0	48.6	48.5	48.2	46.6	44.8	43.1	43.6	41.8	39.1	36.4	33.8
49.9	48.9	49.2	49.2	47.9	46.6	45.4	47.0	45.1	42.1	38.5	35.0
47.4	47.5	46.8	45.8	45.3	45.3	43.0	42.9	42.6	40.4	37.2	34.2
47.7	48.6	49.2	46.9	45.8	46.5	45.5	44.1	43.1	41.3	38.3	35.4
45.9	45.7	45.1	41.9	40.7	38.8	37.7	35.6	33.5	33.6	31.1	25.5
66.4	59.5	58.5	57.1	57.6	56.9	54.6	53.3	50.6	50.8	48.8	44.5
68.5	60.9	60.3	59.4	59.7	58.4	55.9	54.5	52.0	51.6	49.4	45.6
56.5	56.0	55.0	50.6	48.0	47.7	44.4	43.5	38.9	33.7	28.7	24.8
59.4	57.6	57.6	54.5	53.1	49.9	47.5	44.0	39.0	35.9	34.4	37.0
55.6	55.1	53.4	52.0	49.1	45.4	42.5	39.7	38.3	37.1	35.6	36.5
54.1	54.8	52.7	51.6	50.0	46.2	43.7	41.9	39.9	38.3	38.6	30.2
54.7	54.9	53.2	51.3	49.9	46.3	43.9	42.6	40.7	38.5	36.7	31.5
48.4	50.6	47.9	47.6	45.4	43.9	43.1	40.0	37.6	38.0	35.0	27.4
51.0	52.0	49.6	48.5	47.2	44.7	44.2	43.3	40.2	38.4	35.6	32.3
50.3	51.2	48.5	47.3	46.0	44.2	43.0	42.3	38.5	36.8	34.5	30.3
44.8	46.9	47.8	45.2	44.1	45.4	43.4	39.3	36.0	36.1	32.0	25.6
43.7	44.2	43.3	41.7	40.2	38.0	37.1	36.1	33.6	36.9	33.6	25.4
42.5	44.2	43.1	39.6	38.9	36.4	35.2	40.5	35.7	36.9	34.1	25.5
44.4	45.7	46.4	45.4	42.0	42.3	38.1	40.4	35.7	36.5	33.0	24.0
45.0	46.7	48.0	46.4	43.0	39.4	36.4	34.4	31.7	32.4	28.5	24.6
47.4	49.0	47.2	45.3	41.8	39.2	36.5	34.9	35.2	34.7	31.1	26.2
46.4	47.3	47.0	44.6	41.6	39.2	38.3	35.7	33.9	35.0	29.0	25.3
47.0	48.6	47.2	44.5	41.5	38.4	38.1	35.5	33.5	34.1	28.7	24.6
46.7	48.6	47.5	45.2	43.6	40.4	37.1	34.2	30.4	35.8	29.5	21.5
54.8	56.1	58.5	54.6	53.1	50.5	47.9	47.3	46.4	46.7	43.9	41.3
54.9	56.1	59.3	55.1	53.1	50.3	47.7	47.1	46.0	51.9	48.6	40.9
45.9	47.6	48.1	47.5	47.1	43.7	40.0	37.6	35.8	34.8	38.3	38.9
51.5	51.7	53.5	51.5	48.2	47.7	46.0	45.6	43.7	41.9	39.6	36.5
46.2	46.5	48.3	46.2	43.3	40.2	39.5	38.4	36.1	33.7	29.4	25.0
45.7	46.7	47.0	44.3	41.7	38.7	38.4	38.9	35.7	32.8	32.3	26.4
45.2	43.8	44.6	42.8	41.6	38.3	38.9	34.8	32.2	34.8	29.5	20.7
47.3	46.2	46.4	43.9	42.1	39.4	38.1	37.6	34.6	34.3	31.1	25.5
57.9	55.4	53.2	52.0	51.0	48.7	43.6	44.7	42.0	37.6	34.0	29.7
45.1	45.6	45.7	43.5	46.9	45.9	38.6	37.8	37.3	36.0	32.4	28.5
48.6	42.6	42.5	42.1	46.7	46.4	40.5	38.8	36.9	35.9	45.5	28.3
43.8	42.1	42.1	40.3	40.1	40.3	35.4	35.2	35.1	33.9	41.2	22.0

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/3 LCSmax 10000	1/3 LCSmax 12500	1/3 LCSmax 16000	1/3 LCSmax 20000	1/3 LCSmin 6.3	1/3 LCSmin 8.0	1/3 LCSmin 10.0	1/3 LCSmin 12.5	1/3 LCSmin 16.0	1/3 LCSmin 20.0	1/3 LCSmin 25.0	1/3 LCSmin 31.5	1/3 LCSmin 40.0
24.8	19.7	26.7	9.7	29.9	31.3	35.5	39.2	40.2	46.9	65.7	56.6	53.5
38.3	35.0	29.7	18.3	32.3	36.0	40.6	43.0	43.9	48.3	65.1	56.1	56.1
31.8	28.3	26.4	14.7	35.3	37.4	39.4	42.6	42.8	48.3	65.0	57.7	56.8
31.2	27.5	20.5	13.8	26.3	33.7	39.8	46.4	47.2	52.2	64.9	63.0	57.5
30.5	26.2	21.4	15.3	34.4	35.4	40.9	42.7	42.6	48.1	65.2	65.6	56.0
38.2	30.7	24.3	17.5	34.8	42.3	48.8	50.4	51.7	54.1	62.2	65.7	59.2
26.2	22.9	16.3	11.3	44.3	41.8	41.1	48.1	47.6	52.2	62.0	63.9	55.4
22.5	18.1	15.0	10.1	34.8	35.9	35.8	46.3	49.2	52.8	60.7	64.0	53.6
32.3	27.9	23.1	17.5	34.0	37.9	38.1	42.8	44.2	49.8	55.7	61.7	54.1
22.9	21.1	16.8	11.2	30.7	34.2	34.8	38.8	42.5	49.5	56.4	54.2	54.9
19.5	15.4	11.6	9.5	37.7	39.8	41.8	42.4	44.6	49.7	55.6	56.4	55.6
25.2	22.7	19.8	14.6	31.7	31.9	33.3	39.2	40.3	48.0	54.7	54.3	53.6
24.5	18.0	13.9	10.1	29.1	31.3	33.1	42.5	45.2	51.4	58.7	56.0	53.3
33.8	29.5	24.5	16.3	36.4	39.7	42.7	44.6	46.5	52.2	56.9	55.1	54.5
39.0	29.5	20.1	14.2	34.0	37.0	36.9	42.6	44.4	50.3	57.0	57.8	55.0
23.4	16.0	11.4	11.3	23.0	30.5	36.1	37.9	39.1	50.8	58.0	58.5	55.7
31.0	26.5	19.8	12.8	26.8	31.3	33.1	38.0	41.4	52.4	57.2	56.2	54.4
33.2	28.2	20.7	24.1	23.8	30.2	36.1	42.0	47.6	50.9	57.7	58.3	56.7
16.9	12.4	19.7	26.7	23.4	27.0	35.3	40.4	42.4	50.2	56.9	57.4	54.7
16.4	12.9	10.7	9.5	27.8	30.2	33.5	39.0	40.8	47.9	56.2	58.8	54.3
23.4	17.5	12.3	9.5	27.1	30.7	35.3	39.1	43.0	48.7	55.8	56.8	55.9
21.9	16.4	11.8	9.5	29.1	35.5	38.6	40.5	40.5	47.1	56.3	56.4	57.3
18.8	15.1	12.3	9.6	25.1	29.6	29.6	40.2	38.4	47.2	55.5	55.4	56.0
19.7	14.9	14.9	9.5	29.9	33.4	35.7	38.8	41.2	45.4	55.9	56.5	54.0
27.1	22.0	15.1	10.6	24.5	29.9	32.5	37.7	40.5	47.6	54.8	55.3	53.7
27.3	22.3	15.2	10.7	34.8	34.9	39.9	41.2	43.0	48.0	54.8	56.2	54.9
21.2	17.6	13.4	10.0	27.2	30.8	34.8	39.1	40.8	48.2	54.3	57.1	58.5
19.3	15.3	11.8	9.5	23.0	27.8	30.0	37.6	41.2	48.9	57.3	57.6	55.1
21.3	16.9	12.4	9.7	32.8	43.2	47.4	45.1	48.2	51.1	59.6	56.7	55.2
19.3	14.8	10.9	9.5	32.5	32.2	36.3	44.1	44.8	50.1	59.3	56.4	59.1
17.4	13.8	10.9	9.5	24.1	28.3	33.7	42.8	41.8	48.2	56.7	55.4	63.2
23.1	18.2	13.7	10.0	24.6	26.6	34.4	45.3	43.2	50.4	60.4	55.2	62.9
20.6	16.2	12.2	10.3	31.3	34.5	35.9	53.1	40.8	45.4	58.9	57.5	63.9
18.9	15.4	11.6	9.5	26.8	29.0	35.6	54.1	39.8	49.3	64.6	66.4	62.3
21.6	17.4	13.2	9.9	22.2	28.5	60.3	48.7	38.9	58.0	55.0	62.2	59.0
27.5	23.1	17.1	12.3	38.2	38.2	52.4	39.3	41.5	54.2	52.7	55.8	53.8
25.2	20.7	14.6	10.3	21.6	31.9	41.8	40.2	41.7	54.4	61.6	54.6	56.6
23.4	18.5	14.1	10.1	32.7	33.4	37.4	41.9	41.9	56.3	61.2	54.0	59.2
23.0	18.1	13.7	10.1	28.7	32.3	35.5	43.0	40.9	58.8	61.7	57.5	59.4
23.8	18.2	13.8	10.0	35.2	36.7	37.9	41.0	43.7	58.2	61.5	56.4	60.2
23.8	19.1	14.4	10.1	30.1	33.1	36.1	42.1	43.1	59.5	61.0	56.5	61.2
24.3	21.0	19.2	12.6	25.2	30.4	36.7	39.3	42.2	58.4	61.9	56.3	60.0
37.4	32.9	26.5	18.6	27.0	29.8	40.4	42.1	45.1	58.3	61.9	57.5	61.0
39.6	33.6	27.3	22.6	30.8	34.3	36.9	40.0	39.5	58.9	61.5	58.1	61.0
40.2	34.4	25.6	21.9	28.7	29.7	32.1	40.7	43.7	60.0	61.8	56.9	62.6
33.9	36.8	30.2	25.9	24.7	34.0	33.6	40.9	43.4	58.8	61.8	62.0	60.9
33.1	26.3	21.0	13.2	23.6	28.3	31.5	40.7	44.0	58.1	60.6	61.3	61.4
36.1	24.9	22.7	16.1	23.1	32.3	37.1	40.8	43.9	58.9	60.6	63.3	61.2
35.1	32.4	28.2	21.6	31.5	36.3	40.2	41.2	42.2	57.4	60.7	62.0	59.2
35.6	32.4	28.0	21.3	39.1	43.4	40.7	45.8	45.4	59.1	61.0	59.9	60.2
36.5	32.6	28.4	21.8	30.5	31.7	36.7	40.9	43.0	57.2	63.0	59.2	61.1
29.1	21.0	15.4	10.7	27.1	31.1	36.3	39.6	40.3	57.7	62.9	61.6	60.5
30.3	25.1	19.6	11.8	29.9	32.1	34.9	42.0	44.3	57.9	62.3	61.0	60.4
31.6	30.2	20.3	13.0	31.4	36.1	36.5	43.5	44.0	58.5	64.5	60.2	59.7
27.1	22.7	16.5	11.5	32.0	33.2	35.8	42.0	43.5	56.3	63.6	60.0	59.2
30.4	26.1	20.4	12.9	25.3	28.7	35.6	39.5	42.5	53.6	61.6	64.6	62.1
32.3	30.0	23.1	23.6	39.0	43.6	38.8	42.1	45.1	50.3	59.7	65.2	65.9
33.2	29.7	24.0	22.8	36.1	37.2	38.4	43.3	43.8	50.1	60.2	62.0	57.9
20.0	15.8	13.5	9.5	43.5	42.7	42.5	43.7	42.9	49.5	62.9	61.4	54.3
40.4	35.9	29.7	21.0	28.7	32.3	35.0	40.2	43.2	48.8	62.9	58.9	52.5
41.3	36.9	31.7	23.6	28.2	32.8	34.3	39.1	43.2	50.0	63.4	61.7	55.9
20.2	16.1	13.2	10.0	21.2	24.9	34.8	39.3	42.6	49.2	64.1	62.5	57.4
28.9	25.2	19.1	13.8	25.5	30.9	34.2	40.7	41.4	49.1	64.5	63.2	60.8
31.5	23.3	17.6	12.1	23.9	30.2	35.7	39.4	42.4	50.3	63.9	61.7	57.6
24.4	20.1	14.1	10.8	22.4	30.4	33.5	39.4	40.6	50.1	64.4	62.3	56.6
25.7	21.2	15.6	10.3	27.8	35.6	41.7	42.0	44.8	51.3	64.0	62.1	57.2
22.1	17.4	12.9	9.8	40.0	37.1	38.5	43.1	44.8	52.7	64.8	63.2	59.3
28.4	23.1	16.9	11.4	35.4	39.0	40.5	42.4	44.5	52.6	64.7	60.9	56.9
25.1	20.4	15.2	10.4	34.9	35.7	39.0	41.7	43.9	50.7	63.7	60.9	58.0
21.0	15.9	13.0	9.5	30.0	34.3	38.8	41.0	42.7	49.2	62.9	61.1	56.2
21.6	16.2	12.2	9.5	30.9	31.3	38.0	37.6	40.6	49.6	63.3	61.0	55.8
22.7	18.0	13.2	9.9	31.6	34.4	39.2	43.0	40.8	50.6	63.5	59.9	54.3
20.4	16.4	13.1	9.7	45.2	45.1	46.0	47.5	46.7	50.0	64.2	60.0	53.1
20.4	16.3	12.8	9.9	27.5	31.4	38.2	37.9	42.1	47.7	63.9	61.8	55.7
21.6	17.8	13.9	10.1	26.9	29.2	36.4	42.0	44.2	49.4	64.9	59.8	55.6
19.9	15.5	11.8	9.5	30.9	32.4	35.3	38.7	40.9	50.1	63.7	57.8	54.1
23.6	26.6	11.2	9.6	30.0	36.4	40.5	39.8	43.1	51.1	58.8	58.2	55.5
16.4	15.0	10.4	9.5	25.5	30.9	33.2	39.8	41.4	49.6	54.4	58.3	55.1
38.9	36.2	27.7	20.8	25.3	29.1	35.1	40.5	42.0	52.9	61.1	60.8	54.5
38.4	34.0	34.0	27.6	27.5	30.1	36.7	42.5	42.8	54.2	61.7	61.0	57.7
18.8	15.0	26.2	20.1	25.4	30.3	34.2	39.5	41.8	52.3	61.3	60.1	57.4
46.4	30.4	21.5	12.3	22.2	25.9	32.2	39.8	42.5	49.6	59.7	58.3	55.4
26.1	18.1	11.8	9.5	21.9	32.6	37.1	39.5	41.7	49.0	58.8	58.2	55.3
21.0	20.7	12.6	9.7	33.3	34.1	39.4	41.8	42.3	50.4	57.2	58.2	55.7
16.8	13.3	10.6	9.5	32.2	32.8	32.3	39.2	40.5	49.5	56.7	57.6	52.4
21.0	16.5	12.2	9.5	26.1	29.7	33.5	38.0	42.4	49.8	57.8	56.6	55.5
46.7	40.0	16.9	11.3	33.6	33.0	36.1	42.5	45.3	51.7	59.4	59.7	59.3
38.2	37.4	15.5	11.5	34.8	35.9	39.6	40.5	42.6	47.5	59.2	58.7	56.0
24.6	21.0	17.8	13.6	28.2	33.0	37.4	36.8	42.1	50.2	60.4	59.2	56.2
18.1	15.1	11.3	9.5	27.5	31.2	35.7	39.9	41.0	48.0	59.9	59.3	57.1

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/3 LCSmin 50.0	1/3 LCSmin 63.0	1/3 LCSmin 80.0	1/3 LCSmin 100	1/3 LCSmin 125	1/3 LCSmin 160	1/3 LCSmin 200	1/3 LCSmin 250	1/3 LCSmin 315	1/3 LCSmin 400	1/3 LCSmin 500	1/3 LCSmin 630	1/3 LCSmin 800
57.5	55.9	57.7	55.9	54.1	50.5	49.2	46.4	44.4	44.9	44.8	43.0	42.5
57.2	57.9	57.4	54.5	54.2	50.0	50.1	48.8	47.1	47.0	46.8	47.1	47.3
59.2	56.5	57.4	54.6	53.6	50.0	49.8	49.7	48.2	46.9	46.8	47.3	47.6
60.6	58.9	58.0	54.8	54.7	49.5	50.6	49.2	47.7	46.6	46.3	45.0	45.3
58.0	63.4	57.4	53.7	53.8	49.9	50.0	47.7	46.6	45.7	44.7	43.9	44.2
60.8	64.4	61.6	55.3	54.4	51.3	51.1	48.1	46.5	45.2	44.8	44.7	45.7
60.5	63.8	63.0	58.6	56.4	52.5	51.3	48.5	47.0	44.2	43.5	42.7	42.5
59.0	60.2	60.0	57.8	54.3	48.3	48.8	48.1	46.5	44.1	43.7	42.5	43.7
56.6	57.4	56.7	54.5	54.6	47.7	47.9	47.7	46.2	45.0	44.4	43.3	44.6
56.8	57.5	54.5	53.3	52.8	46.7	46.5	46.0	44.1	42.4	40.6	39.0	38.6
53.9	56.5	53.2	52.8	52.1	48.3	49.1	46.4	43.8	42.9	40.8	39.1	37.9
54.6	54.1	55.5	53.3	51.1	46.6	46.5	45.1	42.9	42.3	41.1	39.7	39.1
55.8	54.4	55.9	55.9	52.1	49.3	47.6	46.5	44.1	44.8	44.1	43.0	42.9
58.5	58.9	56.2	55.7	53.9	51.7	50.2	49.7	48.2	46.5	46.5	46.8	47.6
54.6	57.2	55.4	52.5	53.0	48.1	48.7	48.3	45.1	44.9	43.9	43.1	44.6
55.4	56.3	55.6	53.5	51.4	46.7	47.3	47.2	44.8	44.1	43.3	42.3	43.5
56.0	57.3	56.3	53.7	51.6	48.7	48.4	45.9	45.1	45.1	43.9	43.7	45.5
57.3	57.4	60.8	55.7	53.7	48.1	48.2	47.9	44.9	44.6	43.0	42.3	43.5
55.6	57.0	57.0	54.9	53.0	48.0	47.7	47.6	44.7	43.9	42.7	42.0	43.2
55.6	55.6	58.9	55.7	52.7	47.3	48.3	47.0	45.5	44.8	43.4	43.0	43.9
57.1	56.5	53.3	54.2	53.5	46.7	47.6	47.4	45.6	44.7	44.4	44.5	45.2
55.2	56.5	52.0	51.7	51.0	45.3	45.0	44.0	43.2	42.8	42.4	39.0	38.5
55.1	55.8	54.2	52.4	52.0	45.0	44.5	44.4	43.3	42.8	41.5	39.1	38.6
56.4	55.9	53.6	52.9	52.0	47.0	47.1	47.1	46.2	44.4	43.3	42.8	43.5
54.3	56.3	53.7	53.1	51.7	46.6	47.4	46.5	44.4	43.7	42.0	41.1	42.3
56.0	57.0	57.3	55.3	52.9	47.0	45.9	46.5	44.2	44.0	42.8	42.3	42.6
54.3	57.5	56.4	55.1	52.1	46.9	46.2	46.7	44.6	44.0	42.9	42.7	43.6
55.5	55.5	55.4	55.2	54.6	49.3	48.6	48.4	46.0	44.2	43.2	42.8	43.2
60.9	55.3	55.1	55.1	54.2	47.9	47.6	47.8	45.8	44.3	42.8	43.2	44.1
60.5	58.8	57.1	56.6	56.0	52.0	50.7	48.7	46.7	44.3	43.9	42.5	43.9
58.7	60.6	62.2	61.5	61.5	56.4	53.9	51.3	50.3	47.6	44.3	44.1	44.6
65.6	64.8	58.0	65.2	62.3	57.1	55.5	52.7	53.0	48.8	48.5	48.0	48.2
63.6	66.6	64.3	60.8	57.1	53.7	52.8	51.7	50.3	47.0	47.5	47.8	46.3
64.6	64.7	55.7	53.2	56.1	55.1	53.2	54.7	54.2	50.6	53.4	50.9	52.2
60.8	58.5	55.0	53.1	54.5	54.7	53.4	54.8	54.4	54.8	53.3	52.3	50.8
58.9	56.4	54.4	54.0	53.4	52.0	51.8	50.9	51.2	50.9	48.8	48.3	47.2
64.6	57.4	55.7	55.9	51.9	50.7	49.7	50.6	48.2	48.6	46.4	46.5	44.8
63.3	58.2	55.4	56.2	52.6	49.7	48.8	49.9	47.6	47.5	46.9	46.6	46.8
61.8	57.0	55.0	55.0	52.6	47.8	47.5	50.2	45.9	45.6	45.0	45.3	45.3
62.4	56.2	54.4	55.1	53.4	48.0	48.4	49.2	46.2	44.9	44.4	44.9	45.3
62.3	57.0	55.8	55.5	51.5	47.0	46.8	49.2	45.0	44.5	43.5	44.1	42.7
62.2	57.4	55.5	55.0	52.3	47.7	47.6	48.8	45.9	44.5	44.0	44.3	43.5
63.1	57.0	56.2	56.2	53.2	48.0	46.9	49.7	46.8	45.3	45.1	45.3	45.2
62.7	58.5	58.2	57.6	54.2	49.9	50.4	52.5	49.2	47.7	47.4	48.4	47.3
62.6	57.6	59.1	58.7	53.6	51.8	49.7	51.3	47.1	46.2	45.3	45.3	44.4
62.6	60.5	57.0	58.9	52.3	50.2	48.8	49.8	46.3	45.8	44.8	45.3	43.4
62.2	59.8	58.1	55.6	54.2	49.4	50.6	50.7	48.9	47.4	47.0	45.6	43.0
62.4	60.1	59.7	57.2	52.8	49.3	48.7	49.4	46.5	45.7	43.8	44.8	43.7
61.2	59.6	57.2	56.7	52.1	47.9	47.6	48.4	45.5	45.2	42.9	43.5	42.0
61.4	56.4	55.7	55.1	51.9	47.8	48.3	49.9	47.0	45.6	44.8	45.1	44.4
61.3	58.3	55.7	55.5	52.3	47.6	48.3	50.0	46.7	47.9	44.6	46.1	45.2
61.3	58.1	55.9	55.2	52.5	48.1	48.2	49.9	46.9	47.8	43.9	45.6	44.5
61.7	57.9	55.8	55.4	52.4	48.8	48.1	49.9	46.4	44.9	44.8	44.4	44.0
62.3	59.2	59.4	56.2	53.3	49.0	48.9	50.5	47.1	46.5	46.0	46.0	46.2
61.9	58.4	57.8	59.0	52.9	50.3	48.4	50.0	47.0	46.3	45.2	45.2	45.8
60.0	61.7	63.1	55.7	55.7	52.5	49.6	49.3	49.2	46.1	45.7	46.2	46.0
56.6	58.2	60.8	55.7	56.9	50.5	48.4	48.6	48.0	46.2	45.6	45.9	45.2
56.4	57.0	54.3	55.2	53.9	49.8	49.3	46.5	44.6	44.4	43.3	42.2	41.6
60.9	55.9	54.8	54.1	52.2	48.6	47.0	45.0	44.7	42.7	41.9	41.2	39.3
56.9	57.2	55.2	53.7	52.8	49.7	48.5	46.6	46.0	45.9	45.2	45.2	45.7
57.5	60.9	59.8	57.9	56.3	51.3	51.0	51.4	52.2	49.1	46.7	48.5	47.0
62.6	60.1	60.9	58.6	57.0	52.3	51.4	51.3	51.5	49.4	48.3	49.5	49.5
62.6	60.3	59.9	62.0	56.6	54.3	53.0	52.6	52.7	51.3	51.6	53.4	53.2
62.2	56.8	54.8	55.2	52.9	48.9	47.6	47.6	45.8	45.9	45.7	45.0	46.0
61.9	57.0	54.7	54.6	52.3	48.2	47.5	47.6	45.9	44.1	45.2	44.3	45.2
64.9	57.7	54.8	57.5	52.0	47.0	46.5	45.8	44.8	44.3	44.7	43.0	43.4
66.0	60.6	57.6	56.7	55.1	49.9	48.7	46.5	46.4	46.0	45.1	45.2	45.6
62.7	59.2	55.4	54.3	54.0	51.3	47.2	46.4	44.7	43.4	44.0	42.8	44.3
61.3	58.9	58.3	58.2	59.4	51.0	50.5	49.8	45.9	44.5	43.7	42.5	42.2
56.1	58.0	54.2	54.2	54.5	50.2	48.3	47.3	46.5	44.5	43.1	42.8	42.5
54.1	55.2	51.6	54.0	53.3	47.1	45.2	45.3	44.6	42.6	41.9	40.3	41.0
53.9	55.4	53.3	53.3	50.6	46.8	45.4	44.4	43.5	42.7	40.7	40.2	40.0
54.8	56.3	53.5	53.6	50.7	46.1	45.2	43.9	43.7	42.6	40.3	40.2	40.1
54.0	55.9	55.0	53.8	52.8	47.7	47.3	46.0	44.6	43.7	42.4	42.9	43.3
56.8	57.5	57.2	57.0	54.3	49.5	49.4	47.0	45.4	45.5	45.0	44.8	45.5
55.4	57.7	56.2	54.7	52.3	47.5	47.7	46.3	44.9	45.2	43.1	43.3	43.8
54.6	56.1	55.6	54.4	51.3	47.3	47.5	45.9	44.6	44.7	44.0	43.6	44.7
56.9	56.2	54.0	53.4	51.3	47.0	46.0	45.5	44.1	43.4	42.0	42.0	42.6
58.7	56.3	54.8	54.3	52.1	49.9	48.8	46.9	45.5	44.5	43.5	43.8	45.3
60.0	58.0	55.3	55.2	53.7	50.1	47.8	46.8	46.8	46.2	44.1	44.3	45.0
56.7	58.1	54.9	54.7	53.5	48.7	47.0	45.6	44.6	43.8	42.0	42.3	42.7
60.1	62.7	58.9	56.8	54.4	48.7	49.0	48.8	47.0	45.3	43.2	43.8	44.9
58.4	60.5	57.6	55.7	53.1	51.9	49.3	45.1	45.2	43.9	43.1	42.7	42.3
54.5	58.0	56.2	52.9	51.8	47.5	46.0	45.1	43.7	42.1	41.3	40.8	39.9
54.4	56.9	56.5	54.0	51.8	47.5	45.9	45.6	44.5	43.3	42.7	42.1	41.6
55.1	57.1	56.2	54.1	54.0	48.8	47.5	46.4	45.4	43.8	42.5	42.1	42.1
55.6	58.2	56.7	56.6	53.3	49.0	47.5	47.4	45.1	44.8	44.2	44.4	44.7
56.1	56.6	59.4	54.9	52.6	49.6	47.6	46.3	44.1	44.9	42.8	41.4	41.8
55.9	56.2	60.5	55.1	54.2	49.2	47.2	46.8	44.2	44.1	43.3	42.7	39.7
55.8	56.7	57.7	54.9	54.1	49.3	46.8	45.1	43.9	43.4	42.1	41.4	39.7

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSmin 1000	1/3 LCSmin 1250	1/3 LCSmin 1600	1/3 LCSmin 2000	1/3 LCSmin 2500	1/3 LCSmin 3150	1/3 LCSmin 4000	1/3 LCSmin 5000	1/3 LCSmin 6300	1/3 LCSmin 8000	1/3 LCSmin 10000	1/3 LCSmin 12500
42.5	40.4	40.1	38.4	37.0	34.8	32.7	32.6	28.5	22.7	19.6	14.8
47.7	45.3	44.0	42.1	41.2	40.4	38.2	37.8	34.6	29.5	24.1	19.8
48.7	46.4	44.3	42.4	39.3	36.9	35.0	31.7	28.7	24.1	21.0	16.4
45.7	46.0	42.9	41.4	39.0	37.2	36.4	33.1	29.9	25.6	21.7	16.1
43.4	42.3	40.8	38.6	36.9	35.4	33.8	31.2	28.6	24.5	21.3	16.1
45.9	43.8	42.1	40.2	40.3	38.7	37.9	36.6	34.3	31.1	26.2	23.0
42.3	42.0	40.5	38.6	36.2	34.5	33.3	33.2	28.2	23.5	18.8	15.1
43.5	42.3	40.1	37.9	36.1	34.0	31.6	31.8	27.8	23.0	18.8	14.9
45.5	43.5	41.2	38.6	36.0	33.7	31.5	30.8	27.6	21.7	18.8	15.0
37.2	35.9	34.5	33.4	32.5	31.2	30.0	29.4	25.6	20.5	16.8	13.6
35.8	34.7	33.5	31.9	31.6	30.1	28.5	28.3	25.0	20.1	16.4	13.0
38.0	36.4	34.4	33.5	33.6	31.0	28.9	28.5	24.8	19.8	16.5	13.5
41.4	40.4	38.4	35.8	34.6	32.6	31.9	31.5	28.2	25.7	18.3	14.2
46.5	44.8	42.1	39.8	38.1	36.6	34.5	33.9	30.5	25.8	21.2	16.7
44.1	41.9	40.2	38.7	35.0	32.2	29.7	29.9	25.9	19.3	16.5	13.7
43.8	43.1	40.7	37.8	35.7	33.3	30.5	27.5	24.3	19.2	16.1	12.4
44.9	43.3	41.1	40.0	36.5	33.9	30.3	27.3	23.4	18.9	15.0	12.3
43.7	41.2	39.2	37.1	34.8	32.2	29.3	27.3	23.4	18.2	14.9	12.1
43.5	41.3	39.0	37.0	34.5	32.0	28.7	26.8	22.8	18.1	14.6	12.0
44.6	43.0	40.6	37.8	34.5	31.9	29.2	27.7	23.5	18.4	14.9	12.0
45.8	43.6	41.0	37.4	34.5	32.4	29.7	27.7	23.9	19.2	15.5	12.6
39.3	36.2	37.8	33.2	31.9	30.2	28.2	28.8	25.1	20.0	16.3	13.2
39.5	36.1	37.5	33.1	31.9	30.2	28.3	28.0	24.5	20.1	16.7	13.3
44.1	41.1	41.5	35.9	34.2	31.4	28.9	26.7	24.0	19.6	15.7	12.6
43.4	40.2	40.1	35.4	33.4	30.8	28.1	25.4	22.4	18.0	14.8	12.1
42.5	40.8	39.7	37.4	34.5	31.6	29.2	26.5	23.6	19.4	15.7	12.7
43.5	41.6	40.5	37.6	34.2	31.9	28.8	26.0	22.9	19.3	15.3	12.4
43.9	41.9	39.1	36.7	33.8	31.1	28.7	25.7	22.6	18.7	15.0	12.2
45.3	42.8	39.2	36.5	34.3	32.0	30.0	28.0	25.4	21.8	18.1	14.6
44.9	42.2	40.1	36.9	33.7	31.8	29.1	26.2	23.3	19.5	15.8	12.7
44.9	42.2	40.6	37.2	34.7	32.4	29.9	26.8	23.4	19.5	15.3	12.4
48.0	45.7	42.9	41.7	38.2	35.5	32.5	29.2	26.8	21.8	17.1	13.3
47.0	45.4	42.6	39.5	36.4	32.5	29.2	26.1	22.7	18.4	14.8	11.9
51.0	49.7	46.6	44.4	38.9	34.3	29.0	24.5	22.0	17.5	14.5	12.0
49.2	46.0	44.2	40.3	37.0	33.1	28.9	25.3	22.7	18.7	15.1	12.2
46.0	44.3	43.7	40.0	37.5	35.8	34.2	32.0	29.0	25.6	21.5	17.2
43.2	43.7	43.4	41.6	39.1	40.5	38.9	35.9	31.5	28.4	22.6	17.9
47.1	46.3	44.8	42.6	39.8	41.2	39.5	36.5	31.8	28.9	22.2	17.3
44.6	44.6	43.9	41.9	39.1	41.1	39.8	36.6	31.7	28.6	22.2	17.4
44.9	44.7	43.9	42.4	39.4	40.6	39.8	36.5	31.9	28.8	22.5	17.5
42.8	43.4	43.0	41.4	38.9	40.8	40.1	36.3	32.2	28.8	22.4	17.6
43.5	44.5	43.4	41.6	39.3	40.7	40.2	36.1	31.9	28.8	22.6	17.7
46.6	45.8	44.7	43.0	40.0	40.5	39.9	36.1	31.7	28.7	22.6	17.7
47.2	47.0	47.7	44.9	42.8	42.6	41.5	37.8	35.2	32.5	27.9	23.4
45.1	45.5	44.8	44.5	42.7	43.3	42.5	38.7	35.5	33.1	27.9	23.0
43.0	44.6	43.8	42.5	40.5	42.0	40.7	37.4	33.0	30.8	24.8	20.7
42.0	44.1	43.9	42.4	39.9	41.4	39.8	37.1	32.9	29.9	24.2	19.4
43.5	43.5	42.5	42.0	39.1	40.7	40.0	36.8	32.6	29.6	23.8	19.0
41.6	42.7	42.4	41.7	39.2	40.7	39.6	36.8	32.8	29.3	28.8	19.3
44.9	44.6	44.4	42.8	40.1	41.2	39.9	36.9	32.9	29.7	25.1	21.1
44.4	43.7	43.6	43.1	40.8	42.0	40.7	37.3	33.1	29.8	24.4	19.8
43.7	43.3	43.4	42.8	41.0	41.8	40.4	37.0	32.5	28.7	22.9	18.1
44.1	43.8	43.8	42.6	40.2	40.9	40.2	36.7	32.7	29.1	22.7	17.6
46.9	45.0	44.5	43.5	41.0	42.0	40.6	37.9	33.2	29.4	23.5	18.2
46.3	45.5	44.1	42.6	40.4	41.8	40.8	37.4	32.6	28.8	23.1	17.8
46.1	45.0	43.2	42.5	41.0	40.0	39.1	36.6	34.0	30.9	26.1	21.7
45.7	43.8	42.6	42.2	40.5	39.1	38.0	35.9	32.9	29.3	25.5	22.0
43.5	41.7	40.1	38.8	37.0	34.3	32.7	33.1	28.5	22.9	18.6	14.3
38.9	37.3	36.7	35.7	34.7	32.3	30.5	30.8	26.6	21.6	17.5	13.9
45.0	41.9	40.3	38.8	37.7	35.4	32.9	31.3	28.5	23.5	18.8	14.4
46.0	43.5	42.1	39.9	38.3	35.3	32.1	30.5	28.2	24.5	19.9	15.6
48.2	45.6	43.6	41.1	38.9	35.9	32.9	30.2	27.3	23.0	18.5	13.9
53.2	48.7	46.1	45.4	42.4	39.7	36.7	31.4	26.8	22.7	18.1	13.7
45.3	43.8	41.6	39.1	36.1	34.0	30.8	30.9	26.9	22.7	18.1	13.5
45.4	43.9	41.9	39.3	36.6	33.4	30.6	32.1	26.9	22.3	16.7	13.0
43.7	42.9	40.2	37.9	35.8	34.2	31.3	31.9	30.4	22.3	17.5	13.7
45.5	44.5	42.3	40.9	38.9	36.1	33.1	31.0	28.3	23.4	18.7	14.3
43.8	41.9	40.3	37.8	35.9	34.1	31.3	30.0	27.2	22.3	17.8	13.7
43.1	41.2	39.7	37.1	36.1	34.1	32.2	32.9	29.6	22.4	17.9	13.8
42.6	41.2	38.7	35.8	35.3	33.3	32.2	31.5	28.3	22.8	18.4	14.0
40.0	38.4	36.9	35.1	33.4	32.4	30.5	32.0	27.4	22.0	18.0	14.2
39.7	37.4	35.0	32.7	32.5	31.5	29.9	34.0	30.0	22.7	19.0	14.9
39.2	37.2	34.8	32.7	32.5	31.2	29.5	30.4	26.5	21.5	17.1	13.5
44.5	42.3	39.3	36.9	34.5	32.3	29.6	29.5	25.9	21.4	17.2	13.5
45.2	42.5	39.8	36.7	35.1	33.4	31.1	30.3	27.0	22.9	17.9	13.5
44.1	41.9	39.0	36.5	34.8	32.5	30.2	29.4	25.5	20.9	16.7	13.1
44.7	42.1	39.2	36.4	34.6	32.2	29.2	29.2	24.5	20.0	16.0	12.8
43.0	41.5	38.3	35.4	32.8	30.5	27.6	26.9	23.4	18.1	14.1	11.7
47.4	45.1	43.5	40.4	36.9	33.9	30.1	29.7	26.3	19.1	15.0	12.2
46.7	44.0	41.3	37.8	35.5	34.7	32.9	34.3	30.8	22.7	18.8	15.0
42.5	41.3	39.6	36.5	34.6	32.2	29.6	28.3	27.2	23.0	14.7	11.9
45.4	44.6	42.1	39.7	37.2	35.9	33.5	31.2	26.7	22.9	16.9	12.6
43.0	42.8	40.5	36.8	35.7	34.3	31.7	30.0	25.9	21.5	17.8	13.8
39.3	38.0	36.4	34.1	32.9	32.6	30.0	29.7	23.9	18.9	15.2	12.2
41.4	40.6	38.3	35.4	33.6	32.3	29.1	27.6	23.0	18.2	14.6	12.2
42.6	39.8	37.7	35.5	33.6	32.8	30.0	30.7	25.9	19.1	16.0	12.3
44.9	42.7	40.7	38.8	37.4	35.1	32.9	33.2	30.2	25.4	21.0	16.5
41.1	39.7	37.4	36.3	35.2	34.2	32.9	32.6	28.7	24.8	21.9	17.4
39.0	38.4	39.8	40.1	34.3	32.1	30.4	30.6	27.3	20.1	16.4	13.3
39.0	38.3	37.3	35.6	33.8	32.0	30.2	30.4	25.8	20.0	16.4	13.2

NM2 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/3 LCSmin 16000	1/3 LCSmin 20000	LAleq-LAeq	OVLD	OBA OVLD	Marker
10.9	9.5	0.5	No	No	
13.1	9.7	0.9	No	No	
11.6	9.5	-0.1	No	No	
11.6	9.5	3.3	No	No	
11.6	9.5	2.5	No	No	
16.3	11.3	11.5	No	No	
11.1	9.5	0.5	No	No	
11.2	9.5	0.2	No	No	
11.5	9.5	0.3	No	No	
10.9	9.5	1.8	No	No	
10.5	9.5	1.6	No	No	
10.9	9.5	0.2	No	No	
11.0	9.5	1.0	No	No	
12.5	9.5	4.3	No	No	
10.6	9.5	2.9	No	No	
10.2	9.5	0.9	No	No	
10.2	9.5	0.1	No	No	
10.3	9.5	0.3	No	No	
10.1	9.5	0.7	No	No	
10.2	9.5	0.3	No	No	
10.4	9.5	2.6	No	No	
10.7	9.5	0.3	No	No	
10.7	9.5	0.0	No	No	
10.5	9.5	-0.7	No	No	
10.3	9.5	0.5	No	No	
10.4	9.5	0.9	No	No	
10.3	9.5	1.9	No	No	
10.2	9.5	0.3	No	No	
10.9	9.5	1.0	No	No	
10.4	9.5	3.7	No	No	
10.2	9.5	-0.2	No	No	
10.5	9.5	0.1	No	No	
10.1	9.5	3.9	No	No	
10.1	9.5	4.9	No	No	
10.2	9.5	1.1	No	No	
13.0	9.6	1.1	No	No	
13.6	9.8	0.6	No	No	
13.2	9.7	-0.1	No	No	
13.2	9.7	0.4	No	No	
13.5	9.8	5.0	No	No	
13.4	9.8	0.2	No	No	
13.5	9.8	1.2	No	No	
13.7	10.0	0.3	No	No	
17.2	12.3	2.7	No	No	
17.8	12.2	0.1	No	No	
15.4	11.1	0.6	No	No	
14.9	10.4	0.8	No	No	
14.2	10.1	0.5	No	No	
14.7	10.7	0.0	No	No	
17.2	11.9	0.9	No	No	
15.0	10.5	0.2	No	No	
13.8	9.9	1.0	No	No	
13.6	9.8	12.0	No	No	
13.8	10.0	0.9	No	No	
13.6	9.8	2.2	No	No	
15.9	10.5	0.2	No	No	
15.5	10.0	0.1	No	No	
11.1	9.5	0.3	No	No	
10.8	9.5	0.9	No	No	
11.2	9.5	0.4	No	No	
12.5	9.5	1.2	No	No	
10.9	9.5	2.8	No	No	
10.9	9.5	1.3	No	No	
10.6	9.5	0.5	No	No	
10.4	9.5	0.2	No	No	
11.4	9.5	1.1	No	No	
11.1	9.5	0.6	No	No	
10.8	9.5	0.5	No	No	
10.8	9.5	1.9	No	No	
10.9	9.5	1.5	No	No	
11.0	9.5	0.4	No	No	
11.7	9.5	2.8	No	No	
10.8	9.5	0.5	No	No	
10.6	9.5	0.3	No	No	
10.7	9.5	0.2	No	No	
10.7	9.5	0.2	No	No	
10.3	9.5	0.6	No	No	
10.0	9.5	0.2	No	No	
10.1	9.5	1.6	No	No	
15.7	10.4	1.3	No	No	
10.2	9.5	0.5	No	No	
10.2	9.5	0.0	No	No	
10.6	9.5	0.1	No	No	
10.3	9.5	-0.3	No	No	
10.1	9.5	0.8	No	No	
10.1	9.5	0.4	No	No	
12.2	9.5	1.8	No	No	
12.4	9.5	2.5	No	No	
10.8	9.5	5.0	No	No	
10.6	9.5	0.8	No	No	

NM3_KWAQN 961 N La Cienega Boulevard, Los Angeles, Raw Data

Record #	Record Type	Date	Time	LASeq	LZpeak	LASmax	LASmin	Int. Temp (°F)	LCSeq-LASeq	1/1 LCSeq 8.0	1/1 LCSeq 16.0	1/1 LCSeq 31.5	1/1 LCSeq 63.0	1/1 LCSeq 125	1/1 LCSeq 250	1/1 LCSeq 500	1/1 LCSeq 1000	1/1 LCSeq 2000
1	Calibration Change	7/7/2022	5:57:56 PM															
2	Calibration Change	7/7/2022	5:58:11 PM															
3	Run	7/7/2022	5:58:51 PM															
4		7/7/2022	5:58:51 PM	59.8	93.9	63.1	56.5	87.2	9.8	42.8	54.5	63.4	66.3	60.9	55.8	53.9	56.2	53.3
5		7/7/2022	5:59:00 PM	61.8	96.0	65.3	57.6	87.2	10.2	56.3	61.0	67.0	65.7	64.6	58.3	55.9	58.9	53.6
6		7/7/2022	5:59:10 PM	56.4	84.1	59.6	53.7	87.3	12.6	46.3	54.3	66.1	63.2	60.7	54.9	51.2	53.2	47.7
7		7/7/2022	5:59:20 PM	55.3	90.0	57.0	54.1	87.6	13.6	38.5	56.1	64.1	64.5	60.6	56.0	52.4	50.6	45.6
8		7/7/2022	5:59:30 PM	55.9	87.1	58.0	54.1	87.6	11.5	40.7	54.9	62.9	63.0	58.7	53.4	50.6	51.4	49.4
9		7/7/2022	5:59:40 PM	63.4	94.8	70.4	56.2	87.7	9.2	37.6	54.5	68.8	67.0	62.4	60.9	62.5	59.3	54.0
10		7/7/2022	5:59:50 PM	62.6	98.5	67.2	53.0	87.8	8.4	40.7	57.1	65.8	65.5	60.1	59.4	56.5	58.2	54.8
11		7/7/2022	6:00:00 PM	55.8	88.3	60.5	52.4	87.7	12.7	46.9	62.7	65.4	63.1	58.3	53.5	51.0	49.9	47.9
12		7/7/2022	6:00:10 PM	55.1	85.4	59.4	52.7	87.7	13.0	37.7	54.0	64.8	62.7	58.7	54.4	52.5	50.9	45.1
13		7/7/2022	6:00:20 PM	55.2	83.9	60.1	52.0	87.7	12.6	38.3	54.3	62.4	63.4	60.8	53.2	51.6	51.5	45.4
14		7/7/2022	6:00:30 PM	55.2	82.5	56.6	54.4	87.9	13.1	36.1	54.7	64.0	63.4	60.9	53.6	50.6	51.6	46.3
15		7/7/2022	6:00:40 PM	55.3	85.1	56.5	52.8	88.2	13.3	38.6	54.5	65.4	62.7	61.2	52.8	50.3	52.2	46.1
16		7/7/2022	6:00:50 PM	57.2	90.8	60.1	51.9	88.2	10.7	46.1	56.5	64.1	62.2	57.5	53.3	52.0	54.6	48.7
17		7/7/2022	6:01:00 PM	57.5	94.7	58.7	56.3	88.2	12.6	56.4	60.2	65.9	63.1	62.0	55.6	51.7	54.3	49.1
18		7/7/2022	6:01:10 PM	58.8	94.5	61.7	55.5	88.2	12.9	54.0	59.6	65.3	67.5	64.7	57.2	55.1	54.7	49.9
19		7/7/2022	6:01:20 PM	56.3	87.8	58.5	54.2	88.2	15.4	43.7	55.9	64.3	68.9	65.1	57.0	51.9	50.0	46.9
20		7/7/2022	6:01:30 PM	59.5	84.4	62.2	55.4	88.2	10.3	41.2	54.8	62.1	64.4	65.7	58.3	54.1	54.8	50.6
21		7/7/2022	6:01:40 PM	54.6	86.4	58.6	51.9	88.2	12.2	35.7	54.4	62.4	61.3	58.5	54.9	50.1	49.7	44.7
22		7/7/2022	6:01:50 PM	53.2	80.5	56.7	50.7	88.4	12.4	41.6	53.6	60.4	61.1	57.7	52.5	49.7	49.3	43.7
23		7/7/2022	6:02:00 PM	56.7	86.5	63.2	52.8	88.4	9.6	36.2	53.7	61.2	61.1	57.0	53.7	50.6	53.6	49.0
24		7/7/2022	6:02:10 PM	61.3	91.0	65.6	53.1	88.5	7.5	48.5	56.5	62.3	64.1	59.1	58.3	55.5	58.6	53.3
25		7/7/2022	6:02:20 PM	59.7	91.8	65.7	53.0	88.7	12.3	42.1	54.4	62.2	68.4	66.5	62.3	55.4	52.3	51.9
26		7/7/2022	6:02:30 PM	53.4	81.9	54.8	52.1	88.7	13.1	35.0	53.4	62.3	61.5	57.9	52.9	49.7	49.3	44.6
27		7/7/2022	6:02:40 PM	55.0	83.6	56.9	53.0	88.7	12.9	35.0	53.5	64.6	61.7	57.3	53.1	51.0	51.7	46.2
28		7/7/2022	6:02:50 PM	56.6	87.0	58.7	52.9	88.7	14.1	36.2	54.0	67.7	64.5	61.2	54.3	51.2	52.6	48.3
29		7/7/2022	6:03:00 PM	60.0	91.7	62.4	57.1	88.7	14.3	44.1	54.6	68.9	70.3	68.8	59.5	56.1	55.1	49.9
30		7/7/2022	6:03:10 PM	56.9	86.0	57.8	55.2	88.7	13.6	43.3	56.0	66.4	64.6	63.0	54.7	52.2	53.4	48.2
31		7/7/2022	6:03:20 PM	55.5	85.4	57.1	53.7	88.7	14.4	38.2	55.9	66.5	65.2	60.8	53.6	50.2	52.3	46.7
32		7/7/2022	6:03:30 PM	53.5	88.0	55.1	52.2	88.7	14.6	47.8	55.5	63.0	64.1	60.2	54.4	48.7	48.6	44.5
33		7/7/2022	6:03:40 PM	52.9	85.3	53.7	52.0	88.8	13.5	41.7	54.2	62.4	61.2	57.2	52.1	49.0	49.3	43.6
34		7/7/2022	6:03:50 PM	55.9	89.0	62.0	53.1	88.8	10.6	44.7	54.4	61.8	61.3	57.4	52.9	50.8	53.0	47.6
35		7/7/2022	6:04:00 PM	58.0	82.9	62.8	52.4	89.0	9.8	47.9	54.0	63.3	62.5	58.5	55.7	52.7	55.2	49.3
36		7/7/2022	6:04:10 PM	55.5	89.7	57.0	53.2	89.1	14.8	47.6	54.5	68.1	63.5	58.3	53.9	50.9	51.7	47.1
37		7/7/2022	6:04:20 PM	61.8	92.1	65.5	57.0	89.0	11.1	45.3	54.6	68.3	69.5	62.2	57.2	56.8	58.3	54.0
38		7/7/2022	6:04:30 PM	55.9	88.6	59.6	52.6	88.9	16.2	44.6	55.2	70.7	64.6	59.4	53.4	50.8	52.3	48.0
39		7/7/2022	6:04:40 PM	54.3	90.3	56.7	52.3	89.1	15.4	48.5	55.3	66.6	64.8	58.9	52.8	50.5	50.3	45.3
40		7/7/2022	6:04:50 PM	64.5	94.1	69.2	55.3	89.1	8.5	39.9	55.7	64.9	70.6	60.8	60.0	58.8	61.1	57.4
41		7/7/2022	6:05:00 PM	55.8	84.1	59.8	52.9	89.1	12.7	50.2	55.9	63.8	65.0	58.3	53.2	50.8	52.2	47.9
42		7/7/2022	6:05:10 PM	58.1	84.4	60.3	56.7	89.1	11.9	38.5	56.1	65.1	64.6	63.7	56.0	53.0	55.0	49.0
43		7/7/2022	6:05:20 PM	55.7	85.1	57.9	53.4	89.1	12.3	41.9	55.5	63.7	63.6	59.3	53.5	50.6	52.4	47.1
44		7/7/2022	6:05:30 PM	59.2	86.1	64.3	52.7	89.1	9.6	39.5	55.1	62.4	64.7	61.4	55.4	55.1	56.6	49.9
45		7/7/2022	6:05:40 PM	56.9	89.1	62.7	53.8	89.1	11.6	50.3	55.7	62.0	65.2	59.9	54.6	53.3	53.9	47.5
46		7/7/2022	6:05:50 PM	51.8	90.0	53.9	50.4	89.1	14.8	46.6	54.8	62.0	62.9	57.1	51.0	48.9	47.3	42.0
47		7/7/2022	6:06:00 PM	52.9	90.5	54.4	50.8	89.1	14.5	51.8	56.2	61.6	63.6	57.8	51.7	49.4	47.8	44.2
48		7/7/2022	6:06:10 PM	56.5	83.9	58.7	53.8	89.1	14.2	43.3	54.6	63.7	68.5	60.3	55.2	52.5	52.6	47.0
49		7/7/2022	6:06:20 PM	58.1	87.1	59.7	56.3	89.1	15.9	37.1	56.8	70.9	69.1	64.2	57.0	53.0	53.9	49.3
50		7/7/2022	6:06:30 PM	54.8	89.6	57.0	53.7	89.1	16.9	39.8	56.0	69.3	66.9	61.4	53.0	49.8	49.9	46.8
51		7/7/2022	6:06:40 PM	52.7	84.5	55.3	51.0	89.1	17.2	37.0	55.0	66.3	66.2	61.1	52.0	47.9	46.8	44.6
52		7/7/2022	6:06:50 PM	52.1	83.5	55.3	50.7	89.2	17.1	35.4	54.0	64.4	65.7	60.7	51.2	47.3	47.2	42.7
53		7/7/2022	6:07:00 PM	56.7	86.3	61.5	50.4	89.1	12.5	42.3	55.6	64.2	65.6	60.2	53.3	53.3	53.3	47.4
54		7/7/2022	6:07:10 PM	59.1	86.5	62.6	54.7	89.1	13.0	38.3	56.0	65.3	69.5	63.6	58.8	55.1	55.7	48.9
55		7/7/2022	6:07:20 PM	58.7	85.8	60.4	56.3	89.1	11.2	39.1	56.2	64.7	66.1	62.1	58.3	54.6	55.0	49.3
56		7/7/2022	6:07:30 PM	60.2	84.5	62.9	56.8	89.1	9.6	38.9	55.8	64.7	64.1	62.6	58.7	56.4	56.6	51.6
57		7/7/2022	6:07:40 PM	60.8	85.0	62.9	58.4	89.1	9.2	37.9	54.5	63.5	64.6	64.3	59.3	58.5	57.7	47.7
58		7/7/2022	6:07:50 PM	58.8	88.2	61.1	55.1	89.1	9.8	42.4	54.2	63.3	63.4	60.4	59.0	58.6	54.0	46.0
59		7/7/2022	6:08:00 PM	57.4	83.6	59.6	55.6	89.1	10.2	35.7	53.0	63.8	61.5	58.2	56.4	54.7	53.4	48.1
60		7/7/2022	6:08:10 PM	61.1	87.6	63.8	57.7	89.2	9.1	36.1	54.1	64.6	66.9	59.4	57.6	55.3	56.4	54.1
61		7/7/2022	6:08:20 PM	58.7	82.1	63.4	53.6	89.2	7.3	40.0	52.8	60.7	60.9	57.2	53.5	52.4	53.8	52.1
62		7/7/2022	6:08:30 PM	60.2	86.5	64.9	52.9	89.1	7.8	36.8	54.6	62.9	61.3	61.1	56.5	54.9	57.0	51.8
63		7/7/2022	6:08:40 PM	53.6	82.5	56.6	50.3	89.4	12.8	36.8	54.3	62.4	62.2	56.3	51.0	48.6	49.9	45.8
64		7/7/2022	6:08:50 PM	48.9	82.7	52.0	47.1	89.2	15.9	35.5	53.2	62.4	59.0	54.8	49.6	46.4	43.9	38.8
65		7/7/2022	6:09:00 PM	52.2	81.7	54.3	48.3	89.2	13.7	39.0	53.6	62.5	60.6	56.6	50.6	48.5	48.4	43.4
66		7/7/2022	6:09:10 PM	56.9	90.2	60.6	53.7	89.1	11.2	45.5	54.1	63.8	62.5	59.4	57.2	52.7	53.7	47.0
67		7/7/2022	6:09:20 PM	61.3	96.3	67.4	56.4	89.2	12.8	46.1	56.3	68.8	70.2	66.2	61.7	61.5	55.4	48.9
68		7/7/2022	6:09:30 PM	54.0	83.4	57.9	52.4	89.4	14.4	46.4	56.6	63.4	64.8	61.4	53.6	50.7	48.9	44.4
69		7/7/2022	6:09:40 PM	55.9	90.7	61.3	52.2	89.4	11.2	36.9	53.0	62.2	62.4	59.2	55.4	53.8	51.9	45.7
70		7/7/2022	6:09:50 PM	51.5	89.9	54.2	48.3	89.4	15.2	37.3	58.0	63.3	60.7	56.9	51.1	49.1	46.5	41.7
71		7/7/2022	6:10:00 PM	49.4	81.4	52.6	47.3	89.1	15.9	40.3	55.2	61.1	60.6	56.3	49.9	45.7	44.5	39.3
72		7/7/2022	6:10:10 PM	52.9	86.2	59.8	51.0	89.4	13.9	42.4	52.8	60.8	61.3	61.8	54.7	49.3	47.2	41.7
73		7/7/2022	6:10:20 PM	56.6	89.0	59.7	54.9	89.5	10.8	45.9	53.9	60.1	59.5	63.2	57.2	53.3	50.6	46.8
74		7/7/2022	6:10:30 PM	55.7	84.3	57.6	53.0	89.4	12.6	40.6	53.4	60.5	59.7	65.0	59.4	52.3	49.0	43.1
75		7/7/2022	6:10:40 PM	53.3	81.2	56.5	49.8	89.6	13.6	35.5	54.4	63.7	58.8	60.9	55.1	50.1	47.4	42.5
76		7/7/2022	6:10:50 PM	54.1	96.0	59.0	49.7	89.5	15.0	36.6	58.9	65.4	61.7	59.4	52.3	49.8	50.3	44.8
77		7/7/2022	6:11:00 PM	57.5	84.8	59.0	55.6	89.5	10.8	47.3	57.2	65.0	62.4	59.5	53.3	51.9	54.3	49.8
78		7/7/2022	6:11:10 PM	59.8	85.2	62.4	54.2	89.4	9.0	37.1	54.3	64.9	61.7	61.6	55.1	54.9	55.2	52.3
79		7/7/2022	6:11:20 PM	52.6	84.7	56.0	51.2	89.4	14.2	41.3	54.1	63.8	61.0	59.0	52.8	47.5	47.4	44.7
80		7/7/2022	6:11:30 PM	58.6	87.2	63.3	53.1	89.5	11.3	45.3	55.5	62.2	64.7	65.2	55.0	54.8	53.6	51.1
81		7/7/2022	6:11:40 PM	55.6	85.6	62.3	49.7	89.5	12.2	43.2	54.0	62.8	64.2	61.0	52.9	53.1	51.0	47.3
82		7/7/2022	6:11:50 PM	48.2	82.5	49.7	47.3	89.5	17.5	43.4	53.2	63.3	59.7	54.8	48.7	44.5	43.0	39.0
83		7/7/2022	6:12:00 PM	52.5	82.3	56.1	48.2	89.5	14.2	39.8	52.7	62.7	59.8	61.3	54.0	48.7	46.9	41.8
84		7/7/2022	6:12:10 PM	52.7	86.6	55.8	50.7	89.6	14.0	41.7	54.9	63.5	61.1	58.1	53.7	48.4	48.5	43.1
85		7/7/2022	6:12:20 PM	52.8	82.6	55.1	50.5	89.6	13.3	38.2	52.6	62.1	61.6	55.8	50.5	48.4	49.3	44.1
86		7/7/2022	6:12:30 PM	52.7	93.7	56.1	50.1	89.5	13.9	41.0	55.6	61.9	61.3	57.3	51.5	49.2	49.2	43.3
87		7/7/2022	6:12:40 PM	78.1	108.1	86.5	51.3	89.5	1.9	53.3	57.4	64.6	69.4	69.5	71.1	72.0	74.3	71.4
88		7/7/2022	6:12:50 PM	61.6	92.7	67.3	57.8	89.6	7.5	54.1	59.9	63.4	63.6	58.2	57.9	57.7	58.2	53.6
89		7/7/2022	6:13:00 PM	53.8	87.9	57.8	50.4	89.6	12.9	45.7	53.6	62.0	62.4	58.6	51.9	49.7	50.3	44.7
90		7/7/2022	6:13:10 PM	52.1	87.4	53.2	50.3	89.6	14.6	39.4	57.4	61.1	62.4	58.1	52.3	49.0	46.8	43.3
91		7/7/2022	6:13:20 PM	63.9	96.7	68.5	53.2	89.6	15.1	42.2	54.7	64.3	73.6	76.3	66.0	57.7	55.2	48.3
92		7/7/2022	6:13:30 PM	70.2	100.4	74.1	63.2	89.5	14.6	41.0	54.3	67.6	76.1	83.7	73.7	59.7	58.1	55.0
93		7/7/2022	6:13:40 PM	66.4	97.8	70.6	57.6	89.5	14.8	45.0	57.2	66.8	75.9	78.8	72.1	58.5	51.9	50.7
94		7/7/2022	6:13:50 PM	56.6	81.4	57.6	55.3	89.4	13.7	42.4	53.9	64.6	65.0	67.3	59.3	52.0	50.4	45.7
95	Stop	7/7/2022	6:13:51 PM															

NM3_KWAQN 961 N La Cienega Boulevard, Los Angeles, Raw Data

1/1 LCSeq 4000	1/1 LCSeq 8000	1/1 LCSeq 16000	1/1 LCSmax 8.0	1/1 LCSmax 16.0	1/1 LCSmax 31.5	1/1 LCSmax 63.0	1/1 LCSmax 125	1/1 LCSmax 250	1/1 LCSmax 500	1/1 LCSmax 1000	1/1 LCSmax 2000	1/1 LCSmax 4000
44.1	31.3	17.3	45.8	56.9	64.8	69.1	63.8	56.9	55.3	59.0	58.0	48.8
44.5	35.1	20.5	60.7	66.2	70.0	70.8	67.5	61.0	59.5	63.0	56.6	48.6
39.3	30.0	16.9	55.7	55.9	68.1	64.4	63.9	56.2	53.7	56.9	51.1	43.7
38.7	31.0	19.9	41.2	61.6	65.7	67.0	62.8	58.2	54.5	53.8	47.4	40.6
42.2	31.9	21.5	42.6	58.1	65.0	64.9	60.7	54.5	53.0	53.9	51.9	48.7
45.5	36.8	24.7	40.3	56.3	74.4	69.1	65.5	67.3	71.0	65.2	60.1	53.1
53.1	45.5	38.0	44.9	63.0	71.4	69.6	64.9	62.9	61.2	62.7	59.8	61.8
46.8	39.7	30.3	55.5	71.3	68.6	66.7	62.6	58.4	55.6	52.1	54.0	55.0
38.1	32.2	19.8	43.6	56.5	66.6	64.1	61.8	58.5	57.1	57.1	47.4	41.1
38.9	31.1	20.3	40.9	55.9	63.9	66.5	63.9	55.3	57.4	57.7	50.8	46.3
38.5	30.1	20.1	38.9	57.3	67.1	65.9	62.6	54.9	52.1	53.4	48.3	42.9
38.3	30.5	18.5	44.3	56.4	67.3	63.8	62.9	53.8	51.7	54.1	47.4	39.6
40.8	34.3	23.0	55.9	61.2	67.1	63.5	59.0	54.9	54.8	57.9	51.7	42.8
41.2	33.2	21.5	58.3	63.2	68.1	65.5	67.6	59.0	53.9	55.4	50.8	43.5
42.4	32.1	20.1	57.9	65.3	67.9	71.5	68.7	61.2	58.9	57.4	52.9	48.0
42.5	36.0	26.9	47.4	58.7	66.6	72.4	68.3	58.9	54.1	52.7	50.1	47.6
47.7	44.4	36.6	45.7	58.8	63.5	66.6	68.7	60.7	56.6	58.1	53.1	50.1
44.1	38.0	26.8	37.8	56.0	65.0	62.2	60.6	56.5	52.0	52.4	47.7	52.5
36.5	27.3	18.0	47.0	55.5	62.1	62.8	58.9	54.3	53.1	53.9	47.3	38.9
40.6	34.9	24.1	38.4	55.4	62.4	64.1	58.8	58.0	55.5	61.0	55.4	44.7
42.3	33.3	21.4	54.7	60.1	64.0	67.5	62.6	62.9	60.1	63.3	57.0	46.3
44.9	36.0	19.5	44.7	55.7	64.2	74.5	72.5	69.1	61.6	57.3	58.3	51.5
37.9	28.5	16.9	39.0	55.5	63.8	63.6	58.6	54.3	51.6	51.4	45.6	39.3
38.1	30.1	18.6	37.0	55.0	69.0	63.9	58.3	55.2	55.9	54.7	47.7	39.5
42.8	36.9	26.6	38.6	55.5	70.7	67.5	65.8	57.7	54.5	55.0	50.5	47.7
44.0	36.4	25.4	49.0	56.5	73.0	73.5	72.7	63.1	59.5	57.7	51.7	46.3
40.1	30.2	18.8	47.9	58.2	69.4	67.1	65.5	56.2	53.4	54.6	49.1	40.8
38.7	29.3	17.5	40.6	57.8	69.1	66.9	62.6	55.0	52.2	54.1	49.1	40.7
38.7	30.7	18.3	53.2	57.7	65.3	65.6	62.4	58.1	50.6	50.1	46.7	40.7
36.0	26.7	16.3	49.3	58.1	64.2	62.6	58.7	53.7	50.6	50.4	44.6	36.7
37.5	27.6	16.5	53.0	56.6	63.8	63.2	59.7	57.8	56.2	59.8	53.5	42.8
39.7	30.5	19.4	55.7	56.2	64.9	63.8	59.9	59.7	57.6	60.7	53.6	43.8
40.7	37.0	22.1	54.3	57.0	70.7	65.4	60.2	55.6	52.1	53.5	48.6	42.9
48.5	42.0	29.7	50.6	56.3	71.1	75.1	65.1	60.3	60.2	61.9	58.0	53.9
41.8	32.4	20.7	48.1	56.7	74.1	67.0	61.6	55.8	53.9	56.7	51.5	44.7
38.8	30.3	18.5	52.2	56.8	69.3	67.7	61.5	54.4	53.5	53.8	48.3	43.0
50.9	43.2	29.5	45.5	59.6	66.3	74.0	65.3	64.7	64.0	66.2	61.4	55.8
40.4	33.1	22.7	57.4	60.4	65.7	67.2	63.6	56.8	53.9	56.8	52.1	43.4
39.1	29.3	18.2	41.1	57.9	67.3	67.5	68.9	59.4	55.5	57.0	52.0	41.1
39.3	29.2	17.1	48.8	57.9	66.8	65.4	60.5	55.3	53.0	55.0	50.1	42.5
40.8	33.4	23.4	45.1	57.7	64.0	66.7	66.2	59.4	61.5	61.9	53.9	45.8
39.3	31.0	19.5	56.1	58.3	63.2	67.6	62.9	58.5	59.5	60.1	53.1	44.0
35.6	28.9	18.7	51.2	57.2	63.1	64.9	58.7	52.3	52.4	50.2	45.3	37.3
40.5	30.3	18.3	55.6	58.0	62.8	65.9	59.3	53.2	50.9	50.1	48.3	47.6
37.6	28.4	19.0	47.8	56.2	66.8	70.5	63.1	57.9	55.3	55.4	48.7	41.2
42.3	34.1	23.8	40.1	59.0	76.2	71.9	67.5	60.4	54.9	55.5	50.3	44.2
41.2	34.0	22.3	43.3	57.8	72.8	68.4	62.1	54.4	52.2	52.7	49.8	45.4
35.9	27.9	21.2	39.9	56.5	70.0	67.9	62.7	52.9	50.6	52.1	50.0	38.7
35.2	27.1	19.0	37.8	55.5	66.8	66.5	62.0	52.6	50.8	52.1	46.4	36.7
42.6	31.6	21.7	47.8	57.9	65.3	66.5	61.5	56.6	59.3	58.5	52.6	49.3
42.0	34.8	22.9	41.5	59.5	67.6	72.6	66.1	62.9	58.9	59.2	52.3	45.9
43.1	35.5	23.9	43.5	59.5	67.3	69.4	65.3	60.7	56.1	57.0	50.8	44.9
42.8	33.7	21.6	42.6	57.1	67.0	66.6	65.9	61.0	59.0	59.8	54.3	46.3
37.4	28.2	16.3	42.8	56.4	65.4	67.7	66.0	60.7	60.3	60.6	49.8	38.6
36.4	28.3	18.9	46.2	57.0	65.8	65.7	63.5	61.1	60.8	58.0	48.9	38.3
42.6	35.1	24.9	38.3	55.3	67.2	64.2	60.8	58.5	58.2	56.8	50.7	44.7
50.6	45.7	37.8	38.6	56.6	68.8	70.6	61.6	59.6	56.5	59.3	58.9	54.8
49.0	43.3	35.1	43.4	55.0	62.1	64.7	58.7	56.0	55.9	59.0	56.8	54.2
47.3	40.8	27.8	41.1	56.0	65.0	64.7	66.1	60.7	59.7	62.0	56.0	52.6
39.6	32.6	21.6	40.1	56.2	63.9	67.5	59.1	53.2	50.4	52.9	48.7	47.0
31.5	25.4	25.5	39.3	54.7	64.5	60.2	56.7	53.7	51.0	47.9	42.1	34.2
34.3	28.7	29.9	43.5	57.3	63.7	62.8	59.1	53.7	51.9	50.5	45.5	36.8
38.3	29.8	18.8	51.3	55.6	65.3	64.5	62.6	63.8	56.2	56.9	49.2	42.1
43.4	33.8	21.8	51.0	58.5	75.9	74.7	70.1	66.4	69.2	61.3	54.3	48.8
38.4	32.0	19.7	51.9	62.6	67.0	68.0	65.3	58.0	55.6	52.9	48.8	44.0
41.5	31.5	20.8	39.9	54.8	64.1	64.0	61.9	60.2	60.0	59.3	50.9	48.4
37.3	32.6	22.8	44.3	66.6	65.1	63.9	58.2	53.9	52.7	51.3	45.8	43.5
32.9	25.7	15.6	44.8	61.6	63.2	62.4	59.3	53.2	48.3	49.1	42.3	34.8
34.0	26.2	16.9	46.8	54.9	62.8	64.4	65.5	57.4	59.4	54.8	48.2	41.5
46.2	27.9	17.7	51.3	56.1	61.3	61.0	64.6	60.3	59.4	54.7	48.6	48.7
37.1	28.7	17.7	46.0	55.1	62.9	61.1	68.1	61.8	53.7	53.2	46.4	44.7
35.5	28.1	17.4	38.5	57.1	65.6	60.3	64.2	58.6	52.7	50.8	46.2	42.3
38.5	31.5	17.8	51.0	68.5	69.5	65.7	61.0	57.6	56.0	55.8	49.9	45.5
42.1	35.4	27.0	53.9	64.5	67.2	65.1	60.8	55.1	54.0	56.2	51.6	47.1
49.1	44.1	37.1	40.1	56.2	66.8	64.9	66.0	57.0	57.4	58.0	55.4	52.2
38.9	34.1	23.1	47.8	55.9	65.8	62.6	60.4	53.9	48.8	49.4	51.3	44.2
45.6	35.9	19.4	48.0	57.4	65.3	70.5	70.6	58.5	61.0	58.7	56.0	51.0
40.9	32.2	17.1	46.2	56.9	65.0	70.3	67.3	57.6	60.5	57.3	54.2	48.5
32.6	28.5	16.5	46.7	54.6	64.8	61.0	56.2	50.3	46.4	45.4	40.7	34.6
34.5	29.8	16.4	42.8	54.3	64.9	62.3	66.7	58.2	52.7	49.7	43.9	39.3
35.9	29.4	16.5	48.3	60.9	65.3	63.3	64.1	59.1	51.3	50.4	44.1	39.1
37.1	27.7	16.6	41.6	54.4	64.4	63.0	57.1	52.1	50.9	52.5	46.5	42.2
35.5	30.0	17.8	54.9	62.4	65.9	62.4	58.5	54.7	54.1	52.9	46.5	37.2
65.6	54.4	33.7	58.0	65.0	67.3	76.2	77.9	79.4	80.0	82.7	80.0	74.2
46.4	37.1	22.8	58.3	65.4	65.7	65.7	61.0	63.1	62.3	63.4	60.3	54.5
36.4	29.8	18.7	50.4	56.6	63.6	64.7	61.1	54.3	54.4	54.8	49.0	39.9
36.7	29.0	18.0	43.5	64.8	63.0	64.5	59.2	54.4	50.0	49.0	46.7	39.1
43.6	38.3	26.5	45.3	57.7	67.6	80.9	81.8	71.0	63.0	57.9	51.6	47.9
52.2	45.8	37.9	45.4	56.9	70.6	80.0	87.5	78.9	64.9	63.4	59.7	56.8
47.1	39.3	38.2	47.4	62.6	70.6	81.2	84.1	77.1	63.6	55.0	54.6	50.6
39.8	30.5	19.0	43.2	55.0	66.4	66.7	69.5	61.3	52.7	51.2	46.5	41.0

NM3_KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/1 LCSmax 8000	1/1 LCSmax 16000	1/1 LCSmin 8.0	1/1 LCSmin 16.0	1/1 LCSmin 31.5	1/1 LCSmin 63.0	1/1 LCSmin 125	1/1 LCSmin 250	1/1 LCSmin 500	1/1 LCSmin 1000	1/1 LCSmin 2000	1/1 LCSmin 4000	1/1 LCSmin 8000
33.7	18.3	38.9	52.7	62.1	63.9	58.7	53.9	51.5	53.3	48.1	38.8	28.6
39.7	24.5	43.6	54.1	63.1	63.2	60.3	54.8	51.6	54.3	49.8	40.0	30.2
33.0	19.9	33.5	51.4	64.1	61.3	58.7	54.1	48.9	49.3	44.4	35.9	27.2
35.1	25.9	34.6	52.4	62.3	62.8	57.2	53.6	50.3	48.6	44.7	36.9	28.0
40.0	29.3	36.3	52.4	61.3	60.6	56.6	51.9	48.1	49.8	45.3	35.7	23.9
42.9	29.3	34.5	51.4	60.5	62.5	57.2	53.7	51.3	52.4	47.9	37.2	26.2
52.9	46.7	36.4	53.1	61.4	61.3	56.5	52.4	47.3	47.9	45.4	42.2	35.2
48.0	38.5	34.2	51.9	62.8	60.8	56.3	51.4	48.7	46.7	43.4	35.8	27.1
36.9	22.3	32.7	51.9	63.0	60.8	56.7	51.7	49.3	47.3	42.3	35.3	27.4
38.0	26.9	34.7	52.8	60.5	61.0	57.9	51.7	47.9	47.1	42.5	35.1	26.8
34.9	25.3	32.8	52.7	61.1	62.0	58.3	52.5	49.4	50.2	45.1	36.4	27.2
31.6	19.9	33.0	51.7	63.5	61.4	56.4	50.9	48.1	49.0	43.8	36.8	27.8
36.5	25.4	36.2	52.5	61.6	61.0	56.6	50.6	47.1	47.5	43.4	37.5	31.5
35.3	24.6	53.6	57.0	63.0	60.3	56.5	53.6	50.7	53.3	47.8	39.9	30.7
36.6	24.6	43.1	53.0	63.0	63.6	60.7	54.4	51.1	50.8	45.9	38.3	28.2
42.0	34.1	39.3	53.2	62.5	65.3	62.1	54.4	50.1	48.2	44.9	38.0	29.8
47.7	39.8	35.7	51.8	60.8	61.5	60.5	55.9	50.8	50.2	45.7	43.0	36.5
46.2	33.6	31.6	53.1	60.3	60.1	56.2	53.2	48.1	46.5	41.6	36.1	29.5
29.5	21.7	32.6	51.5	58.3	59.9	56.6	51.1	47.4	45.3	40.8	34.3	25.3
39.5	29.4	34.0	51.5	60.0	59.8	56.3	52.1	48.3	48.7	43.6	36.8	26.8
36.9	25.1	35.2	52.4	60.1	61.1	56.3	51.7	48.5	48.7	44.7	37.1	27.2
42.7	24.7	36.6	53.0	59.2	63.0	58.6	53.2	48.3	47.9	44.3	36.6	26.6
29.7	17.7	31.4	51.1	61.1	59.8	57.1	51.7	47.8	47.5	43.3	37.1	27.2
34.1	20.1	33.2	51.8	60.9	59.6	55.7	51.6	48.7	48.4	44.6	37.4	28.3
42.5	33.5	33.0	52.5	65.7	61.8	57.0	51.8	48.7	48.1	44.5	37.9	30.9
38.9	28.8	35.1	53.0	64.4	63.9	63.1	54.7	52.1	53.4	48.2	40.1	31.3
31.7	22.4	36.6	54.5	63.8	62.8	60.8	53.6	50.4	51.7	46.3	38.5	29.0
30.6	19.1	35.0	53.6	63.6	63.6	59.3	52.5	48.4	49.6	44.2	37.0	27.4
34.0	20.0	37.7	52.7	59.5	61.1	57.6	51.6	47.3	47.2	43.1	36.7	27.4
27.7	17.1	35.8	52.2	59.8	60.0	56.2	51.1	47.8	48.2	42.7	35.2	25.9
32.4	20.1	34.1	52.0	59.9	59.9	54.9	51.1	48.4	49.9	44.3	35.4	25.9
34.1	23.8	37.3	52.4	61.5	60.2	57.5	51.7	47.6	48.3	43.4	35.4	25.6
44.8	26.4	33.9	51.8	62.4	61.4	56.9	52.7	48.0	49.1	45.2	37.4	28.1
48.5	36.5	37.8	53.1	66.5	64.6	58.7	53.4	52.1	53.5	48.7	43.0	33.2
36.4	24.2	37.6	53.0	66.8	62.1	57.7	52.1	48.4	48.4	43.3	36.1	28.0
35.0	22.3	43.7	53.1	64.3	62.6	57.0	51.6	48.1	47.8	42.9	35.6	26.1
48.2	34.3	36.5	53.7	63.2	65.6	57.4	52.5	50.9	49.7	48.0	42.3	33.9
39.7	29.8	37.7	51.5	62.2	63.0	55.7	51.3	47.9	48.0	44.6	37.1	28.0
31.2	22.0	35.2	51.5	63.2	62.4	57.8	54.1	51.6	53.9	47.1	37.6	27.8
32.8	18.7	35.9	53.4	61.4	62.3	58.0	51.8	48.5	49.5	43.9	36.7	26.4
39.9	30.6	34.6	53.4	60.8	63.2	57.6	50.7	47.6	48.9	43.8	34.9	25.3
36.3	25.5	38.8	53.0	60.5	63.5	57.8	52.3	49.8	49.9	44.2	35.8	26.6
32.5	22.9	42.0	52.2	60.6	61.4	55.6	50.2	46.7	45.3	40.3	34.7	26.8
35.3	21.0	41.8	53.4	59.8	61.3	56.1	50.2	47.5	45.6	41.1	35.4	27.4
30.9	23.8	37.2	53.0	60.6	65.2	58.2	53.1	49.9	48.8	44.3	34.1	25.1
37.6	27.9	33.0	53.0	63.5	66.1	60.8	53.6	50.7	51.8	48.0	40.6	30.2
39.9	27.7	35.6	53.8	66.3	65.4	60.8	52.1	47.8	47.7	44.6	38.1	29.7
30.9	28.0	33.4	53.4	63.1	64.5	59.6	50.8	46.8	45.0	41.1	34.1	24.7
28.5	23.3	32.4	52.1	60.9	64.6	59.4	50.3	45.7	44.6	40.7	33.8	25.6
35.7	25.1	34.7	52.3	63.1	63.9	59.0	50.8	45.4	44.4	40.5	34.3	25.9
40.2	28.3	35.3	54.2	62.3	64.5	59.8	51.7	49.7	51.3	45.2	38.2	27.6
38.5	28.4	34.9	54.2	62.2	62.3	58.8	55.3	51.8	51.9	46.4	41.0	32.6
37.5	25.4	33.5	53.8	62.6	61.5	58.2	56.5	52.7	52.9	48.1	38.2	29.4
30.6	19.2	32.4	52.2	61.2	62.3	62.7	57.4	56.4	54.2	44.9	36.3	26.8
31.3	23.5	34.8	52.1	61.5	59.7	56.8	55.3	55.2	49.0	43.1	33.6	25.0
37.2	28.4	32.7	51.4	61.2	59.5	55.8	54.5	52.0	50.3	45.1	37.9	31.2
50.6	42.7	34.3	51.9	61.2	61.9	57.4	55.7	54.2	53.8	48.4	42.9	36.7
49.1	40.7	32.8	50.4	59.5	59.2	55.7	50.7	48.5	49.0	44.7	37.8	29.5
46.2	33.2	32.1	53.2	60.2	59.5	56.7	51.3	49.2	48.3	44.0	37.4	29.3
40.9	29.9	33.8	51.3	60.5	58.5	54.4	49.1	46.5	45.7	41.1	33.4	25.4
30.1	38.7	31.0	51.0	60.9	57.9	53.4	47.3	43.4	41.6	37.5	30.1	23.6
33.8	38.3	35.8	48.4	61.3	58.2	54.6	48.2	44.5	43.6	39.5	30.8	24.1
34.0	23.2	38.8	52.3	62.1	59.9	56.6	51.6	50.2	49.6	44.3	35.2	26.1
37.6	26.3	38.2	54.2	63.3	63.5	61.8	55.8	53.8	50.7	45.3	39.0	30.7
36.9	25.3	35.4	51.3	60.6	61.1	59.6	51.4	48.1	46.2	41.1	34.0	28.0
35.7	25.9	33.7	51.0	60.9	60.8	56.9	50.9	47.9	46.5	42.0	35.8	28.0
40.4	30.2	32.5	51.3	62.0	57.6	55.0	48.8	45.0	42.7	37.6	30.9	24.3
27.0	16.7	35.7	50.7	57.9	58.9	53.8	47.6	43.8	41.1	36.9	29.9	23.5
32.5	21.0	37.9	49.8	58.9	58.1	56.7	52.5	47.2	45.4	39.6	31.8	24.1
32.4	20.9	40.4	51.5	57.3	57.8	62.0	54.3	48.8	47.8	42.6	38.1	25.8
37.6	25.1	34.4	51.7	59.0	58.7	62.5	56.5	49.7	45.7	39.9	31.4	23.0
34.9	22.4	31.4	52.4	62.1	57.2	59.2	50.1	46.4	43.7	39.5	31.2	23.6
38.2	24.0	31.9	50.4	61.9	58.4	57.3	49.7	45.5	43.6	39.0	32.6	25.6
41.9	33.9	34.8	52.5	62.1	60.4	57.6	51.1	49.4	52.3	47.7	39.0	30.4
47.8	41.6	33.2	52.0	62.2	60.0	58.3	52.8	48.8	49.3	46.3	42.3	37.8
37.8	28.7	34.5	51.8	61.3	59.5	57.7	50.7	46.6	45.7	41.9	36.5	30.8
40.8	23.4	41.1	52.8	60.8	61.1	59.6	52.5	48.7	48.2	44.2	37.6	30.8
37.8	18.5	38.4	51.3	60.0	59.1	54.7	49.6	45.9	45.2	40.3	34.1	28.7
31.7	20.0	36.8	51.1	61.6	58.5	53.3	47.7	43.3	41.8	37.5	31.0	26.3
32.5	17.6	37.2	50.0	59.9	57.6	54.8	48.3	44.8	42.7	39.0	32.8	27.4
32.0	18.0	35.6	51.6	61.9	59.4	55.0	49.9	46.5	46.3	41.9	34.5	26.8
30.1	18.8	32.7	50.2	59.9	59.4	54.3	49.3	45.9	46.6	41.8	33.3	25.6
32.7	19.8	33.4	49.5	58.4	60.2	55.1	49.2	45.6	45.6	41.0	33.2	26.1
63.1	42.2	44.4	51.7	61.1	61.4	55.3	52.8	48.9	45.8	40.5	35.4	30.0
43.6	24.9	50.2	55.8	62.1	61.2	56.3	54.3	54.0	54.8	48.7	39.7	31.9
34.5	23.8	39.1	51.7	60.1	60.4	56.9	49.6	46.8	45.2	40.9	33.1	25.8
32.8	22.4	35.2	51.6	59.5	60.4	57.0	51.0	46.8	45.1	41.0	33.2	25.8
43.3	32.4	37.8	51.7	60.3	62.3	57.9	52.0	48.7	49.1	44.1	38.3	31.1
49.0	44.1	35.9	51.8	64.6	70.8	76.1	66.8	53.9	51.8	47.4	43.8	39.0
44.4	45.2	42.3	53.0	63.4	66.8	69.5	61.3	52.6	47.5	44.7	40.3	31.6
31.6	19.5	41.7	52.8	63.2	63.5	65.0	56.9	51.0	49.1	44.7	38.2	29.1

NM3_KWAQN 961 N La Cienega Boulevard, Los Angeles, Raw Data

1/1 LCSmin 16000 1/3 LCSeq 6.3 1/3 LCSeq 8.0 1/3 LCSeq 10.0 1/3 LCSeq 12.5 1/3 LCSeq 16.0 1/3 LCSeq 20.0 1/3 LCSeq 25.0 1/3 LCSeq 31.5 1/3 LCSeq 40.0 1/3 LCSeq 50.0 1/3 LCSeq 63.0 1/3 LCSeq 80.0 1/3 LCSeq 100 1/3 LCSeq 125

16.8	36.1	37.8	40.0	41.2	43.7	53.9	56.8	57.6	60.7	63.9	61.6	59.0	57.0	57.2
17.3	49.4	48.3	51.6	55.2	55.6	57.5	61.9	61.3	63.0	61.7	62.5	56.9	56.0	63.2
15.5	49.0	48.6	43.2	44.3	46.6	53.3	63.2	60.0	59.5	60.1	59.0	56.4	55.4	58.2
16.4	28.2	32.7	35.7	38.9	46.4	55.3	62.1	58.6	57.2	59.7	61.0	57.9	56.0	57.6
15.4	34.0	35.1	37.7	39.1	44.7	54.5	57.7	58.4	58.6	59.3	58.8	56.8	54.8	55.4
16.0	31.5	32.7	35.3	41.0	46.9	53.4	58.2	57.7	68.1	61.9	61.7	61.3	59.3	57.8
24.7	34.3	34.7	38.1	42.2	48.4	56.3	60.4	59.1	62.5	59.7	61.9	58.4	56.2	55.8
18.0	36.2	39.9	45.6	56.3	58.4	58.9	60.5	60.2	61.7	57.6	59.6	56.6	54.9	54.5
18.1	25.4	31.0	35.3	39.4	45.7	52.9	60.7	59.7	60.7	58.0	59.3	55.4	53.9	54.9
16.8	29.4	33.5	36.2	39.0	43.8	53.7	59.6	56.2	56.0	55.9	61.2	57.1	54.5	59.3
16.5	30.3	31.0	33.5	37.8	44.3	54.0	60.1	56.3	60.3	58.4	60.1	55.8	56.0	58.8
17.0	31.9	32.0	36.1	39.0	43.5	54.3	61.7	57.4	62.2	59.9	56.7	53.7	55.2	59.6
19.9	32.1	35.6	39.5	45.9	47.0	54.6	60.8	57.3	59.4	58.6	58.2	53.5	54.1	54.4
18.8	49.7	50.2	53.2	55.0	55.7	56.0	62.0	59.4	61.4	59.7	57.9	55.7	56.7	59.9
16.7	49.6	50.3	50.8	53.2	52.6	57.6	61.0	59.8	61.4	61.9	65.1	59.8	60.0	62.1
18.1	39.9	40.0	39.6	42.4	45.4	54.9	61.1	58.2	59.0	59.7	67.6	60.5	62.6	59.9
29.9	35.3	36.3	39.7	41.8	47.0	54.1	56.5	56.3	59.0	58.8	59.4	60.5	61.8	62.2
19.6	27.2	29.9	34.0	35.7	42.4	54.0	57.1	57.6	58.9	56.8	57.2	55.8	54.7	54.7
15.5	34.5	35.9	39.2	40.7	43.3	52.8	56.1	55.1	56.2	56.1	57.3	55.8	54.8	53.8
15.6	29.0	30.3	33.5	36.5	43.1	53.0	57.3	55.0	57.6	56.4	57.6	54.0	52.7	53.9
16.4	39.2	44.4	44.8	47.5	48.9	54.8	56.4	56.6	59.1	61.6	58.9	55.6	55.1	55.1
16.2	36.9	39.1	38.7	39.5	44.4	53.4	58.4	57.3	57.6	59.4	67.4	58.0	57.0	63.5
16.2	32.1	33.1	32.8	36.8	44.1	52.7	59.0	57.1	57.5	55.8	58.2	55.3	54.6	54.0
16.8	24.6	28.5	33.1	36.3	42.6	52.7	60.2	60.0	59.1	56.0	57.6	56.9	53.6	53.3
19.7	28.3	29.2	34.2	36.6	41.8	53.4	64.0	64.4	56.9	56.8	59.7	61.7	55.8	58.1
20.1	32.5	37.9	40.6	41.5	44.4	53.2	61.8	66.1	64.6	62.0	64.8	67.5	65.8	64.5
17.1	38.1	39.1	41.2	41.0	45.0	55.0	63.9	60.3	59.2	58.1	60.3	60.1	60.7	58.4
16.2	30.4	32.1	35.7	38.3	44.3	54.6	65.9	57.0	59.3	59.4	62.6	58.4	57.4	57.6
16.5	34.9	41.7	44.0	45.1	46.0	54.5	60.5	56.6	58.3	58.5	61.2	58.2	56.9	56.5
15.8	39.1	42.8	38.8	40.3	43.7	53.5	56.5	57.1	58.7	57.5	57.3	54.4	54.0	53.2
16.0	26.1	31.9	40.9	41.3	45.2	53.3	55.0	56.8	59.0	57.0	57.5	55.5	53.4	53.9
15.8	40.2	44.5	46.0	43.2	45.4	53.0	59.5	58.6	58.3	56.6	58.6	57.4	54.0	54.9
16.6	35.5	37.7	43.5	45.0	46.0	53.2	64.5	64.0	60.3	59.0	59.5	56.9	55.5	54.0
20.1	42.3	43.6	43.0	41.9	46.8	53.5	66.1	58.1	62.4	62.5	67.9	60.2	57.6	59.6
16.8	33.1	38.8	40.5	41.7	45.5	54.3	63.8	67.9	65.2	60.4	61.3	57.0	55.8	56.1
16.0	41.5	44.6	44.4	46.7	47.1	53.3	64.3	61.4	59.8	59.3	59.8	60.5	56.3	54.2
20.3	38.3	38.6	38.5	42.5	46.4	54.5	62.4	59.3	58.8	60.4	65.7	68.0	56.8	56.8
16.8	43.0	45.8	46.8	48.0	47.9	54.6	60.8	57.4	58.1	59.4	61.4	60.2	54.1	54.5
16.1	32.1	32.4	36.4	38.7	45.7	55.3	60.6	59.4	60.9	57.9	62.4	57.2	55.6	62.6
16.0	30.9	33.7	38.0	40.9	44.3	55.0	60.2	59.2	57.8	57.2	59.9	58.7	56.0	55.1
15.9	35.2	38.7	36.6	38.9	43.7	54.4	57.4	57.8	58.3	59.1	61.2	59.2	59.3	55.3
16.0	41.1	45.8	46.6	46.1	48.6	54.2	56.4	56.7	58.5	59.0	61.9	60.0	56.1	56.6
16.4	41.4	43.9	42.0	43.5	44.1	54.0	58.0	56.5	57.0	56.8	59.9	56.9	53.5	53.5
17.3	44.8	45.2	47.6	47.0	49.0	54.5	57.8	55.5	57.7	56.0	60.7	58.4	53.9	54.1
15.8	44.6	42.9	40.1	41.7	45.5	53.8	58.6	57.4	60.5	59.2	64.5	64.7	56.0	56.5
19.1	31.7	31.7	34.3	40.1	45.3	56.3	61.2	62.9	69.3	61.2	65.2	65.3	60.3	60.9
17.3	32.7	35.4	37.0	40.3	44.9	55.4	59.8	62.2	67.9	60.1	63.4	62.0	58.3	57.8
15.3	26.9	28.6	35.6	40.1	45.4	54.2	61.4	59.1	63.5	57.9	62.8	61.7	57.8	57.9
16.0	26.1	30.6	33.0	39.7	45.4	53.2	62.7	57.1	57.8	57.6	62.4	61.5	57.1	57.7
15.8	33.3	35.1	38.8	43.6	46.9	54.4	62.2	57.4	57.3	57.6	62.6	60.8	57.0	56.4
17.0	35.3	36.6	35.9	40.1	46.0	55.3	62.3	58.9	57.7	59.8	66.7	64.5	59.6	59.5
20.3	27.2	32.2	35.7	42.3	47.4	55.5	60.2	59.8	59.9	58.7	62.7	62.2	57.8	57.9
17.0	31.5	35.4	36.6	41.7	46.3	55.0	59.3	58.4	61.8	58.4	60.3	59.2	54.6	57.1
15.4	26.8	29.8	35.8	40.2	46.4	53.6	57.6	59.4	59.1	57.9	60.2	61.0	57.0	59.2
15.6	37.0	35.9	39.6	41.2	44.1	53.5	58.3	56.4	60.1	58.3	58.9	58.2	55.4	56.2
21.5	28.9	30.9	33.7	38.2	43.5	52.2	58.5	60.0	58.7	56.2	58.2	55.0	52.4	55.4
26.6	23.4	29.8	34.7	38.5	44.4	53.6	56.3	57.9	62.6	65.8	58.3	56.0	53.5	56.2
17.5	26.7	34.1	38.0	38.8	44.9	51.6	56.5	56.2	54.7	58.1	56.5	53.7	53.4	53.3
17.1	26.4	31.7	35.3	40.1	46.0	53.7	60.0	57.0	56.1	56.5	56.6	56.2	53.3	58.0
15.6	25.6	31.3	35.3	38.3	46.2	53.4	60.0	56.2	56.1	55.9	60.1	53.9	50.3	54.1
15.2	27.6	30.1	33.2	37.7	43.8	52.8	57.7	55.0	58.7	54.6	55.4	51.7	49.3	51.9
18.6	30.7	33.2	35.5	36.7	43.0	52.9	57.6	55.6	59.0	55.5	56.9	54.0	51.7	53.6
16.0	38.7	38.3	42.8	44.7	45.1	52.6	59.7	56.3	59.8	57.7	59.3	55.1	53.4	57.4
17.3	40.2	39.8	41.3	43.6	50.4	54.5	59.3	58.6	67.6	65.3	67.3	62.0	60.9	63.8
15.8	36.8	40.7	45.9	48.2	50.1	54.9	57.8	59.1	59.4	59.7	61.8	58.3	55.3	59.4
17.6	28.1	30.8	34.5	38.3	43.4	52.3	55.6	57.3	58.3	58.8	58.8	53.7	53.9	56.8
16.0	27.4	30.0	34.3	37.8	49.4	55.3	57.3	57.4	59.9	57.0	55.9	55.2	51.1	55.1
15.2	32.8	36.8	37.6	43.6	53.8	54.0	57.3	53.3	58.3	56.7	55.2	56.1	52.7	52.8
15.5	35.6	35.5	39.8	40.4	43.9	51.9	56.5	54.2	57.5	57.8	56.8	55.4	51.3	61.2
16.0	38.9	40.7	41.9	42.8	46.0	52.4	56.9	54.7	55.4	55.1	55.9	52.3	52.3	62.8
15.2	35.5	39.4	37.8	39.9	43.1	52.6	58.1	54.3	56.2	54.8	56.0	53.4	52.2	63.7
15.3	28.4	31.0	33.2	40.9	47.1	52.8	62.2	54.1	55.7	54.7	54.3	51.9	54.4	53.9
15.4	26.8	28.3	33.7	36.4	46.4	54.5	64.4	54.1	59.0	57.2	57.5	55.1	57.5	52.0
17.4	37.6	41.2	45.5	54.2	55.6	55.1	63.2	57.5	59.8	57.2	59.4	54.5	57.3	53.8
28.7	28.8	30.9	34.1	38.7	42.5	53.8	62.3	56.8	60.3	56.5	56.5	57.3	55.1	54.9
18.6	29.8	33.1	37.1	38.5	42.6	53.3	60.3	56.7	59.2	56.2	57.4	54.5	55.6	54.2
17.3	38.6	41.4	42.3	44.1	46.4	54.4	58.3	56.9	56.9	57.8	58.2	61.9	63.8	58.0
16.1	36.3	36.6	40.3	41.5	47.3	52.8	58.3	58.4	57.2	57.7	56.9	62.3	59.5	53.8
15.5	37.9	39.6	39.9	41.6	43.3	52.3	59.0	58.0	58.2	55.6	55.0	54.5	51.6	50.7
15.6	32.9	36.4	35.2	37.8	42.4	52.1	57.4	54.3	60.3	54.7	55.8	53.3	55.5	59.4
15.9	32.7	35.6	39.2	46.1	50.0	52.0	57.2	57.5	60.5	56.3	57.1	56.1	53.1	55.4
15.7	31.3	35.8	35.2	40.5	44.8	51.6	57.9	54.7	59.6	56.8	58.5	53.9	52.2	52.1
16.2	23.6	28.7	36.8	40.7	44.9	52.9	58.9	55.9	56.1	56.2	58.0	54.7	54.7	52.5
18.5	45.3	48.4	50.1	50.8	51.1	54.7	62.7	55.9	57.7	60.7	61.1	68.1	69.5	55.3
19.5	46.2	49.5	50.4	52.7	54.8	57.9	60.4	57.0	58.6	59.0	60.5	56.4	55.4	53.2
16.1	44.5	43.6	43.3	43.7	46.0	52.7	58.6	55.9	58.4	57.8	59.2	54.2	54.4	55.0
16.1	33.2	33.1	36.9	39.2	47.9	56.9	57.2	56.0	56.9	56.8	58.8	56.6	54.6	54.3
19.5	35.5	37.3	38.5	40.9	46.6	53.2	57.7	61.1	58.8	67.1	70.4	67.6	69.1	73.7
29.9	33.0	34.5	37.9	40.4	46.0	53.7	58.4	63.3	64.5	70.0	72.7	71.7	77.1	81.3
19.5	39.0	39.0	42.3	42.9	48.1	56.3	60.6	62.9	63.1	65.7	74.2	70.0	75.0	74.5
18.4	34.8	38.1	40.8	42.8	46.7	53.3	57.1	57.0	63.2	58.4	62.9	57.7	64.6	62.6

NM3 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSeq 160 1/3 LCSeq 200 1/3 LCSeq 250 1/3 LCSeq 315 1/3 LCSeq 400 1/3 LCSeq 500 1/3 LCSeq 630 1/3 LCSeq 800 1/3 LCSeq 1000 1/3 LCSeq 1250 1/3 LCSeq 1600 1/3 LCSeq 2000 1/3 LCSeq 2500 1/3 LCSeq 3150 1/3 LCSec 1/3 LCSeq

53.3	52.2	51.2	49.2	48.1	49.4	49.9	50.7	51.4	52.5	51.1	48.4	41.7	41.6	38.5	36.3
57.1	54.5	54.0	51.8	50.3	51.0	52.3	53.9	55.2	53.3	51.7	47.8	43.3	41.0	38.5	39.2
52.3	51.5	50.3	47.9	46.2	46.1	47.1	48.3	49.5	47.8	45.3	42.2	38.9	36.6	33.9	32.5
52.3	51.9	52.4	49.1	46.9	48.6	46.6	46.7	46.5	44.2	42.8	40.2	37.9	35.8	33.6	31.0
48.7	49.2	49.3	47.0	46.3	45.8	44.7	45.9	46.9	47.1	47.4	43.4	40.8	41.8	33.1	31.5
56.2	55.3	56.6	55.7	57.5	57.6	53.7	55.0	55.3	53.8	52.6	47.3	44.6	42.8	40.0	36.9
53.7	56.3	55.1	51.8	50.9	51.2	52.6	54.6	53.8	51.9	51.0	50.9	46.8	44.9	48.3	50.4
50.5	49.5	49.4	47.4	46.2	46.8	45.7	45.3	44.9	45.5	44.2	42.9	41.7	42.3	40.4	41.4
53.2	50.1	49.7	49.2	49.1	46.8	47.5	46.7	47.0	44.3	42.8	39.3	37.3	34.5	32.8	32.2
48.1	48.4	49.1	48.1	47.4	46.8	47.1	45.7	48.5	44.8	42.4	39.9	37.9	36.6	33.0	30.9
48.6	50.1	49.1	46.8	45.0	45.6	46.6	47.1	47.5	45.6	43.9	41.0	37.8	36.0	33.3	30.3
47.9	48.7	48.7	46.2	44.6	45.2	46.6	47.7	48.4	45.8	43.7	40.4	37.9	35.5	33.2	30.6
47.4	49.6	48.9	47.0	45.9	47.5	48.1	50.0	50.6	48.7	46.1	43.6	40.3	37.6	35.9	33.8
49.0	52.2	51.2	48.4	46.1	46.8	47.3	48.1	50.2	49.8	46.9	43.5	40.2	38.3	36.5	33.4
55.0	54.0	52.2	50.9	50.2	50.9	49.9	49.9	50.5	49.6	47.2	44.8	41.1	39.7	37.7	33.5
55.4	53.6	52.8	49.3	47.2	47.8	46.6	45.7	45.4	44.6	44.2	41.6	39.9	39.7	37.7	34.5
57.2	55.0	53.9	50.5	48.7	49.3	50.2	51.4	49.9	48.0	47.0	46.3	43.6	43.1	43.5	42.3
50.6	50.6	50.9	48.6	45.4	44.7	45.5	45.8	45.3	43.5	41.7	39.5	38.3	37.8	41.9	36.3
48.5	48.5	48.8	45.6	44.4	45.4	45.0	45.0	45.2	43.4	40.9	38.5	35.9	34.1	30.9	28.2
48.9	48.9	50.0	47.8	45.9	45.2	46.3	48.8	49.2	48.5	47.0	43.0	39.3	37.7	35.0	33.9
52.3	52.4	54.8	53.6	49.8	50.2	51.9	53.1	54.7	53.8	51.3	47.6	43.1	39.9	36.6	34.1
62.4	60.8	55.4	53.3	53.0	50.0	47.9	46.9	47.5	48.2	47.9	47.3	45.7	42.2	39.4	37.1
49.2	49.4	48.4	45.7	44.9	44.5	45.7	45.1	44.7	43.2	42.2	38.6	37.4	35.3	32.4	29.9
49.1	49.1	49.2	46.4	46.4	46.0	45.9	47.3	47.4	46.2	44.0	40.6	37.3	35.1	33.1	30.5
52.2	50.1	49.7	48.2	47.0	46.2	46.1	45.7	46.8	49.9	46.1	41.7	39.0	38.7	38.4	36.7
59.0	57.1	53.2	52.0	50.0	51.9	51.7	51.1	50.0	49.6	47.2	44.7	42.2	40.8	39.1	36.9
51.7	51.3	50.4	47.0	46.4	47.3	48.4	49.3	49.2	47.2	45.4	43.1	40.5	37.5	34.8	31.7
50.6	50.0	49.5	46.0	44.9	45.1	46.3	48.1	48.8	45.2	43.5	42.1	39.0	36.3	33.2	30.3
49.7	50.2	51.3	45.6	43.8	43.6	44.4	44.4	44.6	42.6	41.6	39.3	37.0	35.9	33.8	31.0
48.2	48.0	48.2	45.5	43.9	44.2	44.5	45.2	45.1	42.9	40.9	38.5	35.2	33.4	30.8	27.8
48.2	48.1	49.2	46.8	44.8	45.9	46.9	48.0	49.4	47.2	45.5	42.0	38.0	34.9	32.0	29.1
50.4	51.5	52.4	48.3	46.6	48.0	48.8	49.1	51.8	50.3	47.5	43.0	39.5	37.1	34.5	31.7
50.0	50.2	49.7	46.3	45.3	46.4	46.6	47.4	47.4	46.0	44.6	41.3	39.4	37.6	35.8	33.4
52.2	53.5	52.7	50.7	51.3	51.8	52.8	54.1	54.0	52.6	51.9	47.7	45.9	44.5	44.1	42.1
50.2	49.8	48.9	46.7	45.7	46.1	46.4	47.7	48.1	46.5	45.5	42.4	40.4	39.2	36.9	33.4
49.7	49.4	48.2	46.0	44.6	45.6	46.7	46.8	45.9	43.5	42.2	40.7	37.3	36.0	33.5	31.0
52.8	55.3	56.4	53.4	52.6	53.8	55.3	56.7	57.3	55.0	54.8	52.6	48.0	47.8	45.9	43.8
49.9	49.7	49.2	45.4	44.2	45.9	47.3	48.4	47.3	46.8	45.5	42.4	38.8	38.1	34.7	32.6
51.8	52.7	51.7	49.0	46.7	48.2	49.8	51.3	50.1	49.0	46.8	43.5	39.2	36.6	33.9	30.9
51.4	50.2	48.9	47.0	44.9	45.1	47.2	48.0	48.5	46.5	44.5	41.5	39.5	37.1	33.7	30.5
51.5	51.5	49.6	50.5	47.7	50.5	51.9	53.2	51.6	50.3	48.0	43.5	40.3	38.0	35.6	33.3
51.1	51.3	49.7	48.0	47.3	48.5	49.6	50.1	49.2	47.5	45.4	41.9	38.4	36.1	34.0	32.3
48.1	46.6	47.2	44.2	42.8	43.4	45.9	43.7	42.5	40.5	39.0	36.7	35.3	32.8	30.5	28.2
49.3	48.0	47.8	44.5	45.0	44.6	44.4	43.8	43.4	41.8	40.2	39.1	38.3	37.7	34.6	33.9
52.7	51.9	50.4	48.3	47.7	47.5	48.3	47.2	48.8	47.4	45.2	40.6	37.6	35.0	32.4	29.3
55.8	53.9	52.0	49.2	48.1	48.2	48.6	48.5	50.1	48.8	46.9	43.8	40.8	39.3	37.4	34.7
51.4	49.2	48.8	46.2	45.6	45.2	44.5	44.8	45.6	45.1	43.7	41.7	39.9	37.8	36.5	34.3
49.1	48.0	47.9	45.0	43.1	43.6	42.7	42.4	42.1	41.3	39.8	39.3	40.3	32.6	30.7	29.3
48.5	47.4	47.3	43.7	42.7	42.7	42.8	42.7	42.9	41.8	40.2	37.1	34.6	32.6	29.9	27.5
48.9	50.1	48.0	46.6	49.3	49.5	46.9	47.9	49.4	48.0	45.0	41.4	39.3	39.4	39.1	31.0
55.6	56.2	52.9	51.8	50.6	50.0	50.5	52.3	51.0	49.0	46.2	43.7	40.9	38.8	37.4	34.1
55.8	54.9	53.1	51.9	49.2	50.1	50.2	51.0	50.6	49.1	46.5	43.6	42.0	40.1	38.1	35.7
60.1	55.3	53.3	51.8	51.6	51.2	51.8	52.5	52.3	50.8	49.6	45.7	42.0	40.0	37.9	34.8
61.2	54.3	52.5	56.0	52.7	54.0	54.5	55.2	52.4	49.6	45.0	42.7	38.0	34.8	32.1	29.5
54.4	54.1	53.2	55.2	55.8	53.4	51.1	49.9	49.6	48.0	43.9	39.8	36.8	33.5	31.2	29.1
51.5	52.7	52.3	49.4	51.0	49.8	49.2	49.5	49.1	46.7	45.2	43.3	40.5	39.5	37.5	35.7
54.1	53.5	52.9	52.0	51.5	49.3	50.5	52.0	52.5	50.2	49.6	50.8	46.5	46.5	45.4	45.6
49.8	49.4	48.4	48.6	48.6	46.8	47.4	49.6	49.1	48.4	47.7	48.3	45.5	45.1	43.2	44.4
56.9	52.7	52.5	49.1	49.3	50.9	50.1	53.2	52.8	50.2	48.8	46.6	45.1	43.6	42.3	41.6
48.1	48.1	46.2	43.2	43.2	44.3	44.1	44.6	45.4	45.3	43.6	39.9	37.4	35.8	35.3	33.4
47.6	46.6	45.1	41.6	42.0	41.6	40.9	39.6	38.9	38.4	36.4	32.9	30.8	28.6	26.5	23.9
48.7	47.3	46.1	43.1	43.2	44.0	44.1	44.3	43.6	42.6	41.0	37.8	35.1	31.5	29.2	26.6
50.1	53.9	52.5	48.7	47.0	47.8	49.1	49.7	49.4	46.9	44.4	41.6	38.7	35.6	33.1	30.1
57.3	57.4	58.2	57.9	58.1	55.2	53.4	51.6	50.8	48.6	45.9	43.9	41.2	40.9	38.9	34.4
53.3	49.5	49.8	46.7	46.3	46.3	45.3	45.0	44.5	42.5	41.5	39.4	36.4	35.5	33.6	30.0
49.8	50.0	50.7	50.7	50.1	50.0	47.9	47.6	45.5	45.9	42.5	40.2	38.9	39.1	36.7	32.4
47.6	47.7	46.4	44.7	46.6	43.3	42.3	42.7	41.0	40.8	38.5	36.2	35.5	33.5	32.3	32.3
46.2	46.6	45.6	42.0	41.4	40.9	40.7	39.3	41.0	38.4	36.8	33.7	31.5	29.9	27.9	25.0
48.0	53.5	47.2	44.8	45.2	44.0	43.7	43.0	43.3	40.5	39.1	36.3	33.6	31.5	28.6	25.5
49.6	55.4	48.7	51.7	50.1	50.0	46.9	46.4	46.4	44.4	42.0	40.4	43.1	46.3	30.4	26.6
57.8	57.2	52.7	52.0	48.8	47.5	45.9	44.4	44.8	43.5	40.8	37.3	34.7	34.2	31.8	29.7
58.7	48.0	51.0	47.5	46.8	45.4	43.5	43.4	42.7	41.9	40.3	36.9	33.6	31.7	31.0	28.8
52.9	48.2	47.2	47.0	46.0	45.0	44.3	44.6	46.8	45.0	42.6	39.2	36.5	35.2	34.2	30.7
50.9	49.6	49.1	46.7	46.5	47.6	47.4	48.7	50.5	49.3	47.3	44.6	41.2	39.4	36.5	35.0
59.0	52.4	49.6	47.7	48.9	50.7	50.4	52.0	50.2	48.8	48.4	47.9	45.9	45.6	43.3	43.6
52.0	50.1	47.6	44.5	43.0	42.6	42.8	43.4	43.1	41.4	41.4	40.3	37.5	36.1	33.3	32.3
51.8	51.3	50.6	47.4	49.2	51.9	47.8	47.0	50.4	48.2	47.3	46.3	45.2	43.2	39.8	37.3
48.8	50.1	48.3	45.4	48.6	50.4	45.3	45.8	47.6	45.0	44.4	41.9	40.6	38.4	35.3	32.4
46.1	45.0	44.3	41.2	40.0	40.0	39.4	38.7	38.5	37.1	36.7	33.1	31.3	29.7	27.6	25.5
50.9	49.2	50.6	47.2	45.4	43.7	42.5	42.1	42.9	41.3	39.3	36.3	34.0	31.7	28.9	27.5
50.1	47.6	50.5	48.5	43.5	43.8	43.8	43.5	44.7	42.6	40.5	37.6	35.1	32.6	30.1	30.0
47.6	46.7	46.0	43.8	42.7	43.9	44.0	44.0	45.8	43.6	41.5	38.8	36.1	35.4	32.3	27.0
48.3	48.6	45.9	44.5	43.1	44.9	44.9	45.5	45.0	42.4	40.9	37.8	34.6	32.5	30.3	28.0
56.0	59.4	70.4	62.0	64.7	65.9	69.4	71.8	65.4	70.1	69.2	65.3	64.7	62.8	60.6	57.2
51.2	52.9	54.2	52.7	50.2	53.8	54.0	54.3	52.9	53.3	51.3	48.0	45.8	43.6	41.4	38.3
51.1	48.8	46.9	44.8	44.1	45.4	45.7	45.9	46.1	44.7	42.4	38.9	36.2	33.4	31.5	28.9
50.0	49.4	47.8	44.1	43.6	44.6	44.3	42.7	42.3	40.9	40.8	38.2	35.3	34.0	31.1	29.6
69.7	63.5	58.3	57.3	55.1	50.0	52.6	52.5	49.3	47.5	44.9	43.5	41.8	40.0	38.5	37.6
76.3	73.0	66.0	57.8	57.1	53.6	52.6	53.5	54.6	52.3	50.3	50.8	49.2	48.6	46.6	47.0
72.6	71.4	64.3	60.6	55.9	52.6	50.6	47.9	47.1	46.3	46.7	46.0	45.1	44.3	41.5	40.2
60.4	57.4	53.7	51.0	49.3	46.1	45.3	45.0	46.0	45.7	43.1	40.1	38.3	37.0	34.9	32.1

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1/3 LCSeq 6300	1/3 LCSeq 8000	1/3 LCSeq 10000	1/3 LCSeq 12500	1/3 LCSeq 16000	1/3 LCSeq 20000	1/3 LCSmax 6.3	1/3 LCSmax 8.0	1/3 LCSmax 10.0	1/3 LCSmax 12.5	1/3 LCSmax 16.0	1/3 LCSmax 20.0	1/3 LCSmax 25.0
29.7	24.6	19.9	15.0	11.2	9.3	41.4	43.9	43.9	44.4	45.0	56.3	59.9
33.1	29.4	24.5	18.4	14.4	10.1	55.9	54.5	56.5	61.4	60.9	62.7	66.0
27.3	25.6	19.4	14.4	11.0	9.4	56.3	55.8	50.8	52.8	51.2	55.2	65.5
28.1	26.2	21.5	17.9	13.8	9.8	32.0	37.0	37.8	42.6	53.3	60.8	64.6
29.2	27.1	25.0	19.2	15.4	11.3	36.5	37.9	40.6	41.8	48.0	57.8	61.1
34.6	31.3	27.2	22.9	18.6	11.9	35.4	37.0	38.6	44.4	50.3	55.4	62.1
43.7	40.3	36.3	37.5	27.4	18.0	39.5	37.3	43.1	48.0	54.4	62.1	64.0
38.8	32.5	28.6	29.4	23.9	15.9	43.2	47.6	53.9	64.9	67.0	66.7	64.3
30.2	26.4	22.1	17.7	13.6	9.9	28.2	35.5	42.5	44.3	49.7	55.2	62.5
28.2	26.5	22.6	18.5	13.8	10.1	32.9	36.0	41.9	43.0	46.7	55.3	61.8
27.6	24.9	21.0	18.6	13.5	10.1	35.2	33.2	35.7	41.0	46.0	56.7	62.0
28.2	25.3	21.2	16.3	12.2	9.3	38.3	36.7	41.6	43.3	45.3	56.9	64.6
31.9	29.1	25.6	21.4	16.4	11.2	36.3	41.6	48.9	56.3	55.8	58.3	63.3
30.8	28.1	23.7	19.6	15.6	10.5	53.0	52.7	56.1	57.1	59.6	58.9	63.9
30.0	26.6	22.2	18.1	13.7	10.0	53.8	53.9	53.7	58.3	57.5	63.1	63.9
32.3	31.9	28.6	24.4	22.1	17.4	43.0	46.1	44.7	46.0	48.5	57.4	62.8
40.1	39.9	38.6	34.5	31.2	25.6	40.7	41.0	43.8	46.1	50.9	58.2	58.9
34.7	33.9	29.9	25.5	19.9	13.0	29.8	32.9	35.9	38.8	46.4	55.4	60.6
24.9	22.2	17.7	15.9	12.0	9.3	41.0	40.3	44.9	46.7	46.2	54.8	57.5
32.1	29.4	27.2	22.4	17.6	12.2	33.5	32.8	36.3	38.5	45.7	54.7	58.9
31.1	27.9	23.8	19.7	14.9	10.0	44.5	51.2	50.5	54.4	54.0	57.7	58.7
34.1	30.3	25.0	17.8	11.7	9.3	41.3	44.8	43.0	42.2	46.7	55.0	60.4
26.5	22.6	18.5	14.4	11.1	9.3	38.6	40.4	36.7	38.8	47.2	54.7	60.4
27.5	25.2	20.4	16.5	12.2	9.3	30.2	31.4	36.0	39.2	45.0	54.2	67.4
33.8	32.6	27.7	24.9	20.6	13.0	30.9	32.7	37.4	38.6	43.6	55.1	67.5
33.8	31.2	27.9	24.0	17.9	12.1	39.2	44.5	46.1	46.0	47.4	55.3	63.2
27.8	24.7	21.1	16.6	12.9	9.7	40.6	44.0	46.4	44.8	48.6	57.2	69.2
27.0	23.7	19.5	15.2	11.5	9.3	33.9	35.4	38.1	41.4	47.2	56.4	69.2
28.3	25.6	21.0	16.1	12.1	9.4	39.8	48.4	49.7	49.7	49.5	56.4	62.7
24.5	21.1	17.4	13.5	10.7	9.3	43.8	49.9	46.0	48.1	46.7	57.3	59.4
25.6	21.7	17.6	13.9	10.9	9.3	31.4	35.8	49.8	47.5	50.3	54.8	59.4
28.1	25.0	21.5	17.1	13.6	10.5	45.3	50.8	52.7	48.3	50.1	55.3	62.4
29.9	35.7	23.6	20.6	15.1	10.7	47.0	45.3	50.5	50.0	50.2	55.8	68.0
39.4	36.8	33.1	28.2	22.9	13.9	47.1	49.5	48.0	46.1	49.9	54.8	67.1
30.1	26.7	23.3	18.7	14.7	9.7	41.5	43.7	43.4	43.9	47.9	56.2	67.8
28.5	24.3	20.8	15.9	13.1	9.4	45.2	49.0	50.5	51.2	50.9	55.3	66.6
41.2	37.6	33.1	28.5	20.4	12.8	45.1	44.9	45.8	47.2	51.5	56.3	65.0
29.8	28.4	25.6	20.9	15.6	10.8	49.6	53.0	53.7	54.4	53.7	57.9	63.9
27.5	23.1	18.8	16.6	10.8	9.3	37.9	37.9	39.8	41.3	47.8	57.4	63.7
27.1	23.4	19.1	14.7	11.0	9.3	36.0	38.6	43.2	44.3	47.8	57.3	62.8
30.6	28.1	24.8	21.9	16.6	11.6	41.4	45.4	41.9	43.1	45.6	56.8	60.0
28.9	25.2	21.1	17.4	13.5	9.9	47.9	52.5	52.1	50.7	52.7	56.8	59.0
26.3	24.0	20.4	16.6	12.6	9.6	45.3	48.1	46.7	46.4	47.0	56.4	59.5
28.3	24.4	20.4	16.0	12.4	9.5	50.7	50.0	52.1	51.0	52.7	56.3	60.1
26.2	23.0	19.1	15.5	15.4	9.4	51.1	50.8	44.2	44.3	47.9	55.9	60.7
31.8	28.4	25.4	21.7	18.6	10.9	38.6	35.6	37.5	42.9	48.2	58.6	63.2
31.8	28.4	25.1	20.6	16.0	10.2	35.7	38.7	40.6	42.0	47.8	57.3	62.2
24.9	22.1	20.7	18.3	16.7	12.0	30.5	30.4	38.9	45.3	47.8	56.2	63.0
24.7	21.5	18.6	15.4	14.9	11.6	32.4	35.2	36.6	44.0	47.6	55.5	66.2
28.9	26.4	23.4	19.8	15.2	11.0	42.9	42.5	43.2	49.1	50.5	56.6	63.2
31.1	30.5	27.2	20.7	17.1	12.0	43.0	42.0	39.0	45.1	47.4	57.4	64.8
32.6	31.0	27.0	21.9	18.0	12.0	31.6	39.3	39.1	46.7	51.1	58.8	62.1
31.3	28.4	24.8	19.5	15.6	10.8	36.8	38.8	40.2	44.3	49.5	56.7	60.8
26.0	22.8	18.0	13.5	10.8	9.4	30.9	33.6	40.6	42.4	48.4	55.6	60.5
25.7	23.4	19.4	15.3	15.3	9.4	41.7	39.7	44.2	45.3	47.0	56.3	60.6
32.3	30.0	27.4	23.8	17.9	11.3	36.7	34.8	37.4	40.7	45.9	54.8	61.1
42.3	41.3	38.4	36.6	31.7	24.8	25.9	31.3	37.2	41.1	47.3	56.2	59.2
40.5	38.3	35.6	33.7	29.0	22.3	31.8	38.5	41.9	42.0	47.0	54.3	60.0
39.0	34.2	31.5	26.2	20.9	12.1	30.5	35.3	39.3	43.4	49.0	55.2	62.6
30.5	26.5	24.3	19.8	14.9	10.0	29.5	33.8	38.9	41.2	48.8	55.3	62.8
22.6	19.8	16.2	26.1	10.8	9.3	31.5	32.2	37.7	42.4	46.7	54.5	60.6
24.8	23.3	21.3	30.6	14.1	10.6	34.9	35.2	39.1	39.4	47.7	56.4	59.3
27.5	24.4	20.3	16.4	13.0	9.7	44.6	41.9	49.1	50.7	47.6	53.7	62.5
31.4	28.3	24.1	20.0	15.5	10.2	45.6	43.7	44.3	48.7	54.9	56.3	61.9
30.2	26.2	22.3	17.7	13.3	9.9	40.8	46.1	50.7	54.9	56.2	60.4	62.6
29.0	26.1	22.8	18.8	14.4	9.9	31.1	34.0	38.2	41.6	45.9	53.9	58.1
29.4	27.8	24.7	20.6	16.8	12.6	33.1	35.4	38.9	49.1	63.6	63.3	60.8
23.6	20.4	15.2	12.5	10.3	9.3	37.7	41.4	41.6	51.1	63.3	59.7	58.6
23.8	20.9	17.4	14.3	11.4	9.3	41.1	38.9	44.8	44.6	45.9	54.1	58.0
25.6	22.9	18.2	15.4	12.0	9.4	45.3	45.0	48.1	47.4	51.0	54.5	58.9
26.8	22.9	18.5	15.6	11.5	9.4	41.2	44.3	42.4	44.0	47.1	54.5	60.5
25.8	22.6	19.0	15.2	11.2	9.3	32.4	35.9	37.4	47.2	53.5	54.1	63.9
29.1	26.5	21.7	14.8	11.8	10.3	30.8	30.9	36.7	44.5	63.1	63.5	68.5
33.1	29.9	25.9	26.1	20.1	13.9	43.5	46.6	53.0	62.5	64.2	61.2	66.3
41.0	39.2	36.5	35.5	31.6	24.2	35.9	34.5	36.5	41.0	44.8	55.8	64.4
31.5	29.3	24.9	21.6	16.8	10.8	34.8	38.1	43.3	43.5	47.9	54.7	62.8
34.4	29.4	23.4	17.7	12.3	9.4	43.3	45.4	45.4	49.7	51.0	56.9	60.7
30.7	26.0	19.5	14.6	11.3	9.3	40.2	40.1	43.2	43.3	51.5	56.2	60.8
26.3	23.0	18.6	13.7	11.1	9.3	40.4	43.5	43.2	44.4	46.1	54.1	61.0
27.2	23.8	23.0	13.4	10.7	9.3	35.5	39.7	39.0	39.5	45.6	53.8	59.9
27.5	23.0	20.2	13.8	10.8	9.3	38.5	42.4	46.3	54.3	58.4	53.8	59.4
25.6	22.2	17.3	13.9	11.0	9.3	34.5	42.3	39.1	45.7	48.9	53.9	60.4
28.1	24.1	19.6	15.4	11.9	9.3	27.6	31.0	45.1	48.6	56.7	58.4	64.1
53.2	47.7	40.5	32.5	23.0	11.2	50.5	53.7	54.5	57.2	57.4	63.1	64.9
35.2	31.2	26.4	21.2	15.8	10.3	50.7	55.8	53.5	56.1	60.6	63.1	63.3
27.4	24.6	21.2	16.7	12.0	9.7	50.6	49.5	48.7	49.3	51.2	55.6	60.8
26.6	23.7	19.6	16.1	11.8	9.3	39.3	37.4	40.4	41.8	55.1	64.3	61.8
35.7	33.2	29.6	25.2	19.4	12.4	40.9	41.1	41.3	44.9	51.5	56.2	59.8
43.0	40.5	37.5	36.1	31.1	29.9	40.0	40.9	42.0	44.3	50.7	56.7	61.6
37.0	33.8	30.0	26.9	21.1	38.0	42.6	43.3	45.1	45.5	52.9	62.3	64.4
28.5	24.3	20.9	16.5	12.1	12.0	36.7	39.5	41.6	43.3	47.9	54.2	57.9

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1/3 LCSmax 31.5	1/3 LCSmax 40.0	1/3 LCSmax 50.0	1/3 LCSmax 63.0	1/3 LCSmax 80.0	1/3 LCSmax 100	1/3 LCSmax 125	1/3 LCSmax 160	1/3 LCSmax 200	1/3 LCSmax 250	1/3 LCSmax 315	1/3 LCSmax 400	1/3 LCSmax 500
60.1	62.8	67.9	63.2	61.7	60.7	60.0	56.8	53.6	53.0	50.4	50.8	51.7
64.7	65.5	65.3	68.8	59.3	58.0	66.3	60.9	58.1	56.3	55.9	53.4	55.3
63.4	63.4	62.9	60.4	58.1	58.0	61.9	55.6	53.0	52.5	49.6	48.6	49.4
60.5	59.1	63.1	64.1	59.9	59.4	59.9	55.0	53.5	55.9	50.4	49.2	51.8
60.5	60.9	62.9	61.0	61.0	57.2	58.6	51.7	51.0	50.6	48.9	49.1	48.8
61.8	73.9	65.2	65.6	66.2	63.9	61.7	63.2	60.4	62.7	63.1	66.0	65.9
63.3	69.1	64.0	65.2	62.7	61.9	59.4	60.4	60.3	58.7	55.7	54.9	55.8
64.4	66.6	62.9	62.3	59.7	60.3	57.2	57.9	55.2	53.0	53.0	52.0	51.3
62.8	63.2	60.9	61.4	57.3	56.1	57.6	59.0	55.0	54.1	54.3	55.2	49.7
59.2	58.5	57.2	65.8	59.8	56.2	63.1	49.9	50.6	50.2	53.4	54.1	52.9
58.2	63.9	61.1	64.5	58.3	58.3	60.6	50.7	52.2	50.3	48.9	46.3	47.0
59.7	64.8	61.2	59.2	55.5	56.7	61.6	50.5	50.3	50.2	47.5	45.6	46.8
58.5	62.8	60.5	59.8	55.1	56.1	55.6	48.8	51.7	50.7	48.8	47.7	50.1
61.3	66.6	62.1	60.0	57.8	60.6	66.8	54.0	56.7	54.4	49.5	47.5	48.7
63.0	65.9	66.8	71.0	64.4	63.4	65.7	61.2	58.4	55.2	55.1	53.7	53.5
59.9	63.4	62.3	72.0	64.5	67.4	63.6	59.1	56.2	56.1	51.9	48.8	50.4
58.5	60.9	61.2	64.0	64.4	65.5	65.0	59.9	57.9	55.9	53.3	51.1	52.5
60.0	62.2	58.3	59.5	57.8	57.3	56.3	54.1	53.2	53.0	50.4	47.9	46.2
58.1	58.3	57.9	59.3	57.4	56.9	55.5	49.6	49.9	51.0	47.8	46.9	49.3
57.1	60.0	59.1	61.0	56.0	54.0	55.3	53.4	51.2	54.4	53.4	49.9	50.4
58.8	62.1	66.0	62.0	58.0	58.2	58.4	56.9	56.3	60.0	58.2	54.7	55.4
59.9	59.6	64.0	74.0	61.1	61.1	69.1	70.1	67.8	61.6	59.5	59.3	56.6
60.0	59.0	57.5	61.1	57.0	56.4	55.5	52.2	51.1	49.5	47.3	46.4	46.6
64.5	62.6	57.6	59.3	61.5	55.9	54.6	52.2	51.7	50.8	49.2	51.3	51.0
68.2	63.4	59.9	63.9	65.2	60.7	63.4	55.8	54.3	52.4	52.9	49.8	49.4
71.7	67.5	66.0	67.6	71.1	69.1	69.4	63.1	61.1	56.4	54.3	52.8	55.3
63.3	60.5	60.2	63.5	62.9	63.3	61.8	52.9	52.7	52.9	48.4	47.5	49.7
59.2	61.2	61.3	65.0	61.8	59.7	59.6	53.4	51.5	51.2	48.4	47.0	46.9
59.0	60.9	61.1	64.0	60.9	59.7	58.5	52.3	54.4	56.1	47.7	46.4	44.9
59.4	61.0	59.4	61.0	55.8	55.9	55.0	50.5	50.3	50.0	46.6	45.5	46.3
59.9	60.6	60.3	60.3	58.2	55.6	57.0	51.8	52.6	54.2	51.9	48.4	51.3
61.4	60.9	58.4	60.5	59.6	56.1	55.9	53.7	55.1	56.6	53.0	51.4	53.0
70.2	62.9	61.7	61.9	60.2	58.9	55.5	51.3	51.6	52.2	47.8	46.3	48.3
61.3	68.2	67.9	74.5	64.2	62.6	63.7	54.4	56.3	55.6	55.0	54.9	55.4
72.7	68.2	64.5	65.9	58.8	58.4	59.0	52.3	52.7	51.2	49.8	49.1	48.5
67.0	62.3	61.2	62.2	65.7	60.6	56.0	51.3	51.5	49.8	48.1	46.9	48.7
62.8	62.3	65.1	72.2	73.4	61.8	61.5	55.9	60.9	61.4	58.3	57.7	58.8
59.9	59.8	65.1	63.4	64.2	58.0	60.4	52.3	53.6	52.6	50.0	47.8	49.3
63.8	62.2	61.6	65.4	59.0	58.7	68.3	56.1	56.1	55.2	53.1	49.1	51.9
62.4	61.6	58.6	62.8	60.2	57.8	56.3	54.7	52.0	50.6	49.4	47.4	47.9
59.8	59.8	61.0	63.8	62.9	65.5	57.4	55.5	56.0	53.7	56.0	53.0	57.3
58.9	60.9	62.5	63.9	64.9	60.6	60.0	54.4	55.6	52.8	52.7	52.2	55.1
59.0	58.9	59.1	62.4	58.9	55.8	54.9	50.3	48.3	48.2	45.8	45.6	46.2
57.6	60.0	57.8	63.8	60.7	56.2	55.2	52.0	49.4	49.2	46.0	46.2	47.1
59.1	65.5	61.1	68.1	68.4	60.9	59.3	54.8	54.6	53.9	50.7	50.7	49.5
70.5	75.8	64.9	68.8	68.6	62.4	65.1	61.0	58.3	54.6	50.7	50.4	49.6
68.9	71.6	65.2	64.7	64.0	59.7	58.7	54.8	50.8	50.4	47.4	48.1	48.3
62.3	68.5	60.6	64.6	62.7	59.5	60.2	50.3	49.6	48.9	47.1	44.8	47.1
58.5	59.1	59.0	64.2	63.1	58.6	59.1	49.9	48.8	49.3	46.1	45.4	46.7
59.7	59.2	59.1	63.7	62.1	59.5	57.3	50.2	53.6	50.9	50.7	55.2	56.3
63.4	60.8	63.7	70.2	69.8	62.4	61.7	58.6	60.3	56.6	56.3	54.9	53.1
63.8	63.3	60.7	67.3	66.1	61.8	61.4	59.0	57.5	54.8	55.5	50.7	51.7
61.9	65.6	60.8	63.8	63.5	56.7	59.2	64.7	57.5	55.9	54.9	54.4	54.4
63.0	61.3	60.6	63.9	66.5	59.8	60.8	64.8	56.8	54.5	57.8	56.0	56.7
57.9	62.9	62.3	62.2	60.2	58.9	59.6	58.0	56.8	56.4	58.2	57.9	55.7
65.7	61.1	59.5	62.5	57.8	54.5	58.8	54.5	56.3	54.0	51.5	55.6	53.3
59.8	67.8	70.1	60.6	57.6	55.3	59.5	55.9	56.1	54.8	54.0	54.3	50.4
58.4	56.7	63.2	60.0	55.0	55.6	55.2	54.5	52.7	51.2	50.8	51.5	50.6
61.3	58.3	58.9	58.2	61.5	54.9	63.9	63.5	56.7	57.1	52.6	53.8	56.6
58.1	58.7	58.4	67.0	58.5	51.9	58.1	52.9	51.4	47.2	44.8	44.6	46.6
57.9	60.3	57.5	56.7	53.7	50.8	53.0	52.0	51.8	47.9	44.9	46.9	47.5
57.6	61.0	58.3	59.6	55.8	55.2	56.6	52.5	50.9	49.1	45.4	46.3	48.3
59.1	62.6	61.6	62.7	58.1	56.9	60.7	56.2	61.4	59.0	53.8	51.1	51.5
61.6	75.6	71.2	72.0	66.1	66.0	68.0	60.9	62.7	62.0	66.0	66.1	60.3
62.3	63.4	64.4	64.8	62.3	60.5	62.1	60.3	53.5	54.2	50.6	50.9	51.3
59.3	61.9	62.0	62.0	55.6	56.6	60.1	53.1	54.3	55.2	56.0	55.7	56.3
60.2	61.9	60.7	58.6	61.2	55.0	56.8	50.6	50.7	48.8	48.8	51.6	46.7
56.1	60.9	60.6	57.5	60.3	57.4	55.4	49.7	50.2	48.4	44.8	43.8	44.1
56.0	60.8	62.0	60.9	59.6	52.7	65.3	52.6	55.5	48.7	55.2	56.7	56.2
57.5	56.9	57.2	58.4	54.5	55.7	64.3	54.4	58.4	51.0	55.4	57.4	56.2
56.2	58.1	56.1	58.7	55.6	53.5	66.9	62.3	61.0	56.9	54.7	50.6	49.1
56.8	58.2	56.4	56.1	54.0	57.4	58.4	62.3	52.2	54.3	51.1	49.2	48.5
60.5	66.9	62.1	62.1	58.6	60.3	54.8	55.1	53.9	49.8	54.4	53.1	50.8
59.6	62.5	59.7	63.0	57.7	59.4	56.2	52.7	52.1	50.7	48.5	48.8	49.6
58.4	61.8	59.6	58.5	63.0	56.2	56.7	65.0	55.6	50.8	50.3	51.8	53.8
59.3	61.4	57.8	59.6	57.1	57.4	56.6	55.9	51.3	49.1	45.7	44.5	44.6
59.3	59.6	60.9	59.6	69.7	69.9	63.9	54.9	54.2	55.7	50.4	56.2	58.8
61.7	59.7	60.0	59.4	69.7	65.7	58.8	52.4	54.2	53.9	49.6	55.9	58.1
60.7	60.8	57.5	56.3	57.6	53.9	52.2	47.0	46.7	45.9	42.5	41.8	42.7
57.0	62.6	57.1	59.5	54.8	59.2	66.1	58.0	51.4	56.3	52.2	51.6	45.4
62.2	62.0	58.1	59.3	61.4	55.5	63.2	56.8	49.9	56.8	54.8	49.2	45.8
56.9	61.2	58.5	60.9	56.6	54.4	54.3	48.4	48.4	48.0	45.5	44.1	45.8
60.9	58.0	58.0	60.7	57.1	57.2	54.3	50.0	53.9	47.7	47.7	45.8	50.0
60.2	61.6	63.6	63.8	75.9	78.2	58.4	61.7	63.7	79.0	70.1	72.2	74.0
60.0	60.4	60.6	63.7	61.2	60.8	54.6	54.9	57.7	60.7	56.3	55.3	57.8
57.6	61.5	59.6	63.5	55.9	57.0	59.7	54.5	50.7	49.7	49.2	47.8	49.6
58.1	59.5	59.9	62.9	59.5	57.6	55.7	51.3	51.1	51.1	45.0	44.5	46.3
66.0	62.5	76.4	77.7	76.0	78.2	80.5	77.0	68.3	64.0	63.6	61.5	54.7
66.3	69.6	75.5	77.6	76.7	83.3	85.6	81.3	78.6	71.0	61.1	62.7	58.7
67.6	69.2	71.6	80.2	77.4	80.7	82.5	78.5	76.7	69.5	66.0	61.3	57.1
58.5	65.0	59.5	65.2	58.8	67.1	64.6	61.8	59.9	55.2	51.7	49.9	47.0

NM3 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSmax 630	1/3 LCSmax 800	1/3 LCSmax 1000	1/3 LCSmax 1250	1/3 LCSmax 1600	1/3 LCSmax 2000	1/3 LCSmax 2500	1/3 LCSmax 3150	1/3 LCSmax 4000	1/3 LCSmax 5000	1/3 LCSmax 6300	1/3 LCSmax 8000
51.7	52.7	53.4	57.1	55.7	53.5	44.3	46.0	43.4	41.4	32.3	27.1
56.0	58.4	59.6	56.8	54.8	50.7	46.2	44.5	42.1	44.8	37.9	33.6
50.2	51.5	53.4	51.5	48.9	45.7	42.9	41.4	38.8	37.8	30.7	28.9
48.8	50.2	49.9	46.9	45.3	41.7	39.4	37.1	36.1	33.7	30.8	30.8
46.6	48.4	50.1	49.7	49.7	47.6	46.3	49.2	36.5	38.3	37.1	35.5
60.6	61.1	61.3	60.4	58.9	53.0	51.7	50.5	47.3	43.5	40.8	37.6
58.1	59.7	58.3	55.8	55.1	57.5	52.6	51.6	57.0	59.5	51.3	48.2
48.2	47.1	46.8	49.8	49.4	49.3	48.5	50.3	47.7	50.1	47.5	40.0
52.8	50.9	54.9	48.2	45.5	41.0	40.5	37.9	35.9	37.9	35.3	30.6
53.0	50.0	55.8	49.9	47.6	45.6	43.0	44.7	39.2	37.7	34.4	34.3
49.2	48.8	49.8	47.4	45.9	43.3	40.1	40.9	36.5	34.7	31.8	30.4
49.0	49.2	50.7	47.4	45.2	41.6	38.9	37.1	34.2	31.9	29.2	26.5
51.7	54.0	53.7	51.6	48.9	47.1	43.0	39.7	38.0	35.4	34.2	31.3
48.4	49.4	51.4	51.8	48.7	45.3	41.4	40.5	39.5	35.1	32.9	30.1
54.6	53.6	53.4	52.6	50.2	48.5	43.6	45.1	43.9	37.7	34.5	31.4
49.6	48.8	47.6	47.3	47.1	45.2	42.9	44.3	43.8	38.8	37.3	38.0
53.0	55.2	53.2	50.6	49.3	48.8	46.1	45.8	45.7	45.9	43.4	43.5
48.3	49.0	48.2	45.4	44.1	42.2	44.0	44.4	50.9	44.3	43.0	42.2
48.7	49.8	50.1	47.7	44.4	42.3	39.7	36.4	33.7	30.7	27.5	25.9
51.1	55.5	56.6	55.8	53.4	49.9	45.2	42.3	39.1	38.4	36.7	34.1
56.1	58.2	59.5	57.9	55.1	51.4	46.9	44.1	40.6	37.6	34.7	31.6
53.0	52.0	51.8	54.0	53.5	54.0	52.7	48.7	45.9	43.8	40.9	36.9
47.9	47.7	46.8	44.7	43.5	39.5	39.3	36.9	33.5	32.6	27.8	24.0
47.5	51.2	50.5	48.1	45.4	42.2	38.9	36.0	34.0	34.6	29.2	32.0
49.3	49.1	49.7	53.6	47.9	43.2	40.8	42.0	43.7	43.0	39.2	38.8
55.6	54.7	52.3	51.1	48.7	46.8	44.5	43.2	41.2	39.8	36.4	33.9
50.0	50.7	50.4	49.2	46.4	44.5	42.1	38.5	35.9	32.7	28.9	26.7
48.6	50.1	50.9	46.9	45.7	45.7	41.7	38.6	35.1	31.9	28.4	25.4
46.0	46.3	46.2	44.1	43.9	41.5	39.0	38.0	35.5	33.1	30.7	29.9
46.2	47.2	46.4	44.1	41.8	40.0	36.2	34.0	31.7	28.8	25.4	22.2
52.4	53.8	56.7	53.9	51.4	47.5	44.1	40.4	37.0	34.0	30.8	26.1
53.4	54.7	57.6	54.9	51.8	47.7	44.3	41.3	38.5	35.3	31.7	28.7
49.2	49.3	49.1	47.8	46.2	42.7	41.4	39.8	38.7	35.1	32.5	44.6
55.9	57.7	57.5	56.5	55.8	51.9	50.4	49.1	50.4	48.2	46.0	43.5
50.0	52.1	52.8	51.0	49.6	45.1	42.9	42.0	40.0	37.2	34.0	31.0
50.3	51.4	49.2	45.6	43.7	45.2	40.5	39.9	38.0	36.3	33.2	28.9
60.7	62.4	62.1	59.7	59.0	56.9	51.8	52.4	50.8	49.1	46.3	42.6
51.7	53.3	51.8	52.2	49.8	46.8	42.1	41.3	37.2	38.3	35.9	35.3
53.2	53.5	52.1	52.2	49.7	46.9	42.2	39.0	35.5	32.4	29.6	24.8
50.5	52.0	51.1	49.6	47.7	44.4	43.4	40.5	36.7	33.5	30.7	27.3
58.6	59.1	56.8	54.4	52.0	47.7	44.7	42.5	40.7	39.1	36.7	34.4
56.2	56.8	55.4	53.5	51.2	46.8	43.0	40.8	38.8	36.8	33.4	31.4
51.3	48.7	46.1	44.1	42.6	40.3	39.2	34.8	32.0	29.7	29.0	28.5
46.5	46.3	46.5	43.4	42.4	43.2	44.9	44.8	41.3	41.9	34.0	28.1
52.0	50.2	51.6	50.0	47.6	43.0	39.9	38.9	36.0	32.5	28.9	25.2
50.3	50.8	51.6	50.6	48.4	45.0	42.7	40.6	39.7	37.4	34.9	32.2
46.4	46.6	48.4	48.4	47.3	44.4	45.8	41.3	40.8	39.7	37.7	34.5
46.6	48.0	47.5	46.8	44.3	44.6	47.5	34.4	33.6	33.9	28.4	25.0
46.8	47.7	47.6	46.8	44.3	40.9	37.8	34.4	31.3	28.5	26.3	22.8
52.2	52.9	54.6	53.4	50.3	46.7	44.5	46.0	46.5	34.5	33.1	30.7
54.8	56.7	54.4	52.0	49.4	47.6	44.7	42.7	41.2	39.1	36.2	36.6
51.9	52.9	52.7	51.4	48.5	45.1	43.8	42.3	39.5	38.0	34.3	34.9
54.4	55.4	56.5	53.8	52.3	48.8	44.6	43.4	41.7	38.6	34.9	32.3
56.3	57.6	55.7	53.1	47.2	44.5	40.1	36.0	33.4	32.0	28.4	25.7
53.1	54.5	53.4	51.9	46.6	43.1	39.6	35.6	32.9	31.4	28.1	26.8
51.7	52.9	53.0	49.9	47.7	48.0	44.2	42.4	39.4	38.0	34.3	32.5
53.0	55.3	56.0	52.9	52.6	57.2	50.3	50.4	49.6	50.4	47.2	46.2
52.2	55.1	54.9	52.8	52.7	53.1	49.9	50.2	48.5	50.1	45.9	44.4
55.0	59.4	57.2	54.0	52.4	51.2	50.0	48.9	47.5	47.1	44.4	39.7
46.2	47.4	49.5	48.6	46.6	43.0	41.8	42.4	43.3	41.5	38.6	34.6
44.2	43.0	43.7	42.9	39.7	36.0	34.5	30.9	29.3	26.5	24.0	22.8
46.6	47.5	45.4	44.9	43.4	40.0	38.4	33.8	31.2	30.3	29.6	28.7
52.1	53.1	52.7	50.2	47.1	43.5	41.4	39.4	36.9	34.5	31.6	28.6
60.9	57.2	56.6	54.2	50.7	49.6	46.6	46.6	44.5	39.1	34.7	32.4
50.9	50.0	47.7	45.5	45.1	45.1	41.3	41.1	39.8	34.1	36.2	31.2
53.5	54.8	50.0	53.5	47.7	44.9	44.8	46.1	43.4	39.1	33.4	30.6
46.1	47.0	43.9	45.1	41.5	40.1	41.3	38.3	38.3	40.4	36.9	35.7
43.7	42.9	46.2	42.9	39.6	37.4	33.8	32.2	29.6	26.4	25.1	21.9
52.0	50.6	50.7	47.3	44.5	43.0	40.5	38.9	36.5	33.1	30.0	28.0
52.1	50.6	50.6	47.8	44.5	44.1	45.6	48.9	36.4	32.9	29.9	27.9
48.2	47.2	49.6	48.4	44.1	40.8	38.6	40.0	41.1	39.4	36.1	31.3
46.3	46.1	46.2	46.1	43.7	40.9	37.7	36.9	38.5	36.7	33.4	28.7
49.3	49.8	52.6	50.5	47.7	44.2	41.8	42.0	42.3	36.6	35.1	33.7
48.9	51.0	52.6	50.7	48.8	46.7	44.8	43.9	41.2	41.6	39.4	36.2
53.5	55.6	53.0	51.5	51.4	51.3	48.5	48.8	46.6	46.9	44.1	43.6
44.0	45.9	45.8	44.3	45.8	48.8	44.1	41.8	37.8	37.2	35.1	32.9
52.2	51.0	56.4	53.3	52.3	50.8	50.7	48.7	45.2	42.9	39.7	33.3
50.7	50.5	54.5	51.4	51.1	48.9	48.1	46.2	42.6	40.0	36.4	30.8
41.2	41.2	41.1	39.2	38.8	35.2	33.2	31.7	29.7	27.9	28.7	25.8
44.5	45.0	45.9	44.4	41.4	38.7	35.5	33.3	31.0	37.1	29.1	25.7
45.9	45.1	47.3	44.2	41.9	38.7	36.3	33.9	31.7	36.6	29.7	24.8
47.1	47.5	49.3	46.7	43.6	42.0	38.2	41.9	37.6	28.8	28.7	23.9
50.4	50.1	48.3	45.6	44.8	40.6	37.1	34.7	31.7	29.6	30.9	26.8
78.2	80.3	73.8	78.8	78.0	73.7	73.4	71.4	69.3	65.8	61.9	56.4
58.7	60.9	55.1	59.1	58.1	54.2	53.6	51.8	49.6	46.2	42.3	37.0
50.7	51.0	50.5	49.0	46.9	43.7	40.0	37.3	35.2	33.1	32.4	29.2
46.8	45.8	44.2	42.7	44.1	42.7	37.5	37.0	33.6	32.3	30.3	28.3
56.6	55.6	52.2	49.2	47.8	48.0	45.5	43.8	43.1	42.8	40.6	38.3
56.4	57.3	60.7	58.6	55.0	55.2	54.5	53.7	51.6	50.0	46.0	44.0
55.4	51.2	50.1	50.4	50.9	50.1	48.8	48.3	45.2	45.7	42.2	38.6
46.0	45.6	46.8	46.7	43.7	40.8	39.4	38.0	36.4	33.7	29.7	25.3

NM3_KWAQN 961 N La Cienega Boulevard, Los Angeles, Raw Data

1/3 LCSmax 10000	1/3 LCSmax 12500	1/3 LCSmax 16000	1/3 LCSmax 20000	1/3 LCSmin 6.3	1/3 LCSmin 8.0	1/3 LCSmin 10.0	1/3 LCSmin 12.5	1/3 LCSmin 16.0	1/3 LCSmin 20.0	1/3 LCSmin 25.0	1/3 LCSmin 31.5	1/3 LCSmin 40.0
23.4	16.5	11.8	9.3	33.2	32.5	34.7	37.1	41.9	51.9	53.9	54.5	57.4
29.3	22.6	18.8	11.7	36.2	35.1	40.1	41.0	44.0	52.8	57.5	56.8	59.2
22.7	18.2	12.4	9.7	27.9	28.2	30.4	36.2	41.4	50.6	58.3	56.6	56.9
27.3	24.3	19.7	12.1	25.5	27.1	29.7	35.3	41.0	51.7	60.7	56.0	55.1
33.6	27.3	22.8	17.2	27.5	31.8	32.7	35.1	40.7	52.1	55.1	55.3	56.6
32.7	28.0	22.8	15.0	25.5	28.3	27.8	37.2	42.2	50.4	53.2	53.7	56.0
43.6	46.3	34.7	23.3	27.4	31.0	30.4	34.5	42.1	52.7	57.1	55.0	56.0
36.2	37.5	32.6	23.7	26.4	29.6	33.0	34.7	41.6	50.9	57.5	56.5	57.0
25.3	20.0	17.0	11.6	20.5	26.2	30.4	36.2	41.9	50.6	58.7	57.6	57.6
30.1	25.5	19.6	13.9	19.4	25.1	31.5	35.0	39.6	51.7	56.9	54.4	53.6
26.7	24.4	18.1	13.2	22.5	28.6	30.3	34.4	40.9	51.5	57.7	54.3	55.6
22.6	18.1	13.4	9.5	24.6	27.6	30.4	33.0	40.6	51.1	58.4	55.2	57.9
28.1	24.1	18.6	13.9	24.2	27.5	33.5	34.9	41.7	51.7	57.2	55.5	56.2
26.5	22.4	20.1	13.1	34.9	41.7	48.9	50.2	51.2	51.9	58.9	57.0	57.8
26.7	23.0	17.8	12.5	43.0	46.1	40.7	43.4	43.7	51.9	58.6	57.2	57.1
36.0	31.3	29.7	24.9	33.2	35.2	34.2	39.2	41.6	51.9	58.8	56.0	55.2
42.5	37.7	34.6	29.7	28.7	29.1	32.8	34.7	43.8	50.2	53.0	54.4	57.4
38.3	32.6	25.2	18.1	22.4	24.3	29.6	31.9	39.3	52.5	52.6	55.1	55.7
21.0	20.2	15.8	9.4	22.3	28.7	29.9	33.7	37.9	51.1	53.4	52.5	54.4
33.0	27.6	23.5	16.8	22.3	27.0	30.2	33.7	38.3	50.8	53.9	52.9	55.5
27.8	23.7	19.0	11.7	23.2	29.1	32.3	36.7	41.6	51.2	53.9	53.8	55.1
31.5	23.6	14.3	9.3	28.9	31.4	34.0	34.9	41.1	51.9	55.4	53.6	55.1
19.4	15.4	11.7	9.3	24.5	27.1	28.2	34.4	39.1	50.4	56.0	55.1	55.5
22.0	18.5	13.6	9.4	19.0	25.4	30.5	33.9	39.1	50.5	54.7	53.6	55.4
33.9	31.5	28.3	19.0	21.9	24.7	31.2	35.1	39.4	51.5	60.3	59.5	53.5
30.8	27.6	20.9	15.5	22.3	27.6	31.6	35.5	39.0	51.4	59.3	56.2	59.6
23.6	20.2	17.0	11.8	28.4	28.9	33.2	34.5	41.7	53.2	58.6	57.2	57.5
22.1	17.1	12.6	9.3	26.1	27.8	32.2	34.3	41.3	52.2	61.7	54.4	56.9
24.8	17.7	13.3	9.7	27.8	32.0	33.0	36.2	39.2	52.6	52.5	53.9	55.6
18.7	14.5	11.3	9.3	26.1	32.3	32.0	36.2	40.3	51.0	52.5	53.9	56.5
21.9	17.8	14.2	10.5	20.7	28.3	32.0	34.2	41.8	51.6	51.9	54.2	57.1
25.5	21.6	18.1	13.8	23.8	29.2	33.9	34.4	40.0	51.2	54.4	55.9	56.2
28.3	25.0	19.2	14.3	25.9	27.8	31.7	34.1	39.9	50.8	54.8	56.2	56.7
39.8	34.9	29.8	20.0	30.6	32.7	34.5	37.4	42.9	52.2	64.7	54.8	56.6
27.5	22.6	18.9	10.7	27.9	29.6	35.9	39.2	42.5	51.9	58.3	59.8	58.0
25.2	20.2	18.6	10.2	37.3	39.5	39.0	42.0	42.9	50.1	60.0	55.2	58.1
37.9	33.1	25.9	17.6	26.1	30.7	33.3	38.8	40.4	52.8	59.9	55.5	56.3
33.2	28.3	22.2	15.5	25.5	29.8	35.7	36.2	41.6	50.5	58.5	54.7	56.1
20.3	21.4	11.3	9.3	25.8	27.1	32.5	34.8	42.8	50.0	58.0	56.0	59.1
21.7	16.8	11.9	9.3	22.6	29.7	33.8	35.3	41.6	52.5	56.6	56.0	55.2
31.6	29.5	23.0	16.1	27.3	31.5	32.9	35.2	41.1	52.3	52.8	54.6	56.8
27.6	23.9	19.0	13.0	24.0	27.5	35.6	38.9	42.9	52.3	54.1	55.1	56.0
25.0	21.5	16.0	11.0	35.9	35.1	36.4	39.4	41.8	51.1	55.1	53.8	54.7
22.6	18.9	15.4	11.0	32.7	37.9	37.5	41.3	41.9	52.5	55.3	52.9	55.7
21.1	18.2	22.1	9.6	29.4	32.1	32.5	38.4	43.4	51.2	56.6	54.7	56.2
29.7	26.2	22.0	14.2	24.3	26.4	28.6	37.2	42.9	52.2	55.9	53.8	60.1
31.3	26.0	21.4	13.0	27.8	29.4	33.1	36.5	42.4	53.3	57.4	56.0	62.2
26.0	23.8	24.9	18.9	22.2	25.1	31.1	36.6	41.1	50.8	59.4	56.7	57.5
22.4	19.8	20.7	16.7	22.4	26.5	30.6	36.0	41.2	50.3	59.2	55.1	56.0
27.2	23.3	18.4	13.6	24.7	27.7	32.4	34.4	42.3	51.5	60.7	55.0	55.1
33.2	26.0	23.1	16.7	22.1	31.9	32.5	36.0	43.8	53.0	58.8	56.4	54.6
30.8	26.5	22.8	14.8	21.0	28.0	31.9	37.5	44.2	53.4	58.2	57.5	56.0
29.0	23.4	19.4	13.4	24.1	30.2	31.2	37.1	43.8	52.4	57.0	55.7	58.1
20.7	16.9	13.5	9.8	19.2	25.7	31.4	37.7	41.8	51.5	53.9	55.0	56.7
24.4	21.4	22.5	10.0	21.2	26.3	34.6	36.0	41.3	51.2	54.1	54.8	58.1
29.3	27.8	20.6	13.1	20.5	27.0	31.2	36.3	41.1	50.0	55.8	55.9	55.2
43.1	41.5	36.3	29.5	21.0	28.1	31.5	35.3	41.2	50.9	53.7	55.8	56.7
42.3	39.3	34.7	27.9	22.8	25.9	31.0	36.0	42.5	49.0	53.5	53.3	52.9
37.0	31.7	26.4	16.1	22.5	26.1	29.8	36.6	41.6	52.0	56.9	53.3	53.5
33.0	28.4	22.7	14.0	21.6	27.1	31.8	35.4	43.2	50.6	56.4	54.1	54.2
23.3	39.7	13.1	9.6	23.2	24.3	28.4	33.2	41.4	50.4	55.1	52.4	55.9
26.2	39.3	18.7	15.0	22.9	24.1	32.5	33.1	39.1	47.2	54.8	53.7	57.2
24.8	21.0	17.8	11.9	30.1	31.1	33.8	38.2	39.6	51.2	56.9	53.9	56.9
28.7	24.9	19.1	12.4	33.0	32.4	34.0	39.3	45.7	52.0	56.6	56.4	59.0
28.9	24.0	17.3	12.0	28.3	29.6	34.2	37.0	42.3	49.9	55.0	56.3	56.0
27.1	24.0	19.2	12.1	22.9	27.7	29.3	34.3	40.5	50.0	53.0	55.8	55.9
32.6	28.1	24.4	19.4	22.7	24.3	29.6	34.6	41.2	50.7	52.9	55.5	58.2
16.6	14.0	11.0	9.3	24.6	30.6	32.7	33.8	40.4	49.1	55.0	50.9	55.2
22.7	19.4	14.3	9.7	26.6	27.8	34.9	34.1	40.7	48.7	54.4	52.1	54.1
22.6	19.4	14.3	10.1	31.4	33.3	36.3	37.4	41.7	50.3	53.5	52.2	52.9
26.7	24.2	16.5	10.5	27.8	32.0	30.0	36.5	39.8	50.7	56.4	52.0	53.9
23.9	21.4	14.4	9.7	24.0	25.9	27.2	36.5	40.8	51.6	58.6	50.7	53.2
29.9	21.0	17.2	14.8	23.5	25.3	28.1	33.1	38.9	49.5	59.9	49.9	54.0
33.6	32.9	27.9	21.0	23.6	28.0	32.8	37.3	41.8	51.6	58.8	54.8	57.5
40.8	39.9	36.8	27.9	23.7	25.4	31.4	34.4	39.4	51.5	58.9	55.3	58.6
28.9	27.3	22.7	15.0	25.4	25.9	31.7	33.7	36.8	51.1	56.8	54.8	56.5
26.8	22.6	15.4	10.1	26.1	29.7	38.0	38.8	43.5	51.2	55.6	54.6	54.5
24.1	16.6	12.3	9.4	31.4	33.2	35.1	38.8	44.2	50.0	55.2	53.6	54.9
25.2	17.7	14.3	9.3	33.7	35.0	30.4	37.5	40.3	49.6	57.0	55.8	53.4
30.2	14.4	12.2	9.3	29.9	33.4	30.3	35.7	38.5	49.4	53.9	51.4	57.2
26.6	15.9	11.8	9.3	24.0	31.0	32.5	36.7	38.9	50.4	54.7	53.7	58.3
19.6	16.6	12.6	9.5	27.7	29.0	30.3	35.2	40.2	48.8	55.4	52.1	56.4
22.3	17.8	13.4	9.4	18.7	24.4	31.4	33.5	40.4	47.8	55.9	52.6	54.2
49.1	41.0	31.4	16.0	21.1	29.8	40.4	40.7	42.1	49.2	60.5	52.4	53.8
30.3	23.4	18.0	11.4	37.6	41.1	46.3	49.3	48.8	51.8	57.8	54.2	56.7
26.2	22.5	16.2	12.6	37.5	34.6	35.7	37.0	41.8	50.7	55.5	53.9	54.7
23.7	21.2	14.8	9.4	26.2	28.4	33.2	36.5	41.5	50.6	52.9	54.1	53.9
34.5	31.3	25.3	16.9	29.6	33.0	34.9	35.1	40.2	49.5	55.6	54.7	54.8
40.5	39.6	34.8	43.8	26.2	27.6	34.3	35.6	42.5	50.8	55.6	60.1	58.5
35.4	33.9	28.6	45.0	32.1	33.6	36.7	39.7	43.2	51.8	56.1	56.9	60.3
21.6	17.1	12.3	13.7	33.3	36.7	39.1	41.9	44.8	51.7	56.1	56.2	60.3

NM3_KWAQN 961 N La Cienega Boulevard, Los Angeles, Raw Data

1/3 LCSmin 50.0	1/3 LCSmin 63.0	1/3 LCSmin 80.0	1/3 LCSmin 100	1/3 LCSmin 125	1/3 LCSmin 160	1/3 LCSmin 200	1/3 LCSmin 250	1/3 LCSmin 315	1/3 LCSmin 400	1/3 LCSmin 500	1/3 LCSmin 630	1/3 LCSmin 800
60.9	60.2	55.4	52.9	55.2	49.9	50.3	49.3	47.3	46.6	46.3	47.5	48.5
58.9	58.5	54.3	52.9	57.5	52.1	51.3	50.5	47.9	46.1	46.6	47.5	49.0
57.1	57.4	54.0	53.7	55.3	49.3	49.8	48.5	46.8	44.2	43.8	44.2	44.5
57.1	58.1	55.2	51.8	53.9	48.8	49.5	49.5	47.4	45.3	45.9	45.4	44.5
55.5	55.4	53.9	52.2	53.2	47.2	47.6	48.1	44.6	43.0	43.1	43.0	43.8
59.0	58.2	54.4	53.1	53.6	48.7	48.6	50.0	47.0	46.2	45.9	45.9	48.0
55.6	57.7	53.7	52.3	53.3	47.5	48.6	48.0	44.6	42.8	42.2	43.2	43.0
54.2	57.2	54.3	52.2	52.8	46.8	46.5	47.4	44.8	43.6	43.9	42.8	41.9
56.0	57.4	52.7	51.2	53.2	49.0	47.3	47.4	45.8	44.2	44.0	44.4	43.4
54.0	57.5	52.8	52.2	55.2	46.2	46.6	48.1	44.6	42.6	42.8	43.7	42.8
55.1	56.6	53.5	52.9	55.9	47.1	48.6	48.0	45.6	44.1	44.6	44.7	45.0
57.8	54.7	51.8	51.7	54.1	46.8	46.6	46.7	44.7	42.1	43.3	44.0	44.7
56.4	56.0	51.9	51.9	52.7	45.6	46.4	46.4	43.5	42.0	41.9	42.2	42.7
55.9	55.9	52.1	52.4	53.8	46.6	49.7	48.4	47.4	45.2	45.1	46.3	46.6
58.9	59.3	55.5	56.5	56.0	50.7	50.1	49.1	47.2	46.2	47.4	45.7	45.5
55.8	60.7	57.4	58.6	56.8	50.9	50.8	49.8	46.3	45.8	44.9	44.1	43.8
56.4	55.9	57.2	56.1	55.7	53.7	52.5	51.8	47.7	45.7	45.4	46.4	46.6
54.7	55.5	53.0	51.8	53.1	48.5	48.4	49.0	46.9	43.8	42.8	42.3	42.8
54.4	55.3	54.1	52.5	52.4	47.5	46.6	47.2	43.5	42.5	42.5	41.7	41.0
54.5	55.4	52.9	51.4	52.3	46.8	47.8	47.7	45.4	43.3	42.9	44.2	44.3
56.3	56.4	53.7	52.5	52.9	46.7	46.9	48.3	44.5	43.2	42.3	43.5	42.5
54.8	59.1	53.9	52.4	55.4	51.6	49.7	48.5	46.2	45.1	42.3	42.8	42.0
53.6	56.0	53.8	53.0	52.8	47.5	47.7	47.5	44.6	42.4	42.5	43.5	43.0
54.4	55.3	53.5	51.8	50.8	47.0	46.8	48.0	44.7	44.2	42.3	43.9	43.9
54.6	56.6	57.5	52.7	52.1	49.2	47.2	47.5	44.8	44.9	42.3	44.1	43.3
57.4	59.1	59.8	60.7	56.5	52.8	52.1	49.9	46.6	45.7	46.6	48.2	48.3
56.0	58.0	57.0	58.2	54.9	50.4	49.7	49.0	45.3	45.0	45.3	46.3	47.7
57.8	59.7	56.7	55.8	54.9	48.2	48.7	47.7	44.6	43.2	43.7	44.0	44.9
56.4	56.8	54.3	54.3	53.4	47.4	47.2	47.1	43.9	41.6	42.3	42.8	43.0
56.1	54.4	52.6	51.8	52.1	46.6	46.1	47.0	44.7	42.8	42.4	43.0	43.8
53.9	54.5	52.8	51.1	50.9	46.5	45.5	47.5	44.8	42.8	43.2	44.3	44.8
54.7	54.7	53.7	52.0	53.7	48.1	48.0	47.7	43.5	42.1	42.7	43.2	43.3
54.3	56.9	55.2	52.3	52.8	48.4	48.9	48.1	44.1	43.2	42.7	43.6	44.3
59.3	59.2	56.4	54.4	54.2	50.1	49.0	48.9	45.7	45.7	47.1	49.2	48.4
56.8	58.3	55.6	53.5	53.5	47.1	48.1	47.4	44.1	43.0	43.7	44.1	43.8
56.3	57.8	55.5	52.0	52.8	48.1	47.1	46.5	44.4	42.0	42.4	43.9	43.7
56.0	60.9	57.1	52.1	53.2	49.9	48.0	48.4	46.1	45.1	46.2	45.5	45.8
54.9	58.3	55.5	50.5	51.9	48.3	46.9	47.6	43.3	42.2	42.6	43.5	43.2
54.9	58.4	55.3	53.2	53.6	48.4	49.9	49.8	46.0	44.9	45.8	47.4	49.4
55.1	57.9	57.0	54.3	53.6	48.8	48.0	47.6	44.2	43.2	42.5	44.1	43.7
56.5	59.1	56.8	54.0	52.6	49.2	46.6	46.0	43.6	41.5	42.4	43.7	43.3
56.7	59.3	56.5	52.3	53.3	48.9	48.2	47.6	45.9	44.5	45.0	45.3	45.3
55.0	57.7	54.4	51.6	51.9	46.1	45.6	46.3	43.3	41.2	41.7	42.6	40.1
54.2	58.2	55.6	52.1	52.5	46.1	45.3	46.3	42.5	42.9	42.1	42.3	40.8
57.5	61.4	59.5	53.7	54.1	49.5	49.3	48.1	45.8	44.4	45.0	44.9	44.3
57.9	61.7	60.7	57.8	56.3	50.6	49.3	49.7	46.6	45.2	46.0	46.3	45.9
56.9	61.8	60.2	57.1	56.9	48.3	47.6	47.7	44.4	43.4	42.9	42.7	42.5
56.2	60.5	60.2	55.6	55.6	46.8	46.4	46.9	43.2	41.8	42.2	41.1	40.5
56.3	60.9	60.1	55.0	56.3	46.7	46.7	45.9	42.1	40.9	40.4	40.5	39.8
54.9	61.2	58.9	54.5	55.3	47.8	47.1	45.9	42.7	40.5	40.5	40.6	39.9
54.5	61.0	58.5	57.3	55.7	47.8	48.8	46.8	44.1	44.7	45.2	45.2	46.7
56.4	57.9	57.4	53.8	54.5	53.1	51.9	49.9	48.0	46.4	47.4	47.6	47.8
55.5	56.5	54.5	52.3	53.7	52.3	52.6	50.6	48.0	48.3	46.9	48.1	49.0
55.4	56.6	54.9	53.2	57.0	57.0	52.4	49.6	53.5	49.3	50.8	52.7	52.0
54.8	55.7	55.4	51.6	52.9	49.3	50.1	51.0	50.0	51.7	50.1	47.9	44.8
54.0	55.3	53.7	50.8	52.6	49.0	49.7	50.5	48.0	47.7	46.8	46.2	46.0
57.3	56.4	53.5	52.1	52.6	51.2	51.2	50.3	49.1	48.7	48.2	49.0	49.2
54.4	54.7	52.0	50.7	51.3	46.4	46.5	46.3	44.9	45.0	42.5	43.2	44.1
54.5	53.9	51.9	51.8	52.7	47.9	47.4	47.3	44.2	44.1	43.9	44.8	43.9
53.9	54.0	51.5	49.0	51.2	45.3	45.3	44.7	41.6	41.5	41.9	41.5	41.7
52.5	53.9	49.4	48.3	50.3	44.1	43.1	43.0	39.9	39.4	37.5	38.4	37.0
52.3	53.5	51.4	49.5	51.4	45.9	44.6	44.0	40.5	39.4	38.8	39.7	38.2
54.7	54.7	52.8	51.1	53.6	46.2	48.0	46.6	44.4	43.7	44.6	45.7	45.6
55.4	60.8	57.0	54.6	59.0	52.8	51.9	51.6	48.6	49.1	49.7	46.8	46.4
56.2	57.1	54.2	52.2	57.4	48.5	47.4	47.1	44.6	43.3	43.1	41.8	41.6
56.3	56.4	50.9	50.6	54.6	47.5	47.2	46.7	44.4	43.0	43.1	42.4	42.2
54.8	52.5	50.7	48.2	52.9	44.4	45.2	44.7	41.4	41.0	39.7	39.2	39.4
53.5	53.0	52.4	49.1	50.6	43.8	43.7	43.0	40.2	39.6	38.2	38.7	36.4
53.9	53.4	50.8	49.5	55.1	45.8	49.7	45.8	43.3	42.2	41.9	41.5	41.1
53.5	52.5	50.5	49.6	61.2	45.3	52.3	45.7	45.5	43.6	44.5	44.0	43.5
53.4	53.6	51.8	50.8	58.4	48.4	51.5	48.9	49.2	46.0	45.0	43.2	41.8
53.2	52.3	50.3	51.2	50.3	54.4	44.0	47.2	42.3	42.3	40.6	41.3	39.4
53.2	54.4	51.9	55.1	50.1	50.3	43.9	45.7	41.6	41.0	40.4	40.8	39.4
54.8	55.7	52.9	54.6	51.5	48.4	47.6	45.8	45.4	44.9	44.7	44.3	45.5
54.5	55.0	53.4	53.3	52.2	52.8	49.6	47.8	44.9	43.7	43.7	43.9	45.9
54.7	54.9	52.0	54.0	51.8	48.6	47.5	45.4	42.9	42.2	41.2	41.7	41.8
55.2	56.5	51.0	56.7	51.9	48.3	49.3	46.4	44.4	43.2	44.5	43.5	43.3
55.1	54.4	51.8	52.2	49.5	46.2	45.9	45.0	42.1	41.3	42.2	40.5	40.8
53.8	53.5	51.2	49.6	49.2	45.1	44.0	43.2	39.9	38.7	38.2	38.2	37.3
52.5	53.0	51.7	50.4	51.4	45.0	44.4	43.2	41.2	39.0	41.6	39.3	37.8
54.8	55.1	52.3	51.6	50.2	46.7	45.8	45.5	42.8	40.8	41.6	41.9	41.3
55.1	54.7	51.5	49.9	50.9	46.6	45.0	45.0	42.0	40.6	41.0	41.9	41.7
53.9	54.4	53.4	50.6	50.4	46.6	45.6	43.5	42.0	40.7	40.3	41.0	41.2
53.8	55.0	53.1	50.6	50.7	47.8	50.4	46.3	45.6	44.1	44.7	43.2	42.1
56.9	55.3	54.2	52.4	52.1	48.1	50.3	49.4	49.0	47.9	49.5	49.7	50.3
56.1	54.4	52.1	52.7	52.0	47.4	46.7	43.6	41.1	41.3	41.0	42.0	40.9
54.5	54.3	53.4	52.3	53.0	47.3	48.3	45.5	43.0	42.1	41.4	41.5	40.8
56.7	57.4	54.3	53.6	54.2	50.2	48.6	47.7	44.3	42.9	43.0	44.9	45.7
61.8	67.5	64.8	71.0	70.9	71.0	65.7	58.4	52.4	50.8	48.8	47.2	46.9
58.8	65.3	58.8	67.2	64.7	61.6	59.9	55.2	51.0	49.7	46.8	45.1	43.3
57.2	60.6	56.2	61.6	61.1	57.9	54.3	51.9	49.7	48.0	44.6	44.7	44.3

NM3 KWAQN 961 N La Cienega Boulevard, Los Angeles. **Raw Data**

1/3 LCSmin 1000	1/3 LCSmin 1250	1/3 LCSmin 1600	1/3 LCSmin 2000	1/3 LCSmin 2500	1/3 LCSmin 3150	1/3 LCSmin 4000	1/3 LCSmin 5000	1/3 LCSmin 6300	1/3 LCSmin 8000	1/3 LCSmin 10000	1/3 LCSmin 12500
48.8	47.0	45.8	43.0	38.7	36.1	33.4	30.6	26.7	22.5	18.0	14.3
50.0	48.2	47.1	44.4	39.7	37.5	34.6	31.4	28.3	24.5	19.4	14.9
45.3	43.5	42.0	38.8	36.2	33.2	30.5	27.9	24.3	22.9	17.4	12.3
44.4	42.7	41.7	39.3	36.9	34.2	31.7	28.8	25.8	22.2	17.7	13.7
44.4	45.0	42.8	39.7	35.7	33.7	29.7	26.3	21.7	18.1	14.9	12.2
47.6	47.1	46.0	41.0	38.4	34.8	31.6	28.3	24.0	20.4	16.7	13.1
43.3	42.6	41.5	41.5	37.7	35.6	37.4	36.2	33.4	29.2	26.2	23.5
41.5	42.0	40.0	37.3	36.0	32.8	30.5	27.6	25.4	20.7	17.4	15.9
42.5	41.3	39.7	36.8	35.3	32.0	30.3	27.3	24.9	21.5	19.5	15.6
42.7	40.9	39.9	36.9	34.1	31.9	29.9	27.1	24.4	21.2	17.7	14.1
45.9	44.3	42.6	39.6	36.5	34.0	31.3	27.9	24.9	21.6	17.7	13.7
45.2	42.3	41.3	38.3	36.0	34.2	31.5	28.1	25.6	22.4	18.5	14.4
43.3	41.5	40.7	37.6	35.6	34.0	32.5	30.9	28.9	26.3	22.6	18.0
49.0	47.7	45.1	42.0	38.8	37.1	34.7	30.6	28.1	25.6	21.1	16.5
47.4	44.9	43.4	40.4	37.9	35.4	33.0	29.4	26.2	22.3	18.1	14.1
43.9	42.5	42.3	39.2	37.0	34.9	33.0	31.0	27.8	24.0	20.3	15.7
45.5	43.5	42.6	40.7	38.5	37.7	39.7	36.5	33.3	31.8	28.3	28.1
41.6	40.5	38.5	36.6	34.1	32.9	31.2	28.5	25.7	25.9	21.0	17.9
40.3	39.3	38.1	35.3	32.7	31.9	28.8	26.3	22.9	19.4	15.6	12.4
44.4	43.3	41.2	37.6	35.8	34.3	31.6	28.1	24.7	21.1	16.1	12.4
45.1	42.2	42.1	39.1	36.7	34.8	31.0	28.8	25.1	21.3	17.6	13.6
44.6	41.9	41.8	38.1	36.2	34.5	30.7	28.1	24.4	20.9	17.2	13.3
42.7	41.7	40.5	37.6	36.1	34.1	31.4	27.9	25.0	21.6	17.5	13.3
43.9	43.1	42.7	38.3	35.4	34.0	32.0	29.3	26.3	22.3	18.5	14.3
43.7	42.7	42.6	38.3	35.4	34.2	33.1	31.0	27.7	26.8	21.4	17.8
47.4	47.7	45.6	42.5	39.6	37.3	34.9	32.3	28.9	26.1	22.0	18.1
47.4	45.1	43.6	40.6	38.2	35.7	33.5	30.3	26.7	23.2	19.3	14.6
45.9	42.7	41.5	39.0	36.2	34.3	31.8	29.3	25.3	21.3	17.4	13.4
42.8	40.9	40.1	37.7	35.7	33.8	31.7	28.8	25.3	21.6	17.6	13.8
43.7	42.0	40.1	37.1	34.3	32.6	30.3	26.8	23.7	20.1	16.2	12.8
45.7	43.6	41.9	38.5	35.1	32.6	30.0	27.2	23.7	20.3	16.5	13.1
44.3	42.5	41.1	37.3	34.6	32.8	29.9	27.1	23.3	20.0	16.2	12.9
44.6	43.9	43.3	38.2	36.6	35.0	32.0	29.2	25.7	22.7	18.2	13.9
49.1	47.8	46.2	42.8	41.5	39.8	38.6	34.8	30.9	27.5	22.9	18.2
44.1	42.3	40.5	37.8	35.3	33.2	31.1	28.5	25.9	22.4	18.5	14.3
43.6	41.4	40.5	37.3	34.5	32.6	30.7	27.4	23.8	20.6	16.6	13.1
45.2	43.8	43.6	44.4	39.8	39.5	37.1	34.9	31.8	28.5	23.4	18.6
43.3	42.0	41.9	38.8	36.2	34.6	31.2	29.1	25.9	22.5	18.2	14.3
48.8	47.5	45.2	41.0	37.5	34.9	32.4	29.3	25.9	21.6	17.5	13.4
45.6	43.6	40.9	38.6	36.1	34.5	30.9	27.7	24.2	20.5	17.3	13.0
44.6	43.7	41.3	38.0	34.9	32.5	29.6	26.5	23.0	19.6	16.4	12.8
45.9	43.9	41.4	39.1	35.7	33.0	30.4	27.9	24.8	20.3	16.3	13.2
40.9	39.0	37.6	34.6	32.7	31.3	29.6	26.8	24.3	21.2	17.1	13.7
40.8	40.3	38.6	35.1	33.2	32.3	29.8	27.1	25.0	22.1	18.8	14.8
45.0	42.8	42.4	37.3	34.5	31.7	28.4	25.5	22.6	19.3	16.2	12.8
47.9	46.5	45.3	42.4	38.9	38.2	35.0	31.9	28.2	24.0	19.7	15.6
43.3	42.9	41.0	39.0	36.6	34.4	33.3	30.4	27.4	24.0	19.1	14.9
40.1	39.5	37.7	35.7	33.8	31.2	28.5	26.6	22.5	18.8	14.8	12.1
40.2	39.0	38.2	35.2	32.6	30.9	28.8	26.3	23.3	19.8	16.2	13.0
39.6	39.2	37.6	35.1	33.0	31.5	29.0	26.6	23.7	20.3	16.3	12.8
46.9	45.1	42.9	39.0	37.0	35.6	33.6	27.6	24.8	22.2	19.6	14.3
47.4	46.0	43.4	40.9	39.3	37.2	35.9	33.8	30.7	26.7	22.4	18.2
47.6	46.7	45.8	41.9	38.2	35.3	33.4	30.5	26.6	23.4	19.2	14.4
48.0	44.9	41.9	40.4	35.9	33.3	31.2	28.4	24.8	20.9	16.1	12.2
43.9	43.6	41.2	36.7	33.9	30.5	28.6	26.2	22.3	20.1	16.3	12.6
45.3	44.2	42.4	39.3	36.8	34.4	32.7	31.3	28.0	26.4	23.6	20.0
49.6	46.8	45.7	43.0	40.4	39.5	37.2	36.4	33.2	31.8	28.7	25.2
44.1	43.4	41.5	39.8	37.8	35.2	32.3	30.6	27.7	23.4	19.0	15.2
43.7	42.5	40.9	39.0	37.1	34.6	31.7	30.5	27.6	22.9	18.7	14.7
40.7	40.6	38.6	35.3	32.9	30.6	28.5	25.3	23.5	19.2	15.5	12.6
36.7	36.4	35.2	31.5	29.1	27.2	25.2	22.5	21.0	18.5	14.2	11.9
39.1	38.7	37.2	33.6	30.7	27.9	25.8	22.9	20.7	18.8	15.8	16.7
45.0	43.5	41.8	39.1	36.2	32.7	29.6	26.2	23.9	20.6	15.8	13.0
46.4	44.7	42.7	39.6	37.4	36.4	34.0	30.6	28.4	24.9	19.5	14.8
41.5	39.9	38.3	35.6	32.6	31.5	28.9	25.8	26.2	21.6	16.0	12.7
42.0	40.5	39.2	36.5	34.6	32.8	30.6	27.3	25.4	22.8	18.2	15.2
37.6	36.2	35.2	31.9	29.9	28.0	26.0	23.2	21.7	18.9	15.7	13.0
36.4	35.2	34.7	30.9	28.9	26.8	25.0	22.5	21.3	17.7	14.5	11.8
41.2	38.5	37.1	34.2	31.3	29.6	26.3	22.9	21.5	18.7	14.8	12.2
43.2	41.0	39.3	35.8	37.4	35.7	27.0	23.6	23.5	20.8	15.7	13.1
41.0	38.4	37.7	34.5	31.0	28.4	25.7	22.6	20.4	17.6	14.1	11.8
39.1	38.0	37.2	33.5	31.1	28.5	25.9	22.6	20.7	18.7	15.2	12.0
39.0	37.4	36.7	33.0	30.3	28.8	26.7	24.1	22.0	21.9	16.2	12.1
48.7	47.7	45.5	42.1	38.7	36.5	33.7	29.8	28.1	25.1	20.3	14.7
44.6	43.3	42.2	42.1	40.4	39.3	36.5	36.4	35.2	32.8	28.9	27.3
41.0	39.3	38.5	36.8	34.9	33.5	31.1	29.3	28.5	25.6	20.4	16.4
44.2	42.8	40.9	39.2	36.6	34.7	32.3	30.0	28.8	25.2	20.2	14.9
40.9	38.7	37.3	34.9	33.2	31.1	29.2	25.8	26.6	22.9	16.7	13.1
37.2	35.7	35.4	31.5	29.3	27.8	26.0	23.8	24.2	21.4	15.1	12.3
38.4	36.6	36.2	33.2	32.2	30.1	27.6	24.8	24.7	21.5	16.0	12.5
41.9	40.9	39.1	36.3	34.1	31.3	29.0	26.4	24.6	21.3	16.7	12.9
42.9	40.5	39.5	36.0	33.3	30.8	28.2	25.1	23.3	20.3	16.1	12.8
41.7	39.6	38.7	35.2	32.4	30.6	27.9	25.0	23.8	20.7	16.5	13.3
41.3	39.2	37.5	35.0	33.7	32.0	30.4	28.9	27.7	24.5	20.8	16.4
49.7	48.9	46.3	43.6	39.9	36.8	34.6	31.5	29.3	27.0	22.6	17.6
40.7	38.8	38.5	34.7	32.9	29.9	28.4	25.3	23.0	21.0	16.9	13.2
40.6	39.6	38.3	35.1	32.9	29.9	28.6	25.3	23.0	21.0	17.0	13.2
44.0	42.7	41.1	38.7	37.0	35.7	32.8	31.2	28.5	26.1	22.0	17.9
48.0	45.5	43.5	42.8	41.1	39.9	38.6	38.5	36.2	34.0	30.7	28.6
42.7	41.9	41.5	39.6	38.1	36.8	35.5	32.7	29.8	25.3	21.1	15.5
44.7	43.0	42.1	39.0	36.9	35.5	33.2	30.2	27.0	23.2	20.3	16.0

NM3 KWAQN 961 N La Cienega Boulevard, Los Angeles. Raw Data

1/3 LCSmin 16000	1/3 LCSmin 20000	LAleq-LAeq	OVLD	OBA OVLD	Marker
10.8	9.3	0.9	No	No	
11.3	9.3	1.4	No	No	
10.2	9.3	7.1	No	No	
10.6	9.3	7.3	No	No	
10.2	9.3	1.1	No	No	
10.4	9.3	-0.3	No	No	
17.1	12.3	11.2	No	No	
12.2	9.3	1.9	No	No	
12.1	9.3	15.3	No	No	
11.2	9.3	7.5	No	No	
10.7	9.3	0.5	No	No	
11.2	9.3	0.5	No	No	
13.4	9.5	0.3	No	No	
12.6	9.3	-0.3	No	No	
11.0	9.3	2.1	No	No	
12.2	9.3	2.1	No	No	
24.2	16.1	2.1	No	No	
12.9	9.4	0.3	No	No	
10.2	9.3	0.2	No	No	
10.3	9.3	-0.1	No	No	
10.8	9.3	0.2	No	No	
10.6	9.3	0.7	No	No	
10.5	9.3	0.0	No	No	
10.8	9.3	1.0	No	No	
13.2	9.3	0.1	No	No	
13.8	10.0	0.7	No	No	
11.2	9.3	1.0	No	No	
10.5	9.3	0.8	No	No	
10.8	9.3	0.1	No	No	
10.3	9.3	0.2	No	No	
10.4	9.3	0.3	No	No	
10.4	9.3	0.1	No	No	
10.8	9.3	-0.2	No	No	
12.8	9.3	1.6	No	No	
10.9	9.3	0.8	No	No	
10.5	9.3	1.1	No	No	
13.1	9.5	4.3	No	No	
10.8	9.3	1.5	No	No	
10.3	9.3	0.6	No	No	
10.6	9.3	3.0	No	No	
10.5	9.3	2.1	No	No	
10.6	9.3	3.3	No	No	
10.7	9.3	0.0	No	No	
11.3	9.3	-0.1	No	No	
10.3	9.3	0.4	No	No	
14.8	9.3	0.8	No	No	
11.5	9.3	1.9	No	No	
10.0	9.3	1.4	No	No	
10.5	9.3	0.2	No	No	
10.4	9.3	0.2	No	No	
11.1	9.3	2.7	No	No	
14.6	10.2	1.8	No	No	
11.3	9.3	2.6	No	No	
10.0	9.3	1.0	No	No	
10.2	9.3	4.0	No	No	
14.7	9.7	1.8	No	No	
19.3	12.3	0.9	No	No	
11.6	9.3	4.1	No	No	
11.3	9.3	9.5	No	No	
10.2	9.3	7.5	No	No	
10.0	9.3	0.5	No	No	
10.1	9.3	0.3	No	No	
10.5	9.3	1.9	No	No	
11.3	9.3	8.2	No	No	
10.7	9.3	4.4	No	No	
11.7	9.3	15.3	No	No	
10.4	9.3	6.3	No	No	
10.0	9.3	1.3	No	No	
10.3	9.3	6.7	No	No	
10.6	9.3	4.5	No	No	
10.0	9.3	5.0	No	No	
10.1	9.3	0.1	No	No	
10.1	9.3	6.2	No	No	
11.4	9.3	-0.2	No	No	
22.7	15.0	1.8	No	No	
12.7	9.3	10.6	No	No	
11.0	9.3	2.0	No	No	
10.8	9.3	0.7	No	No	
10.2	9.3	0.7	No	No	
10.2	9.3	0.6	No	No	
10.3	9.3	1.4	No	No	
10.3	9.3	1.1	No	No	
10.8	9.3	2.0	No	No	
12.2	9.3	23.4	No	No	
12.4	9.3	0.4	No	No	
10.5	9.3	0.9	No	No	
10.5	9.3	0.1	No	No	
12.8	9.3	2.2	No	No	
23.1	15.2	12.3	No	No	
11.6	13.7	1.9	No	No	
11.9	10.6	0.1	No	No	

Table 7-1 Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level 50 ft from Source, dBA
Air Compressor	80
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	95
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	84

Table A
Construction Noise by Phase - Receptors East of the Project Site (NM1)

A	B	C	D	E	F	G	H	I
Equipment Type	# of Equipment	Equipment Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Equipment Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Noise Level Leq (dBA) at Receptor
Demolition								
Concrete/Industrial Saw	1	89.6	288	20	0.20	-15.2	-7.0	67.4
Rubber Tired Dozers	1	82	288	40	0.40	-15.2	-4.0	62.8
Tractors/Loaders/Backhoes	2	79	288	25	0.50	-15.2	-3.0	60.8
							Log Sum	69.3
Site Preparation/Foundation								
Aerial Lifts	2	75	288	20	0.40	-15.2	-4.0	55.8
Cement and Mortar Mixers	4	79	288	40	1.60	-15.2	2.0	65.8
Dumpers/Tenders	2	76	288	40	0.80	-15.2	-1.0	59.8
Excavators	1	81	288	40	0.40	-15.2	-4.0	61.8
Tractors/Loaders/Backhoes	1	79	288	25	0.25	-15.2	-6.0	57.8
							Log Sum	68.6
Building Construction								
Cranes	1	81	288	16	0.16	-15.2	-8.0	57.8
Forklifts	2	64	288	50	1.00	-15.2	0.0	48.8
Tractors/Loaders/Backhoes	2	79	288	25	0.50	-15.2	-3.0	60.8
							Log Sum	62.7
Architectural Coating								
Air Compressors	1	78	288	40	0.40	-15.2	-4.0	58.8
Aerial Lifts	2	75	288	20	0.40	-15.2	-4.0	55.8
							Log Sum	60.6

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to the structural façade of the nearest sensitive use.

Table B
Construction Noise by Phase - Receptors Southwest of the Project Site (NM2)

A	B	C	D	E	F	G	H	I
Equipment Type	# of Equipment	Equipment Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Equipment Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Noise Level Leq (dBA) at Receptor
Demolition								
Concrete/Industrial Saw	1	89.6	108	20	0.20	-6.7	-7.0	75.9
Rubber Tired Dozers	1	82	108	40	0.40	-6.7	-4.0	71.3
Tractors/Loaders/Backhoes	2	79	108	25	0.50	-6.7	-3.0	69.3
							Log Sum	77.9
Site Preparation/Foundation								
Aerial Lifts	2	75	108	20	0.40	-6.7	-4.0	64.3
Cement and Mortar Mixers	4	79	108	40	1.60	-6.7	2.0	74.4
Dumpers/Tenders	2	76	108	40	0.80	-6.7	-1.0	68.3
Excavators	1	81	108	40	0.40	-6.7	-4.0	70.3
Tractors/Loaders/Backhoes	1	79	108	25	0.25	-6.7	-6.0	66.3
							Log Sum	77.1
Building Construction								
Cranes	1	81	108	16	0.16	-6.7	-8.0	66.4
Forklifts	2	64	108	50	1.00	-6.7	0.0	57.3
Tractors/Loaders/Backhoes	2	79	108	25	0.50	-6.7	-3.0	69.3
							Log Sum	71.3
Architectural Coating								
Air Compressors	1	78	108	40	0.40	-6.7	-4.0	67.3
Aerial Lifts	2	75	108	20	0.40	-6.7	-4.0	64.3
							Log Sum	69.1

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to the structural façade of the nearest sensitive use.

Table C
Construction Noise by Phase - Receptors Northwest of the Project Site (NM3)

A	B	C	D	E	F	G	H	I
Equipment Type	# of Equipment	Equipment Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Equipment Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Noise Level Leq (dBA) at Receptor
Demolition								
Concrete/Industrial Saw	1	89.6	425	20	0.20	-18.6	-7.0	64.0
Rubber Tired Dozers	1	82	425	40	0.40	-18.6	-4.0	59.4
Tractors/Loaders/Backhoes	2	79	425	25	0.50	-18.6	-3.0	57.4
							Log Sum	66.0
Site Preparation/Foundation								
Aerial Lifts	2	75	425	20	0.40	-18.6	-4.0	52.4
Cement and Mortar Mixers	4	79	425	40	1.60	-18.6	2.0	62.5
Dumpers/Tenders	2	76	425	40	0.80	-18.6	-1.0	56.4
Excavators	1	81	425	40	0.40	-18.6	-4.0	58.4
Tractors/Loaders/Backhoes	1	79	425	25	0.25	-18.6	-6.0	54.4
							Log Sum	65.2
Building Construction								
Cranes	1	81	425	16	0.16	-18.6	-8.0	54.5
Forklifts	2	64	425	50	1.00	-18.6	0.0	45.4
Tractors/Loaders/Backhoes	2	79	425	25	0.50	-18.6	-3.0	57.4
							Log Sum	59.4
Architectural Coating								
Air Compressors	1	78	425	40	0.40	-18.6	-4.0	55.4
Aerial Lifts	2	75	425	20	0.40	-18.6	-4.0	52.4
							Log Sum	57.2

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to the structural façade of the nearest sensitive use.

Table D
Construction Noise Levels (L_{eq})

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Construction Noise Levels (dBA Leq)[2]	Construction noise level with building attenuation	Allowable Noise Threshold [3]	Increase Over Ambient (dBA)	Exceeds Threshold?	Construction Noise Level With BMPS (dBA)[4]	Exceeds Threshold with BMPs?
Demolition	East (NM1)	60.7	69.3	64.3	**65.7**	3.6	No	64.3	No
	Southwest(NM2)	57.5	77.9	-	**62.5**	20.4	Yes	61.9	No
	Northwest (NM3)	61.6	66.0	63.0	**66.6**	1.4	No	63.0	No
Site Prep/Foundation	East (NM1)	60.7	68.6	63.6	**65.7**	2.9	No	63.6	No
	Southwest (NM2)	57.5	77.1		**62.5**	19.6	Yes	61.1	No
	Northwest (NM3)	61.6	65.2	62.2	**66.6**	0.6	No	62.2	No
Building Construction	East (NM1)	60.7	62.7	57.7	**65.7**	-3.0	No	57.7	No
	Southwest (NM2)	57.5	71.3		**62.5**	13.8	Yes	55.3	No
	Northwest (NM3)	61.6	59.4	56.4	**66.6**	-5.2	No	56.4	No
Architectural Coating	East (NM1)	60.7	60.6	55.6	**65.7**	-5.1	No	55.6	No
	Southwest (NM2)	57.5	69.1		**62.5**	11.6	Yes	53.1	No
	Northwest (NM3)	64.8	57.2	54.2	**69.8**	-10.6	No	54.2	No

Notes:
(1) Noise measurement locations are shown on Figure III.

(2) Construction noise calculated in Tables A, B, and C.

(3) Ambient noise level plus 5 dBA.

(4)This reduction can be achieved throught the use of a temporary noise barrier/curtain that blocks the line-of-sight between the noise source and receptor. The barrier will need to reduce noise levesl by 16 dBA for receptors located southwest of the Site. Mufflers can reduce noise levels by as much as 25 dBA (http://www.paraglidingteam.nl/PPGTechnics/sound%20and%20noise/Mufflers/KamerDemperBerekening.pdf, https://www.donaldson.com/en-us/engine/filters/products/exhaust/mufflers/).

Table E						
Noise Levels 50 feet from Roadway Centerline*						
Road Segments	**Existing**		**Existing Plus Project**			**Is the Increase Significant ?**
	ADT	**dB CNEL**	**ADT**	**Total**	**Project-Specific Increase**	
La Cienega Boulevard						
n/o Santa Monica Blvd	12,250	68.6	12,230	68.6	0.0	**No**
s/o Santa Monica Blvd	9,470	67.5	9,540	67.5	0.0	**No**
n/o Melrose Ave	10,630	68.0	10,700	68.0	0.0	**No**
s/o Melrose Ave	10,870	68.1	10,880	68.1	0.0	**No**
Santa Monica Boulevard						
w/o La Cienega Blvd	11,830	68.4	11,830	68.4	0.0	**No**
e/o La Cienega Blvd	11,980	68.5	11,980	68.5	0.0	**No**
Melrose Avenue						
w/o La Cienega Blvd	7,330	66.4	7,330	66.4	0.0	**No**
e/o La Cienega Blvd	12,570	68.7	12,570	68.7	0.0	**No**
*The uniform distance of 50 feet allows for direct comparisons of potential increases or decreases in noise levels based upon various traffic scenarios; however, at this distance, no specific noise standard necessarily applies						

Appendix C

Air Quality and Greenhouse Gas Data

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

961 La Cienega - Existing OPS ONLY

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.82	1000sqft	0.25	4,815.00	0
Strip Mall	7.95	1000sqft	0.18	7,948.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - OPERATIONAL ONLY

Land Use - 4,815 SF of existing office and 7,948 SF of existing retail uses on approximately 0.431 gross acres.

Vehicle Trips - Daily trips per VMT analysis = 314 trips/day. Trip length = 7.71656050955 miles. Saturday and Sunday rates obtained from 11th Ed. ITE Trip Generation Manual.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	4,820.00	4,815.00
tblLandUse	LandUseSquareFeet	7,950.00	7,948.00
tblLandUse	LotAcreage	0.11	0.25
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CW_TL	16.60	7.72
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.21	14.39
tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	0.70	14.39
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	314.00

2.0 Emissions Summary

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	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Energy	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965
Mobile	2.1266	1.9833	19.3907	0.0403	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		4,147.0790	4,147.0790	0.2925	0.1782	4,207.5029
Total	**2.4137**	**2.0001**	**19.4063**	**0.0404**	**4.0609**	**0.0308**	**4.0916**	**1.0816**	**0.0287**	**1.1103**		**4,167.2586**	**4,167.2586**	**0.2929**	**0.1786**	**4,227.8026**

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Energy	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965
Mobile	2.1266	1.9833	19.3907	0.0403	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		4,147.0790	4,147.0790	0.2925	0.1782	4,207.5029
Total	**2.4137**	**2.0001**	**19.4063**	**0.0404**	**4.0609**	**0.0308**	**4.0916**	**1.0816**	**0.0287**	**1.1103**		**4,167.2586**	**4,167.2586**	**0.2929**	**0.1786**	**4,227.8026**

	ROG	NOx	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**

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	2.1266	1.9833	19.3907	0.0403	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		4,147.0790	4,147.0790	0.2925	0.1782	4,207.5029
Unmitigated	2.1266	1.9833	19.3907	0.0403	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		4,147.0790	4,147.0790	0.2925	0.1782	4,207.5029

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	69.36	69.36	63,840	63,840
Strip Mall	0.00	432.88	432.88	235,312	235,312
User Defined Commercial	314.00	0.00	0.00	629,980	629,980
Total	314.00	502.24	502.24	929,132	929,132

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	7.72	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Strip Mall	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965
NaturalGas Unmitigated	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965

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					
General Office Building	136.007	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		16.0009	16.0009	3.1000e-004	2.9000e-004	16.0959
Strip Mall	35.4938	3.8000e-004	3.4800e-003	2.9200e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004		4.1757	4.1757	8.0000e-005	8.0000e-005	4.2006
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8500e-003**	**0.0168**	**0.0141**	**1.0000e-004**		**1.2700e-003**	**1.2700e-003**		**1.2700e-003**	**1.2700e-003**		**20.1766**	**20.1766**	**3.9000e-004**	**3.7000e-004**	**20.2965**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
General Office Building	0.136007	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		16.0009	16.0009	3.1000e-004	2.9000e-004	16.0959
Strip Mall	0.0354938	3.8000e-004	3.4800e-003	2.9200e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004		4.1757	4.1757	8.0000e-005	8.0000e-005	4.2006
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8500e-003**	**0.0168**	**0.0141**	**1.0000e-004**		**1.2700e-003**	**1.2700e-003**		**1.2700e-003**	**1.2700e-003**		**20.1766**	**20.1766**	**3.9000e-004**	**3.7000e-004**	**20.2965**

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	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Unmitigated	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

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	0.0324					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Total	**0.2853**	**1.0000e-005**	**1.4100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.0100e-003**	**3.0100e-003**	**1.0000e-005**		**3.2100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0324					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Total	**0.2853**	**1.0000e-005**	**1.4100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.0100e-003**	**3.0100e-003**	**1.0000e-005**		**3.2100e-003**

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

961 La Cienega - Existing OPS ONLY

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.82	1000sqft	0.25	4,815.00	0
Strip Mall	7.95	1000sqft	0.18	7,948.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - OPERATIONAL ONLY

Land Use - 4,815 SF of existing office and 7,948 SF of existing retail uses on approximately 0.431 gross acres.

Vehicle Trips - Daily trips per VMT analysis = 314 trips/day. Trip length = 7.71656050955 miles. Saturday and Sunday rates obtained from 11th Ed. ITE Trip Generation Manual.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	4,820.00	4,815.00
tblLandUse	LandUseSquareFeet	7,950.00	7,948.00
tblLandUse	LotAcreage	0.11	0.25
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CW_TL	16.60	7.72
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.21	14.39
tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	0.70	14.39
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	314.00

2.0 Emissions Summary

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	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Energy	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965
Mobile	2.0793	2.1436	19.1662	0.0386	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		3,971.9212	3,971.9212	0.3037	0.1865	4,035.0923
Total	**2.3664**	**2.1604**	**19.1817**	**0.0387**	**4.0609**	**0.0308**	**4.0917**	**1.0816**	**0.0287**	**1.1103**		**3,992.1008**	**3,992.1008**	**0.3041**	**0.1869**	**4,055.3920**

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Energy	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965
Mobile	2.0793	2.1436	19.1662	0.0386	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		3,971.9212	3,971.9212	0.3037	0.1865	4,035.0923
Total	**2.3664**	**2.1604**	**19.1817**	**0.0387**	**4.0609**	**0.0308**	**4.0917**	**1.0816**	**0.0287**	**1.1103**		**3,992.1008**	**3,992.1008**	**0.3041**	**0.1869**	**4,055.3920**

	ROG	NOx	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**

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	2.0793	2.1436	19.1662	0.0386	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		3,971.9212	3,971.9212	0.3037	0.1865	4,035.0923
Unmitigated	2.0793	2.1436	19.1662	0.0386	4.0609	0.0295	4.0904	1.0816	0.0274	1.1090		3,971.9212	3,971.9212	0.3037	0.1865	4,035.0923

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	69.36	69.36	63,840	63,840
Strip Mall	0.00	432.88	432.88	235,312	235,312
User Defined Commercial	314.00	0.00	0.00	629,980	629,980
Total	314.00	502.24	502.24	929,132	929,132

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	7.72	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Strip Mall	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965
NaturalGas Unmitigated	1.8500e-003	0.0168	0.0141	1.0000e-004		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003		20.1766	20.1766	3.9000e-004	3.7000e-004	20.2965

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					
General Office Building	136.007	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		16.0009	16.0009	3.1000e-004	2.9000e-004	16.0959
Strip Mall	35.4938	3.8000e-004	3.4800e-003	2.9200e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004		4.1757	4.1757	8.0000e-005	8.0000e-005	4.2006
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8500e-003**	**0.0168**	**0.0141**	**1.0000e-004**		**1.2700e-003**	**1.2700e-003**		**1.2700e-003**	**1.2700e-003**		**20.1766**	**20.1766**	**3.9000e-004**	**3.7000e-004**	**20.2965**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
General Office Building	0.136007	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		16.0009	16.0009	3.1000e-004	2.9000e-004	16.0959
Strip Mall	0.0354938	3.8000e-004	3.4800e-003	2.9200e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004		4.1757	4.1757	8.0000e-005	8.0000e-005	4.2006
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8500e-003**	**0.0168**	**0.0141**	**1.0000e-004**		**1.2700e-003**	**1.2700e-003**		**1.2700e-003**	**1.2700e-003**		**20.1766**	**20.1766**	**3.9000e-004**	**3.7000e-004**	**20.2965**

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	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Unmitigated	0.2853	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

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	0.0324					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Total	**0.2853**	**1.0000e-005**	**1.4100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.0100e-003**	**3.0100e-003**	**1.0000e-005**		**3.2100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0324					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0100e-003	3.0100e-003	1.0000e-005		3.2100e-003
Total	**0.2853**	**1.0000e-005**	**1.4100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.0100e-003**	**3.0100e-003**	**1.0000e-005**		**3.2100e-003**

961 La Cienega - Existing OPS ONLY - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

961 La Cienega

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	96.00	Space	0.43	45,075.00	0
High Turnover (Sit Down Restaurant)	2.80	1000sqft	0.00	2,800.00	0
Apartments Mid Rise	52.00	Dwelling Unit	0.00	55,393.00	149
Condo/Townhouse	7.00	Dwelling Unit	0.00	7,000.00	20
Strip Mall	5.33	1000sqft	0.00	5,326.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 52 apartment DUs, 7 affordable housing DUs, 5,326 SF of retail uses, 2,800 SF of high-turnover restaurant uses, on top of a 96-space subterranean parking structure all on 0.431 acres.

Construction Phase - Construction to start 2nd quarter of 2023 and be complete by 4th quarter of 2025.

Off-road Equipment - Aerial lift added.

Off-road Equipment -

Off-road Equipment -

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - No graders. Additional equipment added for foundation work.

Trips and VMT - Vendor trips added to demo and site prep for water trucks. Hauling trip length is ~33 miles to United Landfill in Irwindale.

Demolition - Approximately 12,700 SF of buildings etc. to be demo'd

Grading - Export of 20,000 CY of soil. Site is 0.431 acres.

Architectural Coating - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Vehicle Trips - Per VMT analysis 636 weekday trips. Trip length = 7.00786163522 miles. Weekend trip generation rates obtained from 11th Ed ITE Trip Generaiton Manual.

Woodstoves - No woodburing stoves or fireplaces.

Area Coating - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Construction Off-road Equipment Mitigation -

Area Mitigation - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Water Mitigation - 20% reduction in indoor water use per CALGreen. Water-efficient irrigation systems to be used.

Waste Mitigation - At least 50% of waste will be diverted.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	350.00
tblConstructionPhase	NumDays	10.00	60.00
tblConstructionPhase	NumDays	1.00	180.00
tblFireplaces	NumberGas	44.20	46.80
tblFireplaces	NumberGas	5.95	6.30
tblFireplaces	NumberWood	2.60	0.00
tblFireplaces	NumberWood	0.35	0.00
tblGrading	AcresOfGrading	0.00	0.43
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	38,400.00	45,075.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	52,000.00	55,393.00
tblLandUse	LandUseSquareFeet	5,330.00	5,326.00
tblLandUse	LotAcreage	0.86	0.43
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	1.37	0.00
tblLandUse	LotAcreage	0.44	0.00
tblLandUse	LotAcreage	0.12	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	33.00
tblTripsAndVMT	HaulingTripLength	20.00	33.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	64.00	61.00
tblTripsAndVMT	WorkerTripNumber	13.00	12.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	7.01
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.91	4.57
tblVehicleTrips	ST_TR	8.14	4.16
tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	4.09	3.77
tblVehicleTrips	SU_TR	6.28	4.16
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	7.32	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	636.00
tblWoodstoves	NumberCatalytic	2.60	0.00
tblWoodstoves	NumberCatalytic	0.35	0.00
tblWoodstoves	NumberNoncatalytic	2.60	0.00
tblWoodstoves	NumberNoncatalytic	0.35	0.00

2.0 Emissions Summary

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.5429	15.0888	18.1670	0.0451	1.0692	0.5541	1.6232	0.2624	0.5274	0.7898	0.0000	4,470.3298	4,470.3298	0.6754	0.2655	4,566.3305
2024	0.8378	8.7733	10.2998	0.0305	0.7715	0.2890	1.0606	0.2067	0.2660	0.4727	0.0000	3,053.8929	3,053.8929	0.4573	0.2378	3,136.1793
2025	7.5989	6.1271	9.1458	0.0196	0.7715	0.2478	1.0193	0.2067	0.2280	0.4347	0.0000	1,966.9414	1,966.9414	0.3796	0.0513	1,991.7161
Maximum	**7.5989**	**15.0888**	**18.1670**	**0.0451**	**1.0692**	**0.5541**	**1.6232**	**0.2624**	**0.5274**	**0.7898**	**0.0000**	**4,470.3298**	**4,470.3298**	**0.6754**	**0.2655**	**4,566.3305**

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					
2023	1.5429	15.0888	18.1670	0.0451	0.9463	0.5541	1.5003	0.2439	0.5274	0.7713	0.0000	4,470.3298	4,470.3298	0.6754	0.2655	4,566.3305
2024	0.8378	8.7733	10.2998	0.0305	0.7715	0.2890	1.0606	0.2067	0.2660	0.4727	0.0000	3,053.8929	3,053.8929	0.4573	0.2378	3,136.1793
2025	7.5989	6.1271	9.1458	0.0196	0.7715	0.2478	1.0193	0.2067	0.2280	0.4347	0.0000	1,966.9414	1,966.9414	0.3796	0.0513	1,991.7161
Maximum	**7.5989**	**15.0888**	**18.1670**	**0.0451**	**0.9463**	**0.5541**	**1.5003**	**0.2439**	**0.5274**	**0.7713**	**0.0000**	**4,470.3298**	**4,470.3298**	**0.6754**	**0.2655**	**4,566.3305**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	4.70	0.00	3.32	2.75	0.00	1.09	0.00	0.00	0.00	0.00	0.00	0.00

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

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	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517
Energy	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166
Mobile	3.8170	3.3986	33.8023	0.0715	7.6438	0.0523	7.6961	2.0362	0.0485	2.0847		7,479.8454	7,479.8454	0.5213	0.3158	7,586.9928
Total	**5.6367**	**4.6595**	**39.2614**	**0.0794**	**7.6438**	**0.1759**	**7.8197**	**2.0362**	**0.1721**	**2.2083**	**0.0000**	**9,013.1430**	**9,013.1430**	**0.5590**	**0.3438**	**9,129.5611**

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	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517
Energy	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166
Mobile	3.8170	3.3986	33.8023	0.0715	7.6438	0.0523	7.6961	2.0362	0.0485	2.0847		7,479.8454	7,479.8454	0.5213	0.3158	7,586.9928
Total	**5.6367**	**4.6595**	**39.2614**	**0.0794**	**7.6438**	**0.1759**	**7.8197**	**2.0362**	**0.1721**	**2.2083**	**0.0000**	**9,013.1430**	**9,013.1430**	**0.5590**	**0.3438**	**9,129.5611**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/3/2023	6/23/2023	5	60	
2	Site Prep and Foundation	Site Preparation	5/13/2023	1/19/2024	5	180	
3	Building Construction	Building Construction	1/20/2024	5/23/2025	5	350	
4	Architectural Coating	Architectural Coating	5/24/2025	8/15/2025	5	60	

Acres of Grading (Site Preparation Phase): 0.431

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.43

Residential Indoor: 126,346; Residential Outdoor: 42,115; Non-Residential Indoor: 12,189; Non-Residential Outdoor: 4,063; Striped Parking Area: 2,705 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Prep and Foundation	Aerial Lifts	2	6.00	63	0.31
Site Prep and Foundation	Cement and Mortar Mixers	4	8.00	9	0.56
Site Prep and Foundation	Dumpers/Tenders	2	6.00	16	0.38
Site Prep and Foundation	Excavators	1	8.00	158	0.38
Site Prep and Foundation	Graders	0	0.00	187	0.41
Site Prep and Foundation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	2	6.00	63	0.31
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	2.00	58.00	14.70	6.90	33.00	LD_Mix	HDT_Mix	HHDT
Site Prep and Foundation	10	25.00	2.00	2,500.00	14.70	6.90	33.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2084	0.0000	0.2084	0.0316	0.0000	0.0316			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2084**	**0.2821**	**0.4905**	**0.0316**	**0.2698**	**0.3014**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

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	2.7800e-003	0.1968	0.0462	9.2000e-004	0.0279	1.3100e-003	0.0292	7.6500e-003	1.2500e-003	8.9000e-003		100.7501	100.7501	5.6000e-003	0.0160	105.6582
Vendor	2.3000e-003	0.0768	0.0297	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.0565	40.0565	1.3400e-003	5.7600e-003	41.8062
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121
Total	**0.0371**	**0.2959**	**0.4383**	**2.2800e-003**	**0.1525**	**2.3700e-003**	**0.1549**	**0.0410**	**2.2400e-003**	**0.0432**		**242.0679**	**242.0679**	**9.4600e-003**	**0.0241**	**249.4765**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0938	0.0000	0.0938	0.0142	0.0000	0.0142			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.0938**	**0.2821**	**0.3759**	**0.0142**	**0.2698**	**0.2840**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

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	2.7800e-003	0.1968	0.0462	9.2000e-004	0.0279	1.3100e-003	0.0292	7.6500e-003	1.2500e-003	8.9000e-003		100.7501	100.7501	5.6000e-003	0.0160	105.6582
Vendor	2.3000e-003	0.0768	0.0297	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.0565	40.0565	1.3400e-003	5.7600e-003	41.8062
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121
Total	**0.0371**	**0.2959**	**0.4383**	**2.2800e-003**	**0.1525**	**2.3700e-003**	**0.1549**	**0.0410**	**2.2400e-003**	**0.0432**		**242.0679**	**242.0679**	**9.4600e-003**	**0.0241**	**249.4765**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0151	0.0000	0.0151	2.1800e-003	0.0000	2.1800e-003			0.0000			0.0000
Off-Road	0.7372	6.0537	8.7368	0.0148		0.2487	0.2487		0.2355	0.2355		1,339.0877	1,339.0877	0.3690		1,348.3117
Total	**0.7372**	**6.0537**	**8.7368**	**0.0148**	**0.0151**	**0.2487**	**0.2638**	**2.1800e-003**	**0.2355**	**0.2377**		**1,339.0877**	**1,339.0877**	**0.3690**		**1,348.3117**

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	0.0400	2.8279	0.6636	0.0132	0.4010	0.0188	0.4197	0.1099	0.0180	0.1279		1,447.5591	1,447.5591	0.0804	0.2299	1,518.0770
Vendor	2.3000e-003	0.0768	0.0297	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.0565	40.0565	1.3400e-003	5.7600e-003	41.8062
Worker	0.0801	0.0558	0.9059	2.4700e-003	0.2794	1.6900e-003	0.2811	0.0741	1.5500e-003	0.0757		253.1532	253.1532	6.3000e-003	5.7700e-003	255.0302
Total	**0.1223**	**2.9605**	**1.5993**	**0.0160**	**0.6932**	**0.0209**	**0.7141**	**0.1877**	**0.0199**	**0.2076**		**1,740.7688**	**1,740.7688**	**0.0881**	**0.2414**	**1,814.9134**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.8000e-003	0.0000	6.8000e-003	9.8000e-004	0.0000	9.8000e-004			0.0000			0.0000
Off-Road	0.7372	6.0537	8.7368	0.0148		0.2487	0.2487		0.2355	0.2355	0.0000	1,339.0876	1,339.0876	0.3690		1,348.3117
Total	**0.7372**	**6.0537**	**8.7368**	**0.0148**	**6.8000e-003**	**0.2487**	**0.2555**	**9.8000e-004**	**0.2355**	**0.2365**	**0.0000**	**1,339.0876**	**1,339.0876**	**0.3690**		**1,348.3117**

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	0.0400	2.8279	0.6636	0.0132	0.4010	0.0188	0.4197	0.1099	0.0180	0.1279		1,447.5591	1,447.5591	0.0804	0.2299	1,518.0770
Vendor	2.3000e-003	0.0768	0.0297	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.0565	40.0565	1.3400e-003	5.7600e-003	41.8062
Worker	0.0801	0.0558	0.9059	2.4700e-003	0.2794	1.6900e-003	0.2811	0.0741	1.5500e-003	0.0757		253.1532	253.1532	6.3000e-003	5.7700e-003	255.0302
Total	**0.1223**	**2.9605**	**1.5993**	**0.0160**	**0.6932**	**0.0209**	**0.7141**	**0.1877**	**0.0199**	**0.2076**		**1,740.7688**	**1,740.7688**	**0.0881**	**0.2414**	**1,814.9134**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0151	0.0000	0.0151	2.1800e-003	0.0000	2.1800e-003			0.0000			0.0000
Off-Road	0.7213	5.8101	8.7497	0.0148		0.2324	0.2324		0.2205	0.2205		1,339.4376	1,339.4376	0.3691		1,348.6645
Total	**0.7213**	**5.8101**	**8.7497**	**0.0148**	**0.0151**	**0.2324**	**0.2475**	**2.1800e-003**	**0.2205**	**0.2226**		**1,339.4376**	**1,339.4376**	**0.3691**		**1,348.6645**

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	0.0397	2.8365	0.6778	0.0130	0.4010	0.0189	0.4199	0.1099	0.0181	0.1280		1,427.0657	1,427.0657	0.0812	0.2267	1,496.6576
Vendor	2.2300e-003	0.0769	0.0291	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		39.4549	39.4549	1.3500e-003	5.6800e-003	41.1808
Worker	0.0746	0.0498	0.8433	2.4000e-003	0.2794	1.6200e-003	0.2811	0.0741	1.4900e-003	0.0756		247.9347	247.9347	5.7000e-003	5.3700e-003	249.6763
Total	**0.1165**	**2.9632**	**1.5502**	**0.0157**	**0.6932**	**0.0209**	**0.7141**	**0.1877**	**0.0200**	**0.2077**		**1,714.4553**	**1,714.4553**	**0.0882**	**0.2378**	**1,787.5148**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.8000e-003	0.0000	6.8000e-003	9.8000e-004	0.0000	9.8000e-004			0.0000			0.0000
Off-Road	0.7213	5.8101	8.7497	0.0148		0.2324	0.2324		0.2205	0.2205	0.0000	1,339.4376	1,339.4376	0.3691		1,348.6645
Total	**0.7213**	**5.8101**	**8.7497**	**0.0148**	**6.8000e-003**	**0.2324**	**0.2392**	**9.8000e-004**	**0.2205**	**0.2214**	**0.0000**	**1,339.4376**	**1,339.4376**	**0.3691**		**1,348.6645**

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	0.0397	2.8365	0.6778	0.0130	0.4010	0.0189	0.4199	0.1099	0.0181	0.1280		1,427.0657	1,427.0657	0.0812	0.2267	1,496.6576
Vendor	2.2300e-003	0.0769	0.0291	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		39.4549	39.4549	1.3500e-003	5.6800e-003	41.1808
Worker	0.0746	0.0498	0.8433	2.4000e-003	0.2794	1.6200e-003	0.2811	0.0741	1.4900e-003	0.0756		247.9347	247.9347	5.7000e-003	5.3700e-003	249.6763
Total	**0.1165**	**2.9632**	**1.5502**	**0.0157**	**0.6932**	**0.0209**	**0.7141**	**0.1877**	**0.0200**	**0.2077**		**1,714.4553**	**1,714.4553**	**0.0882**	**0.2378**	**1,787.5148**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction 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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**		**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0156	0.5385	0.2038	2.5600e-003	0.0897	2.7200e-003	0.0924	0.0258	2.6000e-003	0.0284		276.1845	276.1845	9.4300e-003	0.0398	288.2656
Worker	0.1821	0.1216	2.0575	5.8600e-003	0.6818	3.9500e-003	0.6858	0.1808	3.6300e-003	0.1845		604.9608	604.9608	0.0139	0.0131	609.2103
Total	**0.1977**	**0.6601**	**2.2613**	**8.4200e-003**	**0.7715**	**6.6700e-003**	**0.7782**	**0.2067**	**6.2300e-003**	**0.2129**		**881.1452**	**881.1452**	**0.0234**	**0.0528**	**897.4759**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction 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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**	**0.0000**	**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0156	0.5385	0.2038	2.5600e-003	0.0897	2.7200e-003	0.0924	0.0258	2.6000e-003	0.0284		276.1845	276.1845	9.4300e-003	0.0398	288.2656
Worker	0.1821	0.1216	2.0575	5.8600e-003	0.6818	3.9500e-003	0.6858	0.1808	3.6300e-003	0.1845		604.9608	604.9608	0.0139	0.0131	609.2103
Total	**0.1977**	**0.6601**	**2.2613**	**8.4200e-003**	**0.7715**	**6.6700e-003**	**0.7782**	**0.2067**	**6.2300e-003**	**0.2129**		**881.1452**	**881.1452**	**0.0234**	**0.0528**	**897.4759**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

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	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0152	0.5359	0.2000	2.5200e-003	0.0897	2.7300e-003	0.0924	0.0258	2.6100e-003	0.0284		271.2120	271.2120	9.5000e-003	0.0391	283.0899
Worker	0.1703	0.1093	1.9176	5.6600e-003	0.6818	3.7600e-003	0.6856	0.1808	3.4600e-003	0.1843		590.1583	590.1583	0.0126	0.0122	594.1161
Total	**0.1855**	**0.6452**	**2.1176**	**8.1800e-003**	**0.7715**	**6.4900e-003**	**0.7780**	**0.2067**	**6.0700e-003**	**0.2127**		**861.3703**	**861.3703**	**0.0221**	**0.0513**	**877.2059**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

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	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0152	0.5359	0.2000	2.5200e-003	0.0897	2.7300e-003	0.0924	0.0258	2.6100e-003	0.0284		271.2120	271.2120	9.5000e-003	0.0391	283.0899
Worker	0.1703	0.1093	1.9176	5.6600e-003	0.6818	3.7600e-003	0.6856	0.1808	3.4600e-003	0.1843		590.1583	590.1583	0.0126	0.0122	594.1161
Total	**0.1855**	**0.6452**	**2.1176**	**8.1800e-003**	**0.7715**	**6.4900e-003**	**0.7780**	**0.2067**	**6.0700e-003**	**0.2127**		**861.3703**	**861.3703**	**0.0221**	**0.0513**	**877.2059**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2025

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	7.3435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2219	1.9261	3.4457	5.4900e-003		0.0649	0.0649		0.0638	0.0638		525.3778	525.3778	0.0942		527.7339
Total	**7.5654**	**1.9261**	**3.4457**	**5.4900e-003**		**0.0649**	**0.0649**		**0.0638**	**0.0638**		**525.3778**	**525.3778**	**0.0942**		**527.7339**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0335	0.0215	0.3772	1.1100e-003	0.1341	7.4000e-004	0.1349	0.0356	6.8000e-004	0.0363		116.0967	116.0967	2.4700e-003	2.4100e-003	116.8753
Total	**0.0335**	**0.0215**	**0.3772**	**1.1100e-003**	**0.1341**	**7.4000e-004**	**0.1349**	**0.0356**	**6.8000e-004**	**0.0363**		**116.0967**	**116.0967**	**2.4700e-003**	**2.4100e-003**	**116.8753**

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2025

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	7.3435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2219	1.9261	3.4457	5.4900e-003		0.0649	0.0649		0.0638	0.0638	0.0000	525.3778	525.3778	0.0942		527.7339
Total	**7.5654**	**1.9261**	**3.4457**	**5.4900e-003**		**0.0649**	**0.0649**		**0.0638**	**0.0638**	**0.0000**	**525.3778**	**525.3778**	**0.0942**		**527.7339**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0335	0.0215	0.3772	1.1100e-003	0.1341	7.4000e-004	0.1349	0.0356	6.8000e-004	0.0363		116.0967	116.0967	2.4700e-003	2.4100e-003	116.8753
Total	**0.0335**	**0.0215**	**0.3772**	**1.1100e-003**	**0.1341**	**7.4000e-004**	**0.1349**	**0.0356**	**6.8000e-004**	**0.0363**		**116.0967**	**116.0967**	**2.4700e-003**	**2.4100e-003**	**116.8753**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.8170	3.3986	33.8023	0.0715	7.6438	0.0523	7.6961	2.0362	0.0485	2.0847		7,479.8454	7,479.8454	0.5213	0.3158	7,586.9928
Unmitigated	3.8170	3.3986	33.8023	0.0715	7.6438	0.0523	7.6961	2.0362	0.0485	2.0847		7,479.8454	7,479.8454	0.5213	0.3158	7,586.9928

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	237.64	196.04	211,707	211,707
Condo/Townhouse	0.00	29.12	29.12	28,431	28,431
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	342.72	399.39	144,482	144,482
Strip Mall	0.00	290.22	290.22	157,762	157,762
User Defined Commercial	636.00	0.00	0.00	1,158,820	1,158,820
Total	636.00	899.70	914.77	1,701,202	1,701,202

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	7.01	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Condo/Townhouse	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
High Turnover (Sit Down Restaurant)	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Strip Mall	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
User Defined Commercial	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166
NaturalGas Unmitigated	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1283.73	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Condo/Townhouse	325.905	3.5100e-003	0.0300	0.0128	1.9000e-004		2.4300e-003	2.4300e-003		2.4300e-003	2.4300e-003		38.3417	38.3417	7.3000e-004	7.0000e-004	38.5696
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
High Turnover (Sit Down Restaurant)	1766.92	0.0191	0.1732	0.1455	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.8724	207.8724	3.9800e-003	3.8100e-003	209.1076
Strip Mall	23.7846	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.7982	2.7982	5.0000e-005	5.0000e-005	2.8148
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0367**	**0.3239**	**0.2106**	**2.0000e-003**		**0.0254**	**0.0254**		**0.0254**	**0.0254**		**400.0394**	**400.0394**	**7.6500e-003**	**7.3300e-003**	**402.4166**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.28373	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Condo/Townhouse	0.325905	3.5100e-003	0.0300	0.0128	1.9000e-004		2.4300e-003	2.4300e-003		2.4300e-003	2.4300e-003		38.3417	38.3417	7.3000e-004	7.0000e-004	38.5696
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
High Turnover (Sit Down Restaurant)	1.76692	0.0191	0.1732	0.1455	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.8724	207.8724	3.9800e-003	3.8100e-003	209.1076
Strip Mall	0.0237846	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.7982	2.7982	5.0000e-005	5.0000e-005	2.8148
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0367**	**0.3239**	**0.2106**	**2.0000e-003**		**0.0254**	**0.0254**		**0.0254**	**0.0254**		**400.0394**	**400.0394**	**7.6500e-003**	**7.3300e-003**	**402.4166**

6.0 Area Detail

6.1 Mitigation Measures Area

961 La Cienega - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517
Unmitigated	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517

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	0.1207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1031	0.8808	0.3748	5.6200e-003		0.0712	0.0712		0.0712	0.0712	0.0000	1,124.4706	1,124.4706	0.0216	0.0206	1,131.1528
Landscaping	0.1470	0.0561	4.8737	2.6000e-004		0.0270	0.0270		0.0270	0.0270		8.7876	8.7876	8.4500e-003		8.9989
Total	**1.7830**	**0.9370**	**5.2485**	**5.8800e-003**		**0.0982**	**0.0982**		**0.0982**	**0.0982**	**0.0000**	**1,133.2582**	**1,133.2582**	**0.0300**	**0.0206**	**1,140.1517**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1031	0.8808	0.3748	5.6200e-003		0.0712	0.0712		0.0712	0.0712	0.0000	1,124.4706	1,124.4706	0.0216	0.0206	1,131.1528
Landscaping	0.1470	0.0561	4.8737	2.6000e-004		0.0270	0.0270		0.0270	0.0270		8.7876	8.7876	8.4500e-003		8.9989
Total	**1.7830**	**0.9370**	**5.2485**	**5.8800e-003**		**0.0982**	**0.0982**		**0.0982**	**0.0982**	**0.0000**	**1,133.2582**	**1,133.2582**	**0.0300**	**0.0206**	**1,140.1517**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

961 La Cienega

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	96.00	Space	0.43	45,075.00	0
High Turnover (Sit Down Restaurant)	2.80	1000sqft	0.00	2,800.00	0
Apartments Mid Rise	52.00	Dwelling Unit	0.00	55,393.00	149
Condo/Townhouse	7.00	Dwelling Unit	0.00	7,000.00	20
Strip Mall	5.33	1000sqft	0.00	5,326.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 52 apartment DUs, 7 affordable housing DUs, 5,326 SF of retail uses, 2,800 SF of high-turnover restaurant uses, on top of a 96-space subterranean parking structure all on 0.431 acres.

Construction Phase - Construction to start 2nd quarter of 2023 and be complete by 4th quarter of 2025.

Off-road Equipment - Aerial lift added.

Off-road Equipment -

Off-road Equipment -

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - No graders. Additional equipment added for foundation work.

Trips and VMT - Vendor trips added to demo and site prep for water trucks. Hauling trip length is ~33 miles to United Landfill in Irwindale.

Demolition - Approximately 12,700 SF of buildings etc. to be demo'd

Grading - Export of 20,000 CY of soil. Site is 0.431 acres.

Architectural Coating - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Vehicle Trips - Per VMT analysis 636 weekday trips. Trip length = 7.00786163522 miles. Weekend trip generation rates obtained from 11th Ed ITE Trip Generaiton Manual.

Woodstoves - No woodburing stoves or fireplaces.

Area Coating - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Construction Off-road Equipment Mitigation -

Area Mitigation - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Water Mitigation - 20% reduction in indoor water use per CALGreen. Water-efficient irrigation systems to be used.

Waste Mitigation - At least 50% of waste will be diverted.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	350.00
tblConstructionPhase	NumDays	10.00	60.00
tblConstructionPhase	NumDays	1.00	180.00
tblFireplaces	NumberGas	44.20	46.80
tblFireplaces	NumberGas	5.95	6.30
tblFireplaces	NumberWood	2.60	0.00
tblFireplaces	NumberWood	0.35	0.00
tblGrading	AcresOfGrading	0.00	0.43
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	38,400.00	45,075.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	52,000.00	55,393.00
tblLandUse	LandUseSquareFeet	5,330.00	5,326.00
tblLandUse	LotAcreage	0.86	0.43
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	1.37	0.00
tblLandUse	LotAcreage	0.44	0.00
tblLandUse	LotAcreage	0.12	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	33.00
tblTripsAndVMT	HaulingTripLength	20.00	33.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	64.00	61.00
tblTripsAndVMT	WorkerTripNumber	13.00	12.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	7.01
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.91	4.57
tblVehicleTrips	ST_TR	8.14	4.16
tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	4.09	3.77
tblVehicleTrips	SU_TR	6.28	4.16
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	7.32	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	636.00
tblWoodstoves	NumberCatalytic	2.60	0.00
tblWoodstoves	NumberCatalytic	0.35	0.00
tblWoodstoves	NumberNoncatalytic	2.60	0.00
tblWoodstoves	NumberNoncatalytic	0.35	0.00

2.0 Emissions Summary

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.5490	15.2320	18.0731	0.0449	1.0692	0.5541	1.6232	0.2624	0.5275	0.7899	0.0000	4,452.7856	4,452.7856	0.6755	0.2662	4,549.0093
2024	0.8416	8.9021	10.2395	0.0304	0.7715	0.2891	1.0606	0.2067	0.2660	0.4727	0.0000	3,041.8510	3,041.8510	0.4573	0.2383	3,124.2960
2025	7.6016	6.1638	9.0001	0.0193	0.7715	0.2478	1.0193	0.2067	0.2280	0.4347	0.0000	1,936.4216	1,936.4216	0.3798	0.0522	1,961.4765
Maximum	**7.6016**	**15.2320**	**18.0731**	**0.0449**	**1.0692**	**0.5541**	**1.6232**	**0.2624**	**0.5275**	**0.7899**	**0.0000**	**4,452.7856**	**4,452.7856**	**0.6755**	**0.2662**	**4,549.0093**

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					
2023	1.5490	15.2320	18.0731	0.0449	0.9463	0.5541	1.5004	0.2439	0.5275	0.7713	0.0000	4,452.7856	4,452.7856	0.6755	0.2662	4,549.0093
2024	0.8416	8.9021	10.2395	0.0304	0.7715	0.2891	1.0606	0.2067	0.2660	0.4727	0.0000	3,041.8510	3,041.8510	0.4573	0.2383	3,124.2960
2025	7.6016	6.1638	9.0001	0.0193	0.7715	0.2478	1.0193	0.2067	0.2280	0.4347	0.0000	1,936.4216	1,936.4216	0.3798	0.0522	1,961.4765
Maximum	**7.6016**	**15.2320**	**18.0731**	**0.0449**	**0.9463**	**0.5541**	**1.5004**	**0.2439**	**0.5275**	**0.7713**	**0.0000**	**4,452.7856**	**4,452.7856**	**0.6755**	**0.2662**	**4,549.0093**

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	4.70	0.00	3.32	2.75	0.00	1.09	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517
Energy	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166
Mobile	3.7258	3.6688	33.5976	0.0685	7.6438	0.0523	7.6962	2.0362	0.0486	2.0847		7,168.0441	7,168.0441	0.5410	0.3300	7,279.8957
Total	**5.5455**	**4.9296**	**39.0567**	**0.0764**	**7.6438**	**0.1759**	**7.8197**	**2.0362**	**0.1721**	**2.2083**	**0.0000**	**8,701.3417**	**8,701.3417**	**0.5787**	**0.3579**	**8,822.4640**

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	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517
Energy	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166
Mobile	3.7258	3.6688	33.5976	0.0685	7.6438	0.0523	7.6962	2.0362	0.0486	2.0847		7,168.0441	7,168.0441	0.5410	0.3300	7,279.8957
Total	**5.5455**	**4.9296**	**39.0567**	**0.0764**	**7.6438**	**0.1759**	**7.8197**	**2.0362**	**0.1721**	**2.2083**	**0.0000**	**8,701.3417**	**8,701.3417**	**0.5787**	**0.3579**	**8,822.4640**

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/3/2023	6/23/2023	5	60	
2	Site Prep and Foundation	Site Preparation	5/13/2023	1/19/2024	5	180	
3	Building Construction	Building Construction	1/20/2024	5/23/2025	5	350	
4	Architectural Coating	Architectural Coating	5/24/2025	8/15/2025	5	60	

Acres of Grading (Site Preparation Phase): 0.431

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.43

Residential Indoor: 126,346; Residential Outdoor: 42,115; Non-Residential Indoor: 12,189; Non-Residential Outdoor: 4,063; Striped Parking Area: 2,705 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Prep and Foundation	Aerial Lifts	2	6.00	63	0.31
Site Prep and Foundation	Cement and Mortar Mixers	4	8.00	9	0.56
Site Prep and Foundation	Dumpers/Tenders	2	6.00	16	0.38
Site Prep and Foundation	Excavators	1	8.00	158	0.38
Site Prep and Foundation	Graders	0	0.00	187	0.41
Site Prep and Foundation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	2	6.00	63	0.31
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	2.00	58.00	14.70	6.90	33.00	LD_Mix	HDT_Mix	HHDT
Site Prep and Foundation	10	25.00	2.00	2,500.00	14.70	6.90	33.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2084	0.0000	0.2084	0.0316	0.0000	0.0316			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2084**	**0.2821**	**0.4905**	**0.0316**	**0.2698**	**0.3014**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

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	2.6500e-003	0.2051	0.0466	9.2000e-004	0.0279	1.3100e-003	0.0292	7.6500e-003	1.2500e-003	8.9000e-003		100.8156	100.8156	5.5900e-003	0.0160	105.7267
Vendor	2.2200e-003	0.0804	0.0307	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.1241	40.1241	1.3400e-003	5.7700e-003	41.8782
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212
Total	**0.0393**	**0.3102**	**0.4104**	**2.2300e-003**	**0.1525**	**2.3700e-003**	**0.1549**	**0.0410**	**2.2400e-003**	**0.0432**		**236.8623**	**236.8623**	**9.4900e-003**	**0.0243**	**244.3261**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0938	0.0000	0.0938	0.0142	0.0000	0.0142			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.0938**	**0.2821**	**0.3759**	**0.0142**	**0.2698**	**0.2840**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

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	2.6500e-003	0.2051	0.0466	9.2000e-004	0.0279	1.3100e-003	0.0292	7.6500e-003	1.2500e-003	8.9000e-003		100.8156	100.8156	5.5900e-003	0.0160	105.7267
Vendor	2.2200e-003	0.0804	0.0307	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.1241	40.1241	1.3400e-003	5.7700e-003	41.8782
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212
Total	**0.0393**	**0.3102**	**0.4104**	**2.2300e-003**	**0.1525**	**2.3700e-003**	**0.1549**	**0.0410**	**2.2400e-003**	**0.0432**		**236.8623**	**236.8623**	**9.4900e-003**	**0.0243**	**244.3261**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0151	0.0000	0.0151	2.1800e-003	0.0000	2.1800e-003			0.0000			0.0000
Off-Road	0.7372	6.0537	8.7368	0.0148		0.2487	0.2487		0.2355	0.2355		1,339.0877	1,339.0877	0.3690		1,348.3117
Total	**0.7372**	**6.0537**	**8.7368**	**0.0148**	**0.0151**	**0.2487**	**0.2638**	**2.1800e-003**	**0.2355**	**0.2377**		**1,339.0877**	**1,339.0877**	**0.3690**		**1,348.3117**

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	0.0380	2.9474	0.6700	0.0132	0.4010	0.0188	0.4198	0.1099	0.0180	0.1279		1,448.4994	1,448.4994	0.0803	0.2301	1,519.0613
Vendor	2.2200e-003	0.0804	0.0307	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.1241	40.1241	1.3400e-003	5.7700e-003	41.8782
Worker	0.0860	0.0617	0.8327	2.3400e-003	0.2794	1.6900e-003	0.2811	0.0741	1.5500e-003	0.0757		239.8067	239.8067	6.3900e-003	6.1600e-003	241.8030
Total	**0.1263**	**3.0895**	**1.5333**	**0.0159**	**0.6932**	**0.0209**	**0.7141**	**0.1877**	**0.0199**	**0.2076**		**1,728.4302**	**1,728.4302**	**0.0881**	**0.2420**	**1,802.7425**

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.8000e-003	0.0000	6.8000e-003	9.8000e-004	0.0000	9.8000e-004			0.0000			0.0000
Off-Road	0.7372	6.0537	8.7368	0.0148		0.2487	0.2487		0.2355	0.2355	0.0000	1,339.0876	1,339.0876	0.3690		1,348.3117
Total	**0.7372**	**6.0537**	**8.7368**	**0.0148**	**6.8000e-003**	**0.2487**	**0.2555**	**9.8000e-004**	**0.2355**	**0.2365**	**0.0000**	**1,339.0876**	**1,339.0876**	**0.3690**		**1,348.3117**

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	0.0380	2.9474	0.6700	0.0132	0.4010	0.0188	0.4198	0.1099	0.0180	0.1279		1,448.4994	1,448.4994	0.0803	0.2301	1,519.0613
Vendor	2.2200e-003	0.0804	0.0307	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		40.1241	40.1241	1.3400e-003	5.7700e-003	41.8782
Worker	0.0860	0.0617	0.8327	2.3400e-003	0.2794	1.6900e-003	0.2811	0.0741	1.5500e-003	0.0757		239.8067	239.8067	6.3900e-003	6.1600e-003	241.8030
Total	**0.1263**	**3.0895**	**1.5333**	**0.0159**	**0.6932**	**0.0209**	**0.7141**	**0.1877**	**0.0199**	**0.2076**		**1,728.4302**	**1,728.4302**	**0.0881**	**0.2420**	**1,802.7425**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0151	0.0000	0.0151	2.1800e-003	0.0000	2.1800e-003			0.0000			0.0000
Off-Road	0.7213	5.8101	8.7497	0.0148		0.2324	0.2324		0.2205	0.2205		1,339.4376	1,339.4376	0.3691		1,348.6645
Total	**0.7213**	**5.8101**	**8.7497**	**0.0148**	**0.0151**	**0.2324**	**0.2475**	**2.1800e-003**	**0.2205**	**0.2226**		**1,339.4376**	**1,339.4376**	**0.3691**		**1,348.6645**

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	0.0377	2.9564	0.6841	0.0130	0.4010	0.0190	0.4199	0.1099	0.0181	0.1281		1,428.0055	1,428.0055	0.0811	0.2269	1,497.6414
Vendor	2.1500e-003	0.0805	0.0300	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		39.5229	39.5229	1.3400e-003	5.6900e-003	41.2531
Worker	0.0804	0.0550	0.7758	2.2800e-003	0.2794	1.6200e-003	0.2811	0.0741	1.4900e-003	0.0756		234.8850	234.8850	5.7900e-003	5.7300e-003	236.7370
Total	**0.1203**	**3.0920**	**1.4899**	**0.0156**	**0.6932**	**0.0210**	**0.7142**	**0.1877**	**0.0200**	**0.2077**		**1,702.4133**	**1,702.4133**	**0.0882**	**0.2383**	**1,775.6315**

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.8000e-003	0.0000	6.8000e-003	9.8000e-004	0.0000	9.8000e-004			0.0000			0.0000
Off-Road	0.7213	5.8101	8.7497	0.0148		0.2324	0.2324		0.2205	0.2205	0.0000	1,339.4376	1,339.4376	0.3691		1,348.6645
Total	**0.7213**	**5.8101**	**8.7497**	**0.0148**	**6.8000e-003**	**0.2324**	**0.2392**	**9.8000e-004**	**0.2205**	**0.2214**	**0.0000**	**1,339.4376**	**1,339.4376**	**0.3691**		**1,348.6645**

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	0.0377	2.9564	0.6841	0.0130	0.4010	0.0190	0.4199	0.1099	0.0181	0.1281		1,428.0055	1,428.0055	0.0811	0.2269	1,497.6414
Vendor	2.1500e-003	0.0805	0.0300	3.7000e-004	0.0128	3.9000e-004	0.0132	3.6900e-003	3.7000e-004	4.0600e-003		39.5229	39.5229	1.3400e-003	5.6900e-003	41.2531
Worker	0.0804	0.0550	0.7758	2.2800e-003	0.2794	1.6200e-003	0.2811	0.0741	1.4900e-003	0.0756		234.8850	234.8850	5.7900e-003	5.7300e-003	236.7370
Total	**0.1203**	**3.0920**	**1.4899**	**0.0156**	**0.6932**	**0.0210**	**0.7142**	**0.1877**	**0.0200**	**0.2077**		**1,702.4133**	**1,702.4133**	**0.0882**	**0.2383**	**1,775.6315**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction 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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**		**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0151	0.5638	0.2102	2.5700e-003	0.0897	2.7400e-003	0.0924	0.0258	2.6200e-003	0.0284		276.6601	276.6601	9.3900e-003	0.0399	288.7713
Worker	0.1963	0.1343	1.8929	5.5600e-003	0.6818	3.9500e-003	0.6858	0.1808	3.6300e-003	0.1845		573.1193	573.1193	0.0141	0.0140	577.6384
Total	**0.2113**	**0.6981**	**2.1031**	**8.1300e-003**	**0.7715**	**6.6900e-003**	**0.7782**	**0.2067**	**6.2500e-003**	**0.2129**		**849.7794**	**849.7794**	**0.0235**	**0.0538**	**866.4097**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction 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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**	**0.0000**	**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0151	0.5638	0.2102	2.5700e-003	0.0897	2.7400e-003	0.0924	0.0258	2.6200e-003	0.0284		276.6601	276.6601	9.3900e-003	0.0399	288.7713
Worker	0.1963	0.1343	1.8929	5.5600e-003	0.6818	3.9500e-003	0.6858	0.1808	3.6300e-003	0.1845		573.1193	573.1193	0.0141	0.0140	577.6384
Total	**0.2113**	**0.6981**	**2.1031**	**8.1300e-003**	**0.7715**	**6.6900e-003**	**0.7782**	**0.2067**	**6.2500e-003**	**0.2129**		**849.7794**	**849.7794**	**0.0235**	**0.0538**	**866.4097**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

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	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0146	0.5611	0.2064	2.5200e-003	0.0897	2.7400e-003	0.0924	0.0258	2.6200e-003	0.0285		271.6875	271.6875	9.4600e-003	0.0392	283.5946
Worker	0.1842	0.1207	1.7655	5.3700e-003	0.6818	3.7600e-003	0.6856	0.1808	3.4600e-003	0.1843		559.1630	559.1630	0.0128	0.0131	563.3718
Total	**0.1988**	**0.6818**	**1.9719**	**7.8900e-003**	**0.7715**	**6.5000e-003**	**0.7780**	**0.2067**	**6.0800e-003**	**0.2127**		**830.8505**	**830.8505**	**0.0222**	**0.0522**	**846.9663**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

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	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0146	0.5611	0.2064	2.5200e-003	0.0897	2.7400e-003	0.0924	0.0258	2.6200e-003	0.0285		271.6875	271.6875	9.4600e-003	0.0392	283.5946
Worker	0.1842	0.1207	1.7655	5.3700e-003	0.6818	3.7600e-003	0.6856	0.1808	3.4600e-003	0.1843		559.1630	559.1630	0.0128	0.0131	563.3718
Total	**0.1988**	**0.6818**	**1.9719**	**7.8900e-003**	**0.7715**	**6.5000e-003**	**0.7780**	**0.2067**	**6.0800e-003**	**0.2127**		**830.8505**	**830.8505**	**0.0222**	**0.0522**	**846.9663**

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2025

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	7.3435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2219	1.9261	3.4457	5.4900e-003		0.0649	0.0649		0.0638	0.0638		525.3778	525.3778	0.0942		527.7339
Total	**7.5654**	**1.9261**	**3.4457**	**5.4900e-003**		**0.0649**	**0.0649**		**0.0638**	**0.0638**		**525.3778**	**525.3778**	**0.0942**		**527.7339**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0237	0.3473	1.0600e-003	0.1341	7.4000e-004	0.1349	0.0356	6.8000e-004	0.0363		109.9993	109.9993	2.5100e-003	2.5700e-003	110.8272
Total	**0.0362**	**0.0237**	**0.3473**	**1.0600e-003**	**0.1341**	**7.4000e-004**	**0.1349**	**0.0356**	**6.8000e-004**	**0.0363**		**109.9993**	**109.9993**	**2.5100e-003**	**2.5700e-003**	**110.8272**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2025

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	7.3435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2219	1.9261	3.4457	5.4900e-003		0.0649	0.0649		0.0638	0.0638	0.0000	525.3778	525.3778	0.0942		527.7339
Total	**7.5654**	**1.9261**	**3.4457**	**5.4900e-003**		**0.0649**	**0.0649**		**0.0638**	**0.0638**	**0.0000**	**525.3778**	**525.3778**	**0.0942**		**527.7339**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0237	0.3473	1.0600e-003	0.1341	7.4000e-004	0.1349	0.0356	6.8000e-004	0.0363		109.9993	109.9993	2.5100e-003	2.5700e-003	110.8272
Total	**0.0362**	**0.0237**	**0.3473**	**1.0600e-003**	**0.1341**	**7.4000e-004**	**0.1349**	**0.0356**	**6.8000e-004**	**0.0363**		**109.9993**	**109.9993**	**2.5100e-003**	**2.5700e-003**	**110.8272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7258	3.6688	33.5976	0.0685	7.6438	0.0523	7.6962	2.0362	0.0486	2.0847		7,168.0441	7,168.0441	0.5410	0.3300	7,279.8957
Unmitigated	3.7258	3.6688	33.5976	0.0685	7.6438	0.0523	7.6962	2.0362	0.0486	2.0847		7,168.0441	7,168.0441	0.5410	0.3300	7,279.8957

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	237.64	196.04	211,707	211,707
Condo/Townhouse	0.00	29.12	29.12	28,431	28,431
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	342.72	399.39	144,482	144,482
Strip Mall	0.00	290.22	290.22	157,762	157,762
User Defined Commercial	636.00	0.00	0.00	1,158,820	1,158,820
Total	636.00	899.70	914.77	1,701,202	1,701,202

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	7.01	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Condo/Townhouse	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
High Turnover (Sit Down Restaurant)	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Strip Mall	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
User Defined Commercial	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166
NaturalGas Unmitigated	0.0367	0.3239	0.2106	2.0000e-003		0.0253	0.0253		0.0253	0.0253		400.0394	400.0394	7.6700e-003	7.3300e-003	402.4166

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1283.73	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Condo/Townhouse	325.905	3.5100e-003	0.0300	0.0128	1.9000e-004		2.4300e-003	2.4300e-003		2.4300e-003	2.4300e-003		38.3417	38.3417	7.3000e-004	7.0000e-004	38.5696
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
High Turnover (Sit Down Restaurant)	1766.92	0.0191	0.1732	0.1455	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.8724	207.8724	3.9800e-003	3.8100e-003	209.1076
Strip Mall	23.7846	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.7982	2.7982	5.0000e-005	5.0000e-005	2.8148
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0367**	**0.3239**	**0.2106**	**2.0000e-003**		**0.0254**	**0.0254**		**0.0254**	**0.0254**		**400.0394**	**400.0394**	**7.6500e-003**	**7.3300e-003**	**402.4166**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.28373	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Condo/Townhouse	0.325905	3.5100e-003	0.0300	0.0128	1.9000e-004		2.4300e-003	2.4300e-003		2.4300e-003	2.4300e-003		38.3417	38.3417	7.3000e-004	7.0000e-004	38.5696
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
High Turnover (Sit Down Restaurant)	1.76692	0.0191	0.1732	0.1455	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.8724	207.8724	3.9800e-003	3.8100e-003	209.1076
Strip Mall	0.0237846	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.7982	2.7982	5.0000e-005	5.0000e-005	2.8148
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0367**	**0.3239**	**0.2106**	**2.0000e-003**		**0.0254**	**0.0254**		**0.0254**	**0.0254**		**400.0394**	**400.0394**	**7.6500e-003**	**7.3300e-003**	**402.4166**

6.0 Area Detail

6.1 Mitigation Measures Area

961 La Cienega - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517
Unmitigated	1.7830	0.9370	5.2485	5.8800e-003		0.0982	0.0982		0.0982	0.0982	0.0000	1,133.2582	1,133.2582	0.0300	0.0206	1,140.1517

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	0.1207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1031	0.8808	0.3748	5.6200e-003		0.0712	0.0712		0.0712	0.0712	0.0000	1,124.4706	1,124.4706	0.0216	0.0206	1,131.1528
Landscaping	0.1470	0.0561	4.8737	2.6000e-004		0.0270	0.0270		0.0270	0.0270		8.7876	8.7876	8.4500e-003		8.9989
Total	**1.7830**	**0.9370**	**5.2485**	**5.8800e-003**		**0.0982**	**0.0982**		**0.0982**	**0.0982**	**0.0000**	**1,133.2582**	**1,133.2582**	**0.0300**	**0.0206**	**1,140.1517**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1031	0.8808	0.3748	5.6200e-003		0.0712	0.0712		0.0712	0.0712	0.0000	1,124.4706	1,124.4706	0.0216	0.0206	1,131.1528
Landscaping	0.1470	0.0561	4.8737	2.6000e-004		0.0270	0.0270		0.0270	0.0270		8.7876	8.7876	8.4500e-003		8.9989
Total	**1.7830**	**0.9370**	**5.2485**	**5.8800e-003**		**0.0982**	**0.0982**		**0.0982**	**0.0982**	**0.0000**	**1,133.2582**	**1,133.2582**	**0.0300**	**0.0206**	**1,140.1517**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.82	1000sqft	0.25	4,815.00	0
Strip Mall	7.95	1000sqft	0.18	7,948.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - OPERATIONAL ONLY

Land Use - 4,815 SF of existing office and 7,948 SF of existing retail uses on approximately 0.431 gross acres.

Vehicle Trips - Daily trips per VMT analysis = 314 trips/day. Trip length = 7.71656050955 miles. Saturday and Sunday rates obtained from 11th Ed. ITE Trip Generation Manual.

Construction Off-road Equipment Mitigation -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	4,820.00	4,815.00
tblLandUse	LandUseSquareFeet	7,950.00	7,948.00
tblLandUse	LotAcreage	0.11	0.25
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	7.72
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.21	14.39
tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	0.70	14.39
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	314.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 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	0.0521	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.4000e-004	3.4000e-004	0.0000	0.0000	3.6000e-004
Energy	3.4000e-004	3.0700e-003	2.5800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	54.8376	54.8376	2.5200e-003	3.6000e-004	55.0075
Mobile	0.1723	0.1870	1.6669	3.4100e-003	0.3490	2.5600e-003	0.3516	0.0931	2.3800e-003	0.0955	0.0000	318.6010	318.6010	0.0235	0.0146	323.5515
Waste						0.0000	0.0000		0.0000	0.0000	2.6044	0.0000	2.6044	0.1539	0.0000	6.4522
Water						0.0000	0.0000		0.0000	0.0000	0.4586	8.9975	9.4562	0.0475	1.1600e-003	10.9914
Total	**0.2247**	**0.1901**	**1.6696**	**3.4300e-003**	**0.3490**	**2.7900e-003**	**0.3518**	**0.0931**	**2.6100e-003**	**0.0957**	**3.0630**	**382.4364**	**385.4994**	**0.2274**	**0.0162**	**396.0030**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0521	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.4000e-004	3.4000e-004	0.0000	0.0000	3.6000e-004
Energy	3.4000e-004	3.0700e-003	2.5800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	54.8376	54.8376	2.5200e-003	3.6000e-004	55.0075
Mobile	0.1723	0.1870	1.6669	3.4100e-003	0.3490	2.5600e-003	0.3516	0.0931	2.3800e-003	0.0955	0.0000	318.6010	318.6010	0.0235	0.0146	323.5515
Waste						0.0000	0.0000		0.0000	0.0000	2.6044	0.0000	2.6044	0.1539	0.0000	6.4522
Water						0.0000	0.0000		0.0000	0.0000	0.4586	8.9975	9.4562	0.0475	1.1600e-003	10.9914
Total	**0.2247**	**0.1901**	**1.6696**	**3.4300e-003**	**0.3490**	**2.7900e-003**	**0.3518**	**0.0931**	**2.6100e-003**	**0.0957**	**3.0630**	**382.4364**	**385.4994**	**0.2274**	**0.0162**	**396.0030**

	ROG	NOx	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**

4.0 Operational Detail - Mobile

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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	0.1723	0.1870	1.6669	3.4100e-003	0.3490	2.5600e-003	0.3516	0.0931	2.3800e-003	0.0955	0.0000	318.6010	318.6010	0.0235	0.0146	323.5515
Unmitigated	0.1723	0.1870	1.6669	3.4100e-003	0.3490	2.5600e-003	0.3516	0.0931	2.3800e-003	0.0955	0.0000	318.6010	318.6010	0.0235	0.0146	323.5515

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	69.36	69.36	63,840	63,840
Strip Mall	0.00	432.88	432.88	235,312	235,312
User Defined Commercial	314.00	0.00	0.00	629,980	629,980
Total	314.00	502.24	502.24	929,132	929,132

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	7.72	0.00	0.00	100.00	0.00	0.00	100	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Strip Mall	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
User Defined Commercial	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

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	51.4971	51.4971	2.4600e-003	3.0000e-004	51.6472
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.4971	51.4971	2.4600e-003	3.0000e-004	51.6472
NaturalGas Mitigated	3.4000e-004	3.0700e-003	2.5800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3405	3.3405	6.0000e-005	6.0000e-005	3.3603
NaturalGas Unmitigated	3.4000e-004	3.0700e-003	2.5800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3405	3.3405	6.0000e-005	6.0000e-005	3.3603

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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					
General Office Building	49642.7	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6491	2.6491	5.0000e-005	5.0000e-005	2.6649
Strip Mall	12955.2	7.0000e-005	6.4000e-004	5.3000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6913	0.6913	1.0000e-005	1.0000e-005	0.6955
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4000e-004**	**3.0700e-003**	**2.5700e-003**	**1.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**3.3405**	**3.3405**	**6.0000e-005**	**6.0000e-005**	**3.3603**

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					
General Office Building	49642.7	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6491	2.6491	5.0000e-005	5.0000e-005	2.6649
Strip Mall	12955.2	7.0000e-005	6.4000e-004	5.3000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6913	0.6913	1.0000e-005	1.0000e-005	0.6955
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4000e-004**	**3.0700e-003**	**2.5700e-003**	**1.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**3.3405**	**3.3405**	**6.0000e-005**	**6.0000e-005**	**3.3603**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	60187.5	18.8915	9.0000e-004	1.1000e-004	18.9465
Strip Mall	103880	32.6056	1.5500e-003	1.9000e-004	32.7007
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**51.4971**	**2.4500e-003**	**3.0000e-004**	**51.6472**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	60187.5	18.8915	9.0000e-004	1.1000e-004	18.9465
Strip Mall	103880	32.6056	1.5500e-003	1.9000e-004	32.7007
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**51.4971**	**2.4500e-003**	**3.0000e-004**	**51.6472**

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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	0.0521	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.4000e-004	3.4000e-004	0.0000	0.0000	3.6000e-004
Unmitigated	0.0521	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.4000e-004	3.4000e-004	0.0000	0.0000	3.6000e-004

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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	5.9200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.4000e-004	3.4000e-004	0.0000	0.0000	3.6000e-004
Total	**0.0521**	**0.0000**	**1.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.4000e-004**	**3.4000e-004**	**0.0000**	**0.0000**	**3.6000e-004**

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	5.9200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.4000e-004	3.4000e-004	0.0000	0.0000	3.6000e-004
Total	**0.0521**	**0.0000**	**1.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.4000e-004**	**3.4000e-004**	**0.0000**	**0.0000**	**3.6000e-004**

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7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.4562	0.0475	1.1600e-003	10.9914
Unmitigated	9.4562	0.0475	1.1600e-003	10.9914

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.856677 / 0.52506	5.6040	0.0282	6.9000e-004	6.5138
Strip Mall	0.588877 / 0.360924	3.8522	0.0194	4.7000e-004	4.4776
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**9.4562**	**0.0475**	**1.1600e-003**	**10.9914**

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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.856677 / 0.52506	5.6040	0.0282	6.9000e-004	6.5138
Strip Mall	0.588877 / 0.360924	3.8522	0.0194	4.7000e-004	4.4776
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**9.4562**	**0.0475**	**1.1600e-003**	**10.9914**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.6044	0.1539	0.0000	6.4522
Unmitigated	2.6044	0.1539	0.0000	6.4522

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	4.48	0.9094	0.0537	0.0000	2.2530
Strip Mall	8.35	1.6950	0.1002	0.0000	4.1992
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**2.6044**	**0.1539**	**0.0000**	**6.4522**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	4.48	0.9094	0.0537	0.0000	2.2530
Strip Mall	8.35	1.6950	0.1002	0.0000	4.1992
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**2.6044**	**0.1539**	**0.0000**	**6.4522**

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

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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	96.00	Space	0.43	45,075.00	0
High Turnover (Sit Down Restaurant)	2.80	1000sqft	0.00	2,800.00	0
Apartments Mid Rise	52.00	Dwelling Unit	0.00	55,393.00	149
Condo/Townhouse	7.00	Dwelling Unit	0.00	7,000.00	20
Strip Mall	5.33	1000sqft	0.00	5,326.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 52 apartment DUs, 7 affordable housing DUs, 5,326 SF of retail uses, 2,800 SF of high-turnover restaurant uses, on top of a 96-space subterranean parking structure all on 0.431 acres.

Construction Phase - Construction to start 2nd quarter of 2023 and be complete by 4th quarter of 2025.

Off-road Equipment - Aerial lift added.

Off-road Equipment -

Off-road Equipment -

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Off-road Equipment - No graders. Additional equipment added for foundation work.

Trips and VMT - Vendor trips added to demo and site prep for water trucks. Hauling trip length is ~33 miles to United Landfill in Irwindale.

Demolition - Approximately 12,700 SF of buildings etc. to be demo'd

Grading - Export of 20,000 CY of soil. Site is 0.431 acres.

Architectural Coating - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Vehicle Trips - Per VMT analysis 636 weekday trips. Trip length = 7.00786163522 miles. Weekend trip generation rates obtained from 11th Ed ITE Trip Generaiton Manual.

Woodstoves - No woodburing stoves or fireplaces.

Area Coating - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Construction Off-road Equipment Mitigation -

Area Mitigation - Per SCAQMD Rule 1113 paints applied to buildings limited to 50g/L VOC content.

Water Mitigation - 20% reduction in indoor water use per CALGreen. Water-efficient irrigation systems to be used.

Waste Mitigation - At least 50% of waste will be diverted.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	350.00
tblConstructionPhase	NumDays	10.00	60.00
tblConstructionPhase	NumDays	1.00	180.00
tblFireplaces	NumberGas	44.20	46.80
tblFireplaces	NumberGas	5.95	6.30
tblFireplaces	NumberWood	2.60	0.00
tblFireplaces	NumberWood	0.35	0.00
tblGrading	AcresOfGrading	0.00	0.43
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	38,400.00	45,075.00

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tblLandUse	LandUseSquareFeet	52,000.00	55,393.00
tblLandUse	LandUseSquareFeet	5,330.00	5,326.00
tblLandUse	LotAcreage	0.86	0.43
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	1.37	0.00
tblLandUse	LotAcreage	0.44	0.00
tblLandUse	LotAcreage	0.12	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	33.00
tblTripsAndVMT	HaulingTripLength	20.00	33.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	64.00	61.00
tblTripsAndVMT	WorkerTripNumber	13.00	12.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	7.01
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.91	4.57
tblVehicleTrips	ST_TR	8.14	4.16
tblVehicleTrips	ST_TR	42.04	54.45
tblVehicleTrips	SU_TR	4.09	3.77
tblVehicleTrips	SU_TR	6.28	4.16
tblVehicleTrips	SU_TR	20.43	54.45
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	7.32	0.00

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tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	636.00
tblWoodstoves	NumberCatalytic	2.60	0.00
tblWoodstoves	NumberCatalytic	0.35	0.00
tblWoodstoves	NumberNoncatalytic	2.60	0.00
tblWoodstoves	NumberNoncatalytic	0.35	0.00

2.0 Emissions Summary

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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					
2023	0.0913	0.9402	1.0830	2.9600e-003	0.0683	0.0308	0.0990	0.0176	0.0292	0.0468	0.0000	267.5430	267.5430	0.0402	0.0188	274.1409
2024	0.1040	0.8916	1.2150	2.6500e-003	0.0999	0.0376	0.1375	0.0267	0.0347	0.0613	0.0000	240.6480	240.6480	0.0458	7.6700e-003	244.0790
2025	0.2658	0.3762	0.5797	1.2000e-003	0.0429	0.0147	0.0576	0.0115	0.0137	0.0252	0.0000	108.1816	108.1816	0.0204	2.5200e-003	109.4413
Maximum	**0.2658**	**0.9402**	**1.2150**	**2.9600e-003**	**0.0999**	**0.0376**	**0.1375**	**0.0267**	**0.0347**	**0.0613**	**0.0000**	**267.5430**	**267.5430**	**0.0458**	**0.0188**	**274.1409**

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					
2023	0.0913	0.9402	1.0830	2.9600e-003	0.0641	0.0308	0.0948	0.0170	0.0292	0.0462	0.0000	267.5429	267.5429	0.0402	0.0188	274.1407
2024	0.1040	0.8916	1.2150	2.6500e-003	0.0992	0.0376	0.1368	0.0265	0.0347	0.0612	0.0000	240.6479	240.6479	0.0458	7.6700e-003	244.0788
2025	0.2658	0.3762	0.5797	1.2000e-003	0.0429	0.0147	0.0576	0.0115	0.0137	0.0252	0.0000	108.1815	108.1815	0.0204	2.5200e-003	109.4412
Maximum	**0.2658**	**0.9402**	**1.2150**	**2.9600e-003**	**0.0992**	**0.0376**	**0.1368**	**0.0265**	**0.0347**	**0.0612**	**0.0000**	**267.5429**	**267.5429**	**0.0458**	**0.0188**	**274.1407**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**2.33**	**0.00**	**1.68**	**1.33**	**0.00**	**0.55**	**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	**4-3-2023**	**7-2-2023**	0.3778	0.3778
2	**7-3-2023**	**10-2-2023**	0.3245	0.3245
3	**10-3-2023**	**1-2-2024**	0.3286	0.3286
4	**1-3-2024**	**4-2-2024**	0.2568	0.2568
5	**4-3-2024**	**7-2-2024**	0.2414	0.2414
6	**7-3-2024**	**10-2-2024**	0.2441	0.2441
7	**10-3-2024**	**1-2-2025**	0.2453	0.2453
8	**1-3-2025**	**4-2-2025**	0.2222	0.2222
9	**4-3-2025**	**7-2-2025**	0.2614	0.2614
10	**7-3-2025**	**9-30-2025**	0.1500	0.1500
		Highest	0.3778	0.3778

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2994	0.0180	0.6139	1.0000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	13.7478	13.7478	1.2000e-003	2.3000e-004	13.8475
Energy	6.6900e-003	0.0591	0.0384	3.7000e-004		4.6200e-003	4.6200e-003		4.6200e-003	4.6200e-003	0.0000	276.2186	276.2186	0.0113	2.4300e-003	277.2242
Mobile	0.3042	0.3127	2.8513	5.9000e-003	0.6392	4.4300e-003	0.6436	0.1705	4.1100e-003	0.1747	0.0000	559.6179	559.6179	0.0410	0.0253	568.1914
Waste						0.0000	0.0000		0.0000	0.0000	13.4096	0.0000	13.4096	0.7925	0.0000	33.2217
Water						0.0000	0.0000		0.0000	0.0000	1.6144	30.2818	31.8962	0.1673	4.0900e-003	37.2967
Total	**0.6103**	**0.3898**	**3.5036**	**6.3700e-003**	**0.6392**	**0.0133**	**0.6525**	**0.1705**	**0.0130**	**0.1835**	**15.0240**	**879.8661**	**894.8901**	**1.0132**	**0.0321**	**929.7815**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2994	0.0180	0.6139	1.0000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	13.7478	13.7478	1.2000e-003	2.3000e-004	13.8475
Energy	6.6900e-003	0.0591	0.0384	3.7000e-004		4.6200e-003	4.6200e-003		4.6200e-003	4.6200e-003	0.0000	276.2186	276.2186	0.0113	2.4300e-003	277.2242
Mobile	0.3042	0.3127	2.8513	5.9000e-003	0.6392	4.4300e-003	0.6436	0.1705	4.1100e-003	0.1747	0.0000	559.6179	559.6179	0.0410	0.0253	568.1914
Waste						0.0000	0.0000		0.0000	0.0000	6.7048	0.0000	6.7048	0.3962	0.0000	16.6108
Water						0.0000	0.0000		0.0000	0.0000	1.2916	26.1222	27.4138	0.1339	3.2800e-003	31.7397
Total	**0.6103**	**0.3898**	**3.5036**	**6.3700e-003**	**0.6392**	**0.0133**	**0.6525**	**0.1705**	**0.0130**	**0.1835**	**7.9963**	**875.7065**	**883.7029**	**0.5836**	**0.0313**	**907.6137**

	ROG	NOx	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**	**46.78**	**0.47**	**1.25**	**42.40**	**2.52**	**2.38**

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	4/3/2023	6/23/2023	5	60	
2	Site Prep and Foundation	Site Preparation	5/13/2023	1/19/2024	5	180	
3	Building Construction	Building Construction	1/20/2024	5/23/2025	5	350	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Architectural Coating	Architectural Coating	5/24/2025	8/15/2025	5	60	

Acres of Grading (Site Preparation Phase): 0.431

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.43

Residential Indoor: 126,346; Residential Outdoor: 42,115; Non-Residential Indoor: 12,189; Non-Residential Outdoor: 4,063; Striped Parking Area: 2,705 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Prep and Foundation	Aerial Lifts	2	6.00	63	0.31
Site Prep and Foundation	Cement and Mortar Mixers	4	8.00	9	0.56
Site Prep and Foundation	Dumpers/Tenders	2	6.00	16	0.38
Site Prep and Foundation	Excavators	1	8.00	158	0.38
Site Prep and Foundation	Graders	0	0.00	187	0.41
Site Prep and Foundation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating	Aerial Lifts	2	6.00	63	0.31
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	2.00	58.00	14.70	6.90	33.00	LD_Mix	HDT_Mix	HHDT
Site Prep and Foundation	10	25.00	2.00	2,500.00	14.70	6.90	33.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2500e-003	0.0000	6.2500e-003	9.5000e-004	0.0000	9.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.1734	0.2218	3.6000e-004		8.4600e-003	8.4600e-003		8.0900e-003	8.0900e-003	0.0000	31.2545	31.2545	5.6900e-003	0.0000	31.3966
Total	**0.0194**	**0.1734**	**0.2218**	**3.6000e-004**	**6.2500e-003**	**8.4600e-003**	**0.0147**	**9.5000e-004**	**8.0900e-003**	**9.0400e-003**	**0.0000**	**31.2545**	**31.2545**	**5.6900e-003**	**0.0000**	**31.3966**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	6.2300e-003	1.3900e-003	3.0000e-005	8.2000e-004	4.0000e-005	8.6000e-004	2.3000e-004	4.0000e-005	2.6000e-004	0.0000	2.7427	2.7427	1.5000e-004	4.4000e-004	2.8763
Vendor	7.0000e-005	2.4200e-003	9.1000e-004	1.0000e-005	3.8000e-004	1.0000e-005	3.9000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.0909	1.0909	4.0000e-005	1.6000e-004	1.1386
Worker	9.5000e-004	7.6000e-004	0.0103	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.6495	2.6495	7.0000e-005	7.0000e-005	2.6716
Total	**1.1000e-003**	**9.4100e-003**	**0.0126**	**7.0000e-005**	**4.4900e-003**	**7.0000e-005**	**4.5600e-003**	**1.2100e-003**	**7.0000e-005**	**1.2700e-003**	**0.0000**	**6.4832**	**6.4832**	**2.6000e-004**	**6.7000e-004**	**6.6865**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8100e-003	0.0000	2.8100e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.1734	0.2218	3.6000e-004		8.4600e-003	8.4600e-003		8.0900e-003	8.0900e-003	0.0000	31.2544	31.2544	5.6900e-003	0.0000	31.3966
Total	**0.0194**	**0.1734**	**0.2218**	**3.6000e-004**	**2.8100e-003**	**8.4600e-003**	**0.0113**	**4.3000e-004**	**8.0900e-003**	**8.5200e-003**	**0.0000**	**31.2544**	**31.2544**	**5.6900e-003**	**0.0000**	**31.3966**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	6.2300e-003	1.3900e-003	3.0000e-005	8.2000e-004	4.0000e-005	8.6000e-004	2.3000e-004	4.0000e-005	2.6000e-004	0.0000	2.7427	2.7427	1.5000e-004	4.4000e-004	2.8763
Vendor	7.0000e-005	2.4200e-003	9.1000e-004	1.0000e-005	3.8000e-004	1.0000e-005	3.9000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.0909	1.0909	4.0000e-005	1.6000e-004	1.1386
Worker	9.5000e-004	7.6000e-004	0.0103	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.6495	2.6495	7.0000e-005	7.0000e-005	2.6716
Total	**1.1000e-003**	**9.4100e-003**	**0.0126**	**7.0000e-005**	**4.4900e-003**	**7.0000e-005**	**4.5600e-003**	**1.2100e-003**	**7.0000e-005**	**1.2700e-003**	**0.0000**	**6.4832**	**6.4832**	**2.6000e-004**	**6.7000e-004**	**6.6865**

3.3 Site Prep and Foundation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3600e-003	0.0000	1.3600e-003	2.0000e-004	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0608	0.4994	0.7208	1.2200e-003		0.0205	0.0205		0.0194	0.0194	0.0000	100.2210	100.2210	0.0276	0.0000	100.9113
Total	**0.0608**	**0.4994**	**0.7208**	**1.2200e-003**	**1.3600e-003**	**0.0205**	**0.0219**	**2.0000e-004**	**0.0194**	**0.0196**	**0.0000**	**100.2210**	**100.2210**	**0.0276**	**0.0000**	**100.9113**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.2300e-003	0.2461	0.0550	1.0900e-003	0.0325	1.5500e-003	0.0341	8.9300e-003	1.4800e-003	0.0104	0.0000	108.3688	108.3688	6.0200e-003	0.0172	113.6481
Vendor	1.9000e-004	6.6500e-003	2.4900e-003	3.0000e-005	1.0400e-003	3.0000e-005	1.0700e-003	3.0000e-004	3.0000e-005	3.3000e-004	0.0000	3.0001	3.0001	1.0000e-004	4.3000e-004	3.1312
Worker	6.5500e-003	5.2000e-003	0.0705	2.0000e-004	0.0226	1.4000e-004	0.0227	6.0000e-003	1.3000e-004	6.1300e-003	0.0000	18.2155	18.2155	4.8000e-004	4.7000e-004	18.3670
Total	**9.9700e-003**	**0.2580**	**0.1279**	**1.3200e-003**	**0.0562**	**1.7200e-003**	**0.0579**	**0.0152**	**1.6400e-003**	**0.0169**	**0.0000**	**129.5844**	**129.5844**	**6.6000e-003**	**0.0181**	**135.1464**

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					6.1000e-004	0.0000	6.1000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0608	0.4994	0.7208	1.2200e-003		0.0205	0.0205		0.0194	0.0194	0.0000	100.2209	100.2209	0.0276	0.0000	100.9112
Total	**0.0608**	**0.4994**	**0.7208**	**1.2200e-003**	**6.1000e-004**	**0.0205**	**0.0211**	**9.0000e-005**	**0.0194**	**0.0195**	**0.0000**	**100.2209**	**100.2209**	**0.0276**	**0.0000**	**100.9112**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.2300e-003	0.2461	0.0550	1.0900e-003	0.0325	1.5500e-003	0.0341	8.9300e-003	1.4800e-003	0.0104	0.0000	108.3688	108.3688	6.0200e-003	0.0172	113.6481
Vendor	1.9000e-004	6.6500e-003	2.4900e-003	3.0000e-005	1.0400e-003	3.0000e-005	1.0700e-003	3.0000e-004	3.0000e-005	3.3000e-004	0.0000	3.0001	3.0001	1.0000e-004	4.3000e-004	3.1312
Worker	6.5500e-003	5.2000e-003	0.0705	2.0000e-004	0.0226	1.4000e-004	0.0227	6.0000e-003	1.3000e-004	6.1300e-003	0.0000	18.2155	18.2155	4.8000e-004	4.7000e-004	18.3670
Total	**9.9700e-003**	**0.2580**	**0.1279**	**1.3200e-003**	**0.0562**	**1.7200e-003**	**0.0579**	**0.0152**	**1.6400e-003**	**0.0169**	**0.0000**	**129.5844**	**129.5844**	**6.6000e-003**	**0.0181**	**135.1464**

3.3 Site Prep and Foundation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3600e-003	0.0000	1.3600e-003	2.0000e-004	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4100e-003	0.0436	0.0656	1.1000e-004		1.7400e-003	1.7400e-003		1.6500e-003	1.6500e-003	0.0000	9.1134	9.1134	2.5100e-003	0.0000	9.1762
Total	**5.4100e-003**	**0.0436**	**0.0656**	**1.1000e-004**	**1.3600e-003**	**1.7400e-003**	**3.1000e-003**	**2.0000e-004**	**1.6500e-003**	**1.8500e-003**	**0.0000**	**9.1134**	**9.1134**	**2.5100e-003**	**0.0000**	**9.1762**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9000e-004	0.0224	5.1000e-003	1.0000e-004	2.9600e-003	1.4000e-004	3.1000e-003	8.1000e-004	1.4000e-004	9.5000e-004	0.0000	9.7123	9.7123	5.5000e-004	1.5400e-003	10.1859
Vendor	2.0000e-005	6.1000e-004	2.2000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2686	0.2686	1.0000e-005	4.0000e-005	0.2804
Worker	5.6000e-004	4.2000e-004	5.9700e-003	2.0000e-005	2.0500e-003	1.0000e-005	2.0700e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6219	1.6219	4.0000e-005	4.0000e-005	1.6347
Total	**8.7000e-004**	**0.0235**	**0.0113**	**1.2000e-004**	**5.1000e-003**	**1.5000e-004**	**5.2700e-003**	**1.3900e-003**	**1.5000e-004**	**1.5400e-003**	**0.0000**	**11.6028**	**11.6028**	**6.0000e-004**	**1.6200e-003**	**12.1010**

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					6.1000e-004	0.0000	6.1000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4100e-003	0.0436	0.0656	1.1000e-004		1.7400e-003	1.7400e-003		1.6500e-003	1.6500e-003	0.0000	9.1134	9.1134	2.5100e-003	0.0000	9.1762
Total	**5.4100e-003**	**0.0436**	**0.0656**	**1.1000e-004**	**6.1000e-004**	**1.7400e-003**	**2.3500e-003**	**9.0000e-005**	**1.6500e-003**	**1.7400e-003**	**0.0000**	**9.1134**	**9.1134**	**2.5100e-003**	**0.0000**	**9.1762**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Prep and Foundation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9000e-004	0.0224	5.1000e-003	1.0000e-004	2.9600e-003	1.4000e-004	3.1000e-003	8.1000e-004	1.4000e-004	9.5000e-004	0.0000	9.7123	9.7123	5.5000e-004	1.5400e-003	10.1859
Vendor	2.0000e-005	6.1000e-004	2.2000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2686	0.2686	1.0000e-005	4.0000e-005	0.2804
Worker	5.6000e-004	4.2000e-004	5.9700e-003	2.0000e-005	2.0500e-003	1.0000e-005	2.0700e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6219	1.6219	4.0000e-005	4.0000e-005	1.6347
Total	**8.7000e-004**	**0.0235**	**0.0113**	**1.2000e-004**	**5.1000e-003**	**1.5000e-004**	**5.2700e-003**	**1.3900e-003**	**1.5000e-004**	**1.5400e-003**	**0.0000**	**11.6028**	**11.6028**	**6.0000e-004**	**1.6200e-003**	**12.1010**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0735	0.7378	0.8728	1.4100e-003		0.0349	0.0349		0.0321	0.0321	0.0000	123.7994	123.7994	0.0400	0.0000	124.8004
Total	**0.0735**	**0.7378**	**0.8728**	**1.4100e-003**		**0.0349**	**0.0349**		**0.0321**	**0.0321**	**0.0000**	**123.7994**	**123.7994**	**0.0400**	**0.0000**	**124.8004**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8900e-003	0.0698	0.0255	3.2000e-004	0.0109	3.4000e-004	0.0112	3.1500e-003	3.2000e-004	3.4700e-003	0.0000	30.9654	30.9654	1.0500e-003	4.4600e-003	32.3211
Worker	0.0223	0.0170	0.2397	7.0000e-004	0.0826	4.9000e-004	0.0830	0.0219	4.5000e-004	0.0224	0.0000	65.1670	65.1670	1.5800e-003	1.5900e-003	65.6804
Total	**0.0242**	**0.0868**	**0.2653**	**1.0200e-003**	**0.0935**	**8.3000e-004**	**0.0943**	**0.0251**	**7.7000e-004**	**0.0258**	**0.0000**	**96.1324**	**96.1324**	**2.6300e-003**	**6.0500e-003**	**98.0015**

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	0.0735	0.7378	0.8728	1.4100e-003		0.0349	0.0349		0.0321	0.0321	0.0000	123.7992	123.7992	0.0400	0.0000	124.8002
Total	**0.0735**	**0.7378**	**0.8728**	**1.4100e-003**		**0.0349**	**0.0349**		**0.0321**	**0.0321**	**0.0000**	**123.7992**	**123.7992**	**0.0400**	**0.0000**	**124.8002**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8900e-003	0.0698	0.0255	3.2000e-004	0.0109	3.4000e-004	0.0112	3.1500e-003	3.2000e-004	3.4700e-003	0.0000	30.9654	30.9654	1.0500e-003	4.4600e-003	32.3211
Worker	0.0223	0.0170	0.2397	7.0000e-004	0.0826	4.9000e-004	0.0830	0.0219	4.5000e-004	0.0224	0.0000	65.1670	65.1670	1.5800e-003	1.5900e-003	65.6804
Total	**0.0242**	**0.0868**	**0.2653**	**1.0200e-003**	**0.0935**	**8.3000e-004**	**0.0943**	**0.0251**	**7.7000e-004**	**0.0258**	**0.0000**	**96.1324**	**96.1324**	**2.6300e-003**	**6.0500e-003**	**98.0015**

3.4 Building Construction - 2025

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	0.0284	0.2823	0.3620	5.9000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	51.6523	51.6523	0.0167	0.0000	52.0699
Total	**0.0284**	**0.2823**	**0.3620**	**5.9000e-004**		**0.0124**	**0.0124**		**0.0114**	**0.0114**	**0.0000**	**51.6523**	**51.6523**	**0.0167**	**0.0000**	**52.0699**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

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	7.7000e-004	0.0290	0.0105	1.3000e-004	4.5400e-003	1.4000e-004	4.6800e-003	1.3100e-003	1.3000e-004	1.4500e-003	0.0000	12.6804	12.6804	4.4000e-004	1.8300e-003	13.2362
Worker	8.7200e-003	6.3500e-003	0.0932	2.8000e-004	0.0344	1.9000e-004	0.0346	9.1400e-003	1.8000e-004	9.3200e-003	0.0000	26.5123	26.5123	6.0000e-004	6.2000e-004	26.7116
Total	**9.4900e-003**	**0.0353**	**0.1037**	**4.1000e-004**	**0.0390**	**3.3000e-004**	**0.0393**	**0.0105**	**3.1000e-004**	**0.0108**	**0.0000**	**39.1927**	**39.1927**	**1.0400e-003**	**2.4500e-003**	**39.9478**

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	0.0284	0.2823	0.3620	5.9000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	51.6522	51.6522	0.0167	0.0000	52.0699
Total	**0.0284**	**0.2823**	**0.3620**	**5.9000e-004**		**0.0124**	**0.0124**		**0.0114**	**0.0114**	**0.0000**	**51.6522**	**51.6522**	**0.0167**	**0.0000**	**52.0699**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

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	7.7000e-004	0.0290	0.0105	1.3000e-004	4.5400e-003	1.4000e-004	4.6800e-003	1.3100e-003	1.3000e-004	1.4500e-003	0.0000	12.6804	12.6804	4.4000e-004	1.8300e-003	13.2362
Worker	8.7200e-003	6.3500e-003	0.0932	2.8000e-004	0.0344	1.9000e-004	0.0346	9.1400e-003	1.8000e-004	9.3200e-003	0.0000	26.5123	26.5123	6.0000e-004	6.2000e-004	26.7116
Total	**9.4900e-003**	**0.0353**	**0.1037**	**4.1000e-004**	**0.0390**	**3.3000e-004**	**0.0393**	**0.0105**	**3.1000e-004**	**0.0108**	**0.0000**	**39.1927**	**39.1927**	**1.0400e-003**	**2.4500e-003**	**39.9478**

3.5 Architectural Coating - 2025

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	0.2203					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6600e-003	0.0578	0.1034	1.6000e-004		1.9500e-003	1.9500e-003		1.9100e-003	1.9100e-003	0.0000	14.2984	14.2984	2.5600e-003	0.0000	14.3626
Total	**0.2270**	**0.0578**	**0.1034**	**1.6000e-004**		**1.9500e-003**	**1.9500e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**14.2984**	**14.2984**	**2.5600e-003**	**0.0000**	**14.3626**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	7.3000e-004	0.0107	3.0000e-005	3.9400e-003	2.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.0382	3.0382	7.0000e-005	7.0000e-005	3.0610
Total	**1.0000e-003**	**7.3000e-004**	**0.0107**	**3.0000e-005**	**3.9400e-003**	**2.0000e-005**	**3.9700e-003**	**1.0500e-003**	**2.0000e-005**	**1.0700e-003**	**0.0000**	**3.0382**	**3.0382**	**7.0000e-005**	**7.0000e-005**	**3.0610**

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	0.2203					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6600e-003	0.0578	0.1034	1.6000e-004		1.9500e-003	1.9500e-003		1.9100e-003	1.9100e-003	0.0000	14.2984	14.2984	2.5600e-003	0.0000	14.3626
Total	**0.2270**	**0.0578**	**0.1034**	**1.6000e-004**		**1.9500e-003**	**1.9500e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**14.2984**	**14.2984**	**2.5600e-003**	**0.0000**	**14.3626**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	7.3000e-004	0.0107	3.0000e-005	3.9400e-003	2.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.0382	3.0382	7.0000e-005	7.0000e-005	3.0610
Total	**1.0000e-003**	**7.3000e-004**	**0.0107**	**3.0000e-005**	**3.9400e-003**	**2.0000e-005**	**3.9700e-003**	**1.0500e-003**	**2.0000e-005**	**1.0700e-003**	**0.0000**	**3.0382**	**3.0382**	**7.0000e-005**	**7.0000e-005**	**3.0610**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3042	0.3127	2.8513	5.9000e-003	0.6392	4.4300e-003	0.6436	0.1705	4.1100e-003	0.1747	0.0000	559.6179	559.6179	0.0410	0.0253	568.1914
Unmitigated	0.3042	0.3127	2.8513	5.9000e-003	0.6392	4.4300e-003	0.6436	0.1705	4.1100e-003	0.1747	0.0000	559.6179	559.6179	0.0410	0.0253	568.1914

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	237.64	196.04	211,707	211,707
Condo/Townhouse	0.00	29.12	29.12	28,431	28,431
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	342.72	399.39	144,482	144,482
Strip Mall	0.00	290.22	290.22	157,762	157,762
User Defined Commercial	636.00	0.00	0.00	1,158,820	1,158,820
Total	636.00	899.70	914.77	1,701,202	1,701,202

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	7.01	0.00	0.00	100.00	0.00	0.00	100	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Condo/Townhouse	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
High Turnover (Sit Down Restaurant)	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Strip Mall	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
User Defined Commercial	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

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	209.9876	209.9876	0.0100	1.2100e-003	210.5996
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	209.9876	209.9876	0.0100	1.2100e-003	210.5996
NaturalGas Mitigated	6.6900e-003	0.0591	0.0384	3.7000e-004		4.6200e-003	4.6200e-003		4.6200e-003	4.6200e-003	0.0000	66.2310	66.2310	1.2700e-003	1.2100e-003	66.6246
NaturalGas Unmitigated	6.6900e-003	0.0591	0.0384	3.7000e-004		4.6200e-003	4.6200e-003		4.6200e-003	4.6200e-003	0.0000	66.2310	66.2310	1.2700e-003	1.2100e-003	66.6246

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	468562	2.5300e-003	0.0216	9.1900e-003	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.0042	25.0042	4.8000e-004	4.6000e-004	25.1528
Condo/Townhouse	118955	6.4000e-004	5.4800e-003	2.3300e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.3479	6.3479	1.2000e-004	1.2000e-004	6.3856
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
High Turnover (Sit Down Restaurant)	644924	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.4156	34.4156	6.6000e-004	6.3000e-004	34.6201
Strip Mall	8681.38	5.0000e-005	4.3000e-004	3.6000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4633	0.4633	1.0000e-005	1.0000e-005	0.4660
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.7000e-003**	**0.0591**	**0.0384**	**3.6000e-004**		**4.6200e-003**	**4.6200e-003**		**4.6200e-003**	**4.6200e-003**	**0.0000**	**66.2310**	**66.2310**	**1.2700e-003**	**1.2200e-003**	**66.6246**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	468562	2.5300e-003	0.0216	9.1900e-003	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.0042	25.0042	4.8000e-004	4.6000e-004	25.1528
Condo/Townhouse	118955	6.4000e-004	5.4800e-003	2.3300e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.3479	6.3479	1.2000e-004	1.2000e-004	6.3856
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
High Turnover (Sit Down Restaurant)	644924	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.4156	34.4156	6.6000e-004	6.3000e-004	34.6201
Strip Mall	8681.38	5.0000e-005	4.3000e-004	3.6000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4633	0.4633	1.0000e-005	1.0000e-005	0.4660
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.7000e-003**	**0.0591**	**0.0384**	**3.6000e-004**		**4.6200e-003**	**4.6200e-003**		**4.6200e-003**	**4.6200e-003**	**0.0000**	**66.2310**	**66.2310**	**1.2700e-003**	**1.2200e-003**	**66.6246**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	199191	62.5213	2.9800e-003	3.6000e-004	62.7036
Condo/Townhouse	33847.1	10.6238	5.1000e-004	6.0000e-005	10.6548
Enclosed Parking with Elevator	245208	76.9651	3.6700e-003	4.4000e-004	77.1895
High Turnover (Sit Down Restaurant)	121156	38.0281	1.8100e-003	2.2000e-004	38.1389
Strip Mall	69610.8	21.8492	1.0400e-003	1.3000e-004	21.9129
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**209.9876**	**0.0100**	**1.2100e-003**	**210.5996**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	199191	62.5213	2.9800e-003	3.6000e-004	62.7036
Condo/Townhouse	33847.1	10.6238	5.1000e-004	6.0000e-005	10.6548
Enclosed Parking with Elevator	245208	76.9651	3.6700e-003	4.4000e-004	77.1895
High Turnover (Sit Down Restaurant)	121156	38.0281	1.8100e-003	2.2000e-004	38.1389
Strip Mall	69610.8	21.8492	1.0400e-003	1.3000e-004	21.9129
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**209.9876**	**0.0100**	**1.2100e-003**	**210.5996**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2994	0.0180	0.6139	1.0000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	13.7478	13.7478	1.2000e-003	2.3000e-004	13.8475
Unmitigated	0.2994	0.0180	0.6139	1.0000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	13.7478	13.7478	1.2000e-003	2.3000e-004	13.8475

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	0.0220					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2577					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.2900e-003	0.0110	4.6900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7513	12.7513	2.4000e-004	2.3000e-004	12.8271
Landscaping	0.0184	7.0100e-003	0.6092	3.0000e-005		3.3800e-003	3.3800e-003		3.3800e-003	3.3800e-003	0.0000	0.9965	0.9965	9.6000e-004	0.0000	1.0205
Total	**0.2994**	**0.0180**	**0.6139**	**1.0000e-004**		**4.2700e-003**	**4.2700e-003**		**4.2700e-003**	**4.2700e-003**	**0.0000**	**13.7478**	**13.7478**	**1.2000e-003**	**2.3000e-004**	**13.8475**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0220					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2577					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.2900e-003	0.0110	4.6900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7513	12.7513	2.4000e-004	2.3000e-004	12.8271
Landscaping	0.0184	7.0100e-003	0.6092	3.0000e-005		3.3800e-003	3.3800e-003		3.3800e-003	3.3800e-003	0.0000	0.9965	0.9965	9.6000e-004	0.0000	1.0205
Total	**0.2994**	**0.0180**	**0.6139**	**1.0000e-004**		**4.2700e-003**	**4.2700e-003**		**4.2700e-003**	**4.2700e-003**	**0.0000**	**13.7478**	**13.7478**	**1.2000e-003**	**2.3000e-004**	**13.8475**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	27.4138	0.1339	3.2800e-003	31.7397
Unmitigated	31.8962	0.1673	4.0900e-003	37.2967

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.38801 / 2.13592	22.3699	0.1114	2.7300e-003	25.9688
Condo/Townhouse	0.456078 / 0.287528	3.0113	0.0150	3.7000e-004	3.4958
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.849894 / 0.0542486	3.9323	0.0279	6.8000e-004	4.8302
Strip Mall	0.394807 / 0.241978	2.5826	0.0130	3.2000e-004	3.0020
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**31.8962**	**0.1673**	**4.1000e-003**	**37.2967**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.71041 / 2.13592	19.3856	0.0892	2.1900e-003	22.2690
Condo/Townhouse	0.364863 / 0.287528	2.6096	0.0120	3.0000e-004	2.9978
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.679916 / 0.0542486	3.1837	0.0223	5.4000e-004	3.9021
Strip Mall	0.315845 / 0.241978	2.2349	0.0104	2.6000e-004	2.5708
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**27.4138**	**0.1339**	**3.2900e-003**	**31.7397**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

961 La Cienega - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.7048	0.3962	0.0000	16.6108
Unmitigated	13.4096	0.7925	0.0000	33.2217

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23.92	4.8555	0.2870	0.0000	12.0294
Condo/Townhouse	3.22	0.6536	0.0386	0.0000	1.6193
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	33.32	6.7637	0.3997	0.0000	16.7567
Strip Mall	5.6	1.1368	0.0672	0.0000	2.8163
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**13.4096**	**0.7925**	**0.0000**	**33.2217**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	11.96	2.4278	0.1435	0.0000	6.0147
Condo/Townhouse	1.61	0.3268	0.0193	0.0000	0.8097
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	16.66	3.3818	0.1999	0.0000	8.3783
Strip Mall	2.8	0.5684	0.0336	0.0000	1.4081
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**6.7048**	**0.3962**	**0.0000**	**16.6108**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix D

Geotechnical Engineering Investigation and Supplemental Report

January 14, 2022 Project 5779

Guild GC
Attn: Eric Fishburn
10866 Washington Boulevard, Suite 521
Culver City, CA 90232

Subject: **SUPPLEMENTAL REPORT No. 1**
951 – 965 North La Cienega Boulevard
Los Angeles, California

References:

1) Geology and Soils Report Review Letter by the City of Los Angeles, Department of Building and Safety, dated December 15, 2021.
2) Preliminary Geologic and Geotechnical Engineering report by GeoConcepts, Inc. covering the subject site, dated October 22, 2021.

Dear Mr. Fishburn:

Pursuant to your request, presented herein is a response to Reference 1. A copy of the review sheet is attached. To facilitate the review, the following responses are provided per the review letter:

Item #1: The proposed development consists of seven levels above grade and three levels subgrade. Based on the elevation change of the lot, the first floor will partially be retaining and generally increases in retaining height to the north.

Item #2: The materials that were taken as non-liquefiable are the soils that will be removed for the proposed subgrade levels. For the liquefaction analysis ran on the subject lot, a bottom elevation of the structure down to 30 feet was assumed as there are three levels of proposed subgrade.

Item #3: Increase in effective stress may occur during dewatering of the site. Effective stress will increase at a rate of 62.4 pcf per foot of depth of drawdown. Groundwater was encountered on the subject site at an average depth of 20 feet. Based on the plans provided in Reference 2, the bottom of the subgrade excavation is about 30 feet below adjacent street grade. Settlement calculations were conducted on the profile with the groundwater lowered to 30 feet. Based on the settlement calculations herein, the increase in settlement from the dewatering is considered minimal (on the order of 0.03 inches). Therefore, dewatering performed by a competent dewatering contractor is not anticipated to negatively impact the neighboring properties.

Item #4: All foundations need to be founded into alluvium at the subgrade elevation. The mention of compacted fill on Page 16 of Reference 2 is a typographical error.

Should you have any questions regarding this report, please do not hesitate to contact the undersigned at your convenience.

Respectfully submitted,
GEOCONCEPTS, INC.

Raffi Dermendjian
Project Engineer
PE C. 88261

Scott J. Walter
Principal Engineer
GE 2476

RD/SJW: 5779-3

Enclosures: Geology and Soils Report Review Letter by the City of Los Angeles

Distribution: (3) Addressee

Settlement Calculation

bearing value (psf):	1500	gamma	140	pcf							
depth of footing (ft):	1										
cont. load (lb):	2000										
Intervals (feet):	2										
	Average	D	Average	Influence	Natural	Natural	Total Influence	Total	Net	Layer	Settlement
Depth Below	Depth Below	Width of	Depth Below	of Foundation	Pressure	Consolidation	Pressure	Consolidation	Consolidation	Thickness	Inches
Ground Surface	Ground Surface	Footing	Foundation/D	%							
15											
	16	1.15	**12.99**	2.8	2100	2.04	2143	2.06	0.02	2	0.0048
17											
	18	1.15	**14.72**	2.4	2380	2.18	2416	2.2	0.02	2	0.0048
19											
	20	1.15	**16.45**	2.1	2660	2.33	2691	2.34	0.01	2	0.0024
21											
	22	1.15	**18.19**	1.8	2940	2.47	2967	2.48	0.01	2	0.0024
23											
	24	1.15	**19.92**	1.6	3220	2.61	3244	2.62	0.01	2	0.0024
25											
	26	1.15	**21.65**	1.4	3500	2.68	3521	2.69	0.01	2	0.0024
27											
	28	1.15	**23.38**	1.3	3780	2.76	3799	2.77	0.01	2	0.0024
29											
	30	1.15	**25.11**	1.2	4060	2.83	4077	2.84	0.01	2	0.0024
31											
								Total Settlement			0.024

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

SOILS REPORT REVIEW LETTER

December 15, 2021

LOG # 119616
SOILS/GEOLOGY FILE - 2
LIQ

Eric Fishburn
10866 Washington Blvd., Suite 521
Culver City, CA 90232

TRACT:	TR 4769
BLOCK:	1
LOT(S):	28 (arb 1,2), A (arb 1,2), 29
LOCATION:	951 - 965 N LA CIENEGA BLVD

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	5779	10/22/2021	GeoConcepts, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report(s) that provide(s) recommendations for the proposed multistory mixed-use development with multiple levels of subgrade parking.

The earth materials at the subsurface exploration locations consist of up to 2 feet of uncertified fill underlain by clayey sand to coarse granular sand.

The consultants recommend to support the proposed structure(s) on conventional foundations bearing on native undisturbed soils.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California.

The review of the subject report(s) cannot be completed at this time and will be continued upon submittal of an addendum to the report which shall include, but not be limited to, the following:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Clarify the proposed development, i.e., how many levels above grade and how many levels of subterranean parking.

2. Provide justification and appropriate laboratory testing for all layers considered non-potentially liquefiable.

3. Demonstrate with calculations that the proposed construction dewatering will not cause adverse impact to the adjacent structures and properties (settlement and lateral deformation).

4. The consultants recommend that mat foundation be founded on competent alluvium. However, on page 16 of the referenced report, the consultant recommends lateral loads be resisted by "compacted fill". Clarify.

The soils engineer shall prepare a report containing an itemized response to the review items indicated in this letter. If clarification concerning the review letter is necessary, the report review engineer may be contacted. Two copies of the response report, including one unbound wet-signed original for archiving purposes, a pdf-copy of the complete report in flash drive, and the appropriate fees will be required for submittal.

YING LIU
Geotechnical Engineer II

Log No. 119616
213-482-0480

cc: GeoConcepts, Inc., Project Consultant
LA District Office

GeoConcepts INC
Geology - Geotechnical Engineering

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

Proposed Six Story Mixed Use Development with Two Levels Subgrade Parking
951-965 La Cienega Boulevard
Los Angeles, CA

for

Guild GC
Attn: Eric Fishburn
10866 Washington Blvd., Ste. 521
Culver City, CA 90232

Project 5779

March 5, 2020

www.GeoConceptsInc.com
14428 Hamlin Street, #200, Van Nuys, CA 91401 + (818) 994-8895 Office + (818) 994-8599 Fax

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

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APPENDICES

INTRODUCTION

This report presents the results of a Preliminary Geotechnical Engineering Investigation on a portion of the subject property. The purpose of this investigation has been to ascertain the subsurface conditions pertaining to the proposed project. The work performed for the project included reconnaissance mapping, description of earth materials, obtaining representative samples of earth materials, laboratory testing, engineering analyses, and preparation of this report. Results of the project include findings, conclusions, and appropriate recommendations.

In addition it is our understanding that the adjacent site to the north 8500 Santa Monica Boulevard, West Hollywood will be development concurrently with the subject site under permit from the City of West Hollywood.

SCOPE

The scope of this investigation included the following:

- Review of preliminary plans by Vitruvian Design.
- Review of 3 borings on the subject site and 3 borings on the adjacent site to the north. Explorations were backfilled with the excavated materials but not compacted.
- Preparation of the enclosed Plot Map and Cross Sections, (see Appendix I).
- Sampling of representative earth materials, laboratory testing, and engineering analyses (see Appendix II).
- Review of referenced materials and available public reports at the City of Los Angeles (see Appendix V).
- Presentation of findings, conclusions, and recommendations for the proposed project.

Voorheis & Voorheis, Inc. prepared the topographic base map utilized in this investigation. Preliminary building plans were prepared by Vitruvian Design and incorporated onto the base map for this investigation.

The scope of this investigation is limited to the project area explored as depicted on the Plot Map. This report has not been prepared for use by other parties or for purposes other than the proposed project. GeoConcepts, Inc. should be consulted to determine if additional work is required when our work is used by others or if the scope of the project has changed. If the project is delayed for more than one year, this office should be contacted to verify the current site conditions and to prepare an update report.

PROPOSED DEVELOPMENT

It is our understanding that the site will be developed with a multistory mixed use building with multiple levels of subgrade parking. Anticipated foundations will range from 6 to 10 kips per lineal foot and 600-800 kips for column foundations. The proposed development is depicted on the enclosed Plot Map and Cross Sections.

Grading will consist of conventional cut and fill methods. Final plans have not been prepared and await the conclusions and recommendations of this investigation. These plans should be reviewed by GeoConcepts, Inc. to ensure that our recommendations have been followed.

SITE DESCRIPTION

Location and Description

Access to the property is via La Cienega Boulevard and Santa Monica Boulevard (see Location Map in Appendix I). The site is developed with two at-grade commercial buildings.

The site is bounded to the east by La Cienega Boulevard, the south by an existing one-story commercial building, to the north by a two-story commercial building and parking areas and to the west by parking areas.

Drainage

Surface water at the site consists of direct precipitation onto the property. Much of this water drains as sheet flow down descending slopes to low-lying areas, offsite and/or to the street. No area drains and/or subdrain outlet pipes were observed on the property.

Groundwater

The subsurface exploration encountered groundwater at a depth of 18 feet. The neighboring site at 8500 Santa Monica Boulevard encountered groundwater at a depth of 33 feet. The depth to groundwater, when encountered in the explorations, is only valid for the date of exploration. Based on the Seismic Hazard Zone Report by the California Geological Survey (formerly Division of Mines and Geology), the depth to historical high groundwater level is about 15 feet below the surface. Seasonal fluctuations of groundwater levels may occur by varying amounts of rainfall, irrigation and recharge.

FIELD EXPLORATION

The scope of the field exploration was developed based on the preliminary plans of the proposed development available at the time of the exploration and was limited to the area of the proposed development. The locations of the explorations are depicted on the Plot Map and Cross Sections. The field exploration was limited by existing structures, hardscape, and/or underground utilities on the site.

The field exploration of the site was conducted on November 12-14, 2019. The geotechnical conditions were mapped by a representative of this office (refer to Exploration Logs). Subsurface exploration was performed by drill rig into the underlying earth materials. Explorations were excavated to a maximum depth of 76.5 feet. Down-hole observation of the

earth materials exposed in the explorations was performed by the project engineer where subsurface conditions were deemed to be safe. All explorations were backfilled and tamped upon completion of down-hole observation. However, some settlement within exploration areas should be anticipated.

Detailed descriptions of the earth materials encountered during the field exploration are provided in the Boring Logs in Appendix I.

Undisturbed and bulk samples representative of the earth materials were obtained and transported to our laboratory. Undisturbed Modified California (MC) samples and Standard Penetration Test (SPT) samples were obtained within the explorations through the use of a thin-walled steel sampler with successive blows of a 140 pound drop hammer dropped thirty inches (30"). MC samples were retained in brass rings of two and one-half inches (2½") in diameter and one inch (1") in height. The samples were transported in moisture tight containers. The results of the laboratory testing and a summary of the test procedures are included within Appendix II.

SUMMARY OF FINDINGS

Stratigraphy

The site is underlain by Quaternary (Q) earth materials and artificial fill. The earth materials encountered on the subject property are briefly described below. Approximate depths and more detailed descriptions are given in the enclosed Exploration Logs (see Appendix I).

Artificial Fill (Af)

Artificial fill was encountered on the subject site. Fill was encountered in all of the borings with a thickness of (2) feet. No evidence of engineered keys or benches was observed. Fill generally consists of clayey sand.

Quaternary Alluvium (Qal)

Alluvial deposits occupy the site. Alluvium is weathered bedrock material and sediments that have been eroded from natural slopes and deposited in generally flat lying areas. Alluvium primarily consists of reddish brown, moderately dense to very dense, clayey sand to coarse granular sands. These deposits were encountered within all of the exploratory borings.

Excavation Characteristics

Subsurface exploration was performed through the use of hand labor and hollow-stem drill rig excavating into generally fill and alluvium. Due to the nature of hollow stem drilling, observation of the caving potential of the soil is not possible. Excavation difficulty is considered normal within the earth materials encountered and should not be limited to consideration of rippability of the earth material. Cohesionless sandy material, although easy to remove, may be subject to sloughing and caving. Therefore difficulty may be encountered maintaining an open excavation.

Fine grained materials such as clays and silts may increase in density with depth due to overburden pressure. Thus, difficulty excavating into the material may increase with depth.

Landslides

Landslides are a mass wasting phenomenon in mountainous and hillside areas which include a wide range of movements. In Southern California common slope movements include shallow surficial slumps and flows, deep-seated rotational and translational bedrock failures, and rock falls. Landslides occur when the stability of the slopes change to an unstable condition resulting from a number of factors. Common natural factors include the physical and/or chemical weathering of earth materials, unfavorable geologic structure relative to the slope geometry, erosion at the toe of a slope, and precipitation. These factors may be further aggravated by human activities such as excavations, removal of lateral support at the toe of a slope, surcharge at the top of a slope, clearing of vegetation, alteration of drainage, and the addition of water from irrigation and leaking pipes.

The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties.

Seismic Hazards

Earthquake Faults

The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive February 9, 1971 San Fernando earthquake. The intent of the Act is to increase public safety by reducing the siting of most structures for human occupancy across an active fault. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The property is not located within an Alquist-Priolo Earthquake Fault Zone. The general locations of major faults within Southern California are depicted on a fault map provided by the USGS in Appendix I.

Holocene-Active Faults

The following active faults are capable of producing seismic waves (ground shaking) on the subject property. Recent publications have reclassified active faults as Holocene-active faults. A Holocene-active Fault as defined by Department of Conservation California Geological Survey (CGS) is one which has moved during the past 11,700 years. This age boundary is an absolute age (number of years before present) and is not a radiocarbon ^{14}C age determination, which requires calibration in order to derive an absolute age. The following faults are considered to be Holocene-active and therefore subject to the regulations under the AP Act.

The San Andreas Fault zone (13) is the dominant Holocene-active fault in California. Geologic studies show that over the past 1,400 to 1,500 years large earthquakes have occurred at about 150-year intervals on the southern San Andreas Fault. It consists of numerous subparallel faults of varied lengths in a zone generally 0.3 to 1.5 km wide in Southern California. The dip of

the fault is near vertical and the sense of motion is right lateral. Historically, the 1857 Fort Tejon earthquake with an estimated magnitude of 7.9 ruptured the ground surface from the vicinity of Cholame (near Paso Robles) to somewhere between the Cajon Pass and San Gorgonio Pass (Wrightwood), approximately 200 miles. Studies of offset stream channels indicate that as much as (29) feet of movement occurred in 1857. The fault extends from the Gulf of California northward to the Cape Mendocino area where it continues along the ocean floor, approximately 750 miles in length.

The Northridge earthquake occurred on January 17, 1994, in the San Fernando Valley. The epicenter was about 1 mile south-southwest of Northridge at a focal depth of 12 miles. The surface wave magnitude was issued by the National Earthquake Information Center at Mw=6.7. This event occurred on a previously unrecognized south-dipping blind reverse fault without surface rupture. This earthquake produced the strongest ground motions ever instrumentally recorded in an urban setting in North America. Damage was wide-spread with sections of major freeways collapsed include some parking structures and office buildings. Common surface disruptions included buckled curbs and sidewalks, fissured concrete and asphalt, and rupture of utility lines which are generally aligned in northwest and east-west directions. Shattered ridges were reported along Mulholland Drive in the Sherman Oaks area, consisting of intense ground disturbances associated with strong vibratory ground motions within the north trending ridges underlain by shale of the Lower Modelo formation.

The Whittier-Elsinore fault zone (20) consists of several subparallel, overlapping and en echelon fault strands in a zone up to 1.2 km wide. It extends nearly 125 miles from the Mexican border to the northern edge of the San Fernando Valley. Seismicity includes the Whittier Narrows earthquake of October 1, 1987 with a magnitude of 5.9 and an epicenter in the city of Rosemead. This earthquake occurred on a previously unknown and concealed thrust fault. There was no reported surface rupture from the earthquake. Also, numerous close and scattered small earthquakes have occurred in historic time near and along the fault.

The San Fernando fault (14) consists of five major en echelon strands at least 9.5 miles in length. The "San Fernando" earthquake of February 9, 1971 produced a magnitude of Mw 6.5 at a depth of 8.4 km along an east west trending reverse fault with a northerly dip. The length of the surface rupture was about 9.5 miles and ground shaking lasted for approximately 60 seconds. The earthquake ruptured the northwestern end of the Sierra Madre Fault zone forming the San Fernando Fault. Major damage included the Olive View and Veterans Administration Hospitals and collapse of freeway overpasses. Landslides occurred in the Upper Lake area of Van Norman Lakes. Additionally the Van Norman Dam and the Pacoima Dam were severely damaged.

The eastern portion of the Santa Susana fault (12) ruptured during the 1971 San Fernando Earthquake. The Santa Susana fault consists of several strands in a zone as wide as 1 km. It generally strikes from north 75 degrees west to north 50 degrees east and dips to the north. The fault is a high angle reverse fault. The fault appears to have been generated by northeast-southwest oriented compressional stress.

The Newport-Inglewood fault zone (7) consists of several strands that extend from offshore by Laguna Beach to either merge with or be truncated by the Malibu-Santa Monica fault zone near

Beverly Hills. The fault has a length of about 45 miles. It was the source of the "Long Beach" earthquake, which occurred on March 10, 1933 with a magnitude of 6.3. Numerous small earthquakes have occurred in historic time along and near the fault zone. The fault zone is easily observed by an alignment of hills and mesas including Cheviot Hills, Baldwin Hills, Rosecrans Hills, Dominguez Hills, Signal Hill, Reservoir Hill, Alamitos Heights, Landing Hill, Bolsa Chica Mesa, and Newport Mesa.

In June 1995, two portions of the Malibu Coast fault zone (6) were reclassified as active fault zones by the State of California. On August 16, 2007, the fault zone near the east side of Malibu Bluff Park was removed from the State of California Earthquake Fault Zone map by the State of California. The east west trending Malibu Coast fault consists of several subparallel strands in a zone as wide as 0.5 km, with a length of at least 17 miles. It strikes east west and dips (45) to (80) degrees to the north. The Malibu Coast fault has the potential to produce a large Maximum Credible Peak and Repeatable Acceleration on the subject property. The duration of the Malibu Coast fault is estimated at (11) seconds assuming fault end nucleation and unidirectional rupture propagation, (Bolt, 1981). The Malibu Coast fault is thought to be part of other faults such as the Santa Monica fault and Hollywood fault that separate the Transverse Ranges on the north from the Peninsula Range on the south. Two Malibu Earthquakes occurred with Magnitudes of M_L 5.2 and M_L 5.0 on January 1, 1979 and January 18, 1989, respectively. It was reported that only minor damage occurred in the areas closest to the epicenter.

The Hollywood fault zone (3) extends along the base of the Santa Monica Mountains. This fault was added to the list of active fault by the State of California in 2014. Generally, the Hollywood fault extends eastward for a distance of 15 km through Beverly Hills, West Hollywood, and Hollywood to the Los Angeles River. The fault is primarily expressed at the ground surface by scarp-like features. This is a left–reverse fault with an estimated slip rate between 0.33 mm/yr and 0.75 mm/yr, (Petersen and Wesnousky 1994).

The Raymond fault (10) is a combination fault with reverse and left slip movement that acts as a groundwater barrier within the densely populated San Gabriel Valley. The activity of the fault is attested to by the numerous geomorphic features found along its entire length of approximately 14 miles. Scattered small earthquakes have occurred north of the fault trace. It may be the source of the 1855 Los Angeles earthquake. The Raymond fault is an east-trending fault made up of other faults such as the Hollywood and Santa Monica faults that separate the Transverse Ranges on the north form the Peninsula Range on the south.

The Sierra Madre fault zone (17) is often divided into five main segments; Vasquez Creek fault, Clamshell fault, Sawpit Canyon fault, Duarte fault and the Cucamonga fault. The Sierra Madre earthquake of June 28, 1991 (Mw5.8) was in the San Gabriel Mountains. An estimated 33.5 million dollars of damage has been reported. The Sierra Madre fault zone is about 75 km long. It's a thrust fault system along the south edge of the San Gabriel Mountains. The east end of the Sierra Madre fault zone intersects the San Jacinto fault and the San Andreas Fault. The 1971 San Fernando earthquake occurred on the San Fernando-Sunland segment of the Sierra Madre fault zone.

The San Gabriel fault (15) consists of several en echelon fault strands in a zone approximately 0.5 km wide, with a length of about 90 miles. The fault trends northwestward and subparallel to

the San Andreas Fault. As of March 1, 1988, a portion of the Newhall segment of the fault zone was reclassified as an active fault. Fault activity has been dated between 1550 and 3500 years before present within the Newhall segment. The youngest ground rupture event has broken alluvial beds to within five feet of the ground surface. Geologic evidence suggests 38 miles of right lateral offset has occurred between 14 million and 3 million years ago and may have functioned as an ancestral branch of the San Andreas Fault. Recent studies suggest that the major strike slip movement has become inactive and dip slip movement is active at the present time.

Pre-Holocene Faults

Pre-Holocene faults are faults that have not moved in the past 11,700 years and thus do not meet the criteria of "Holocene-active fault" as defined in the A-P Act and State Mining and Geology Board (SMGB) regulations. This class of fault may be still capable of surface rupture, but is not regulated under the A-P Act. Depending on available site-specific and regional data such as proximity to other Holocene-active faults, average recurrence, variability in recurrence, the timing of the most recent surface rupturing earthquake, and case studies from other surface rupturing earthquakes, the project geologist may, but is not required to, recommend setbacks. Engineered solutions can also be considered by a licensed engineer operating within his or her field of practice. The following faults may be capable of producing seismic waves (ground shaking) on the subject property.

The Santa Monica fault (11) extends east from the coastline in Pacific Palisades through Santa Monica and West Los Angeles and merges with the Hollywood fault. The Santa Monica fault consists of one or more fault strands, with a poorly known geometry. Generally, the fault strikes northeast 60 to 80 degrees and dips 45 to 65 degrees northwest at depth with a few near vertical surface traces. The length of the fault is at least 25 miles. The composite local mechanism of fault displacement is a reverse left lateral along the Santa Monica-Hollywood-Raymond fault zone. The Santa Monica and Hollywood faults may be part of a larger fault system that includes Malibu Coast, Raymond and Cucamonga fault system. This fault zone forms the central portion of a major tectonic boundary separating the east west trending Transverse Ranges province to the north from the northwest trending Peninsular Ranges province to the south.

The Benedict Canyon fault zone trends eastward through the Santa Monica Mountains. The fault may be part of the Hollywood-Santa Monica-Raymond fault system. The activity of the fault is based on offsets in groundwater bearing sediments that correlate with steep dipping gravity gradients. The fault extends through Universal City and along the north side of the eastern part of the Santa Monica Mountains.

The Simi fault (18) consists of a single strand that bifurcates at the western end. Generally, it strikes north 70-80 degrees east and dips 60 to 75 degrees north with a length of about 31-km.

The Mission Hills fault (5) is an east west trending fault with a length of about 9 km. The fault is presumed to be a single strand that strikes north 80 degrees east to east west and dips about 80 degrees to the north.

The Chatsworth fault (1) is a reverse fault which juxtaposes Cretaceous Chatsworth formation and Paleocene Martinez formation over Miocene Modelo formation within the San Fernando Valley.

The Palos Verdes Hills fault (9) consists of several en echelon strands locally in a zone as wide as 2 km with a length of 50 miles. It strikes north between 20 and 60 degrees west with dips of 70 degrees to the southwest.

Seismic Effects

During an earthquake there are several primary geologic hazards such as ground rupture, ground shaking, landslides, and liquefaction that can adversely affect property, structures, and improvements. On hillside properties, the potential exists for landsliding from ground shaking which may adversely affect property, structures, and improvements. Properties near and along the coastline may potentially be affected by inundation due to tsunamis generated from a seismic event. The State of California has prepared maps that detail areas which may require assessment for ground rupture, landsliding and/or liquefaction. Strong ground shaking is the primary hazard that causes damage from earthquakes and these areas have been zoned with a high level of seismic shaking hazard. The historical earthquake record in Southern California is less than 200 years; therefore, potential damage from a seismic event is not limited areas that have experienced damage in the past. Based on the above discussion, earthquake insurance with building code upgrades is suggested.

There are several Holocene-active and/or Pre-Holocene faults that could possibly affect the site within Los Angeles County. Although all of Southern California is within a seismically active region, some areas have a higher potential for seismic damage than others. The current scientific technology does not provide for accurate prediction of the time, location, or magnitude of an earthquake event.

It should be understood that the following discussion is an evaluation of risk and degree of potential damage to a structure if a fault were to rupture on or near the site and does not imply that a fault may or may not be present beneath the site. An assessment of damage to the structure is based on the Modified Mercalli Intensity Scale which is correlated to observed damage from seismic events. Intensity/damage associated with an earthquake is not directly correlated to magnitude. For a given magnitude of an earthquake, the intensity/damage to a structure may vary depending on the subsurface earth materials, type of fault rupture, hypocenter depth, and local building practices in effect during the construction of a structure.

An evaluation of the seismic effects on a property is designed to provide the client with rational and believable seismic data that could affect the property during the lifetime of the proposed improvements. The minimum design acceleration for a project is listed in the Building Code. It is recommended that the structural design of the proposed project be based on current design and acceleration practices of similar projects in the area. The project structural designer should review and verify all of the seismic design parameters prior to utilizing the information for the design.

Ground Rupture

Ground rupture is the result of movement from a Holocene-active fault. A fault is a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. No known Holocene-active fault is mapped on the subject site.

Ground Shaking

Ground shaking caused by an earthquake is likely to occur at the site during the lifetime of the development due to the proximity of several Holocene-active and Pre-Holocene faults. Generally, on a regional scale, quantitative predictions of ground motion values are linked to peak acceleration and repeatable acceleration, which are a response to earthquake magnitudes relative to the fault distance from the subject property. Southern California major earthquakes are generally the result of large-scale earth processes in which the Pacific plate slides northwestward relative to the North American plate at about 2 inches/year.

The potential for lurching, surface manifestations, landslides, and topographic related features from ground/seismic shaking can occur almost anywhere in Southern California. Proper maintenance of properties can mitigate some of the potential for these types of manifestations, but the potential cannot be completely eliminated. Many structures were built before earthquake codes were adopted; others were built according to codes formulated when less was known about the intensity of near-fault shaking. Therefore, the margin of safety is difficult to quantify.

A publicly available computer program provided by the United States Geological Survey (USGS) was utilized for the probabilistic prediction of peak horizontal ground acceleration from digitized design maps of Maximum Considered Earthquake (MCE) ground response. A summary of the seismic design parameters is provided in Appendix III. The project structural designer should verify all of the input parameters and review all of the resulting seismic design parameters prior to utilizing the information for the design.

Tsunamis & Seiches

Properties located along the coastline have a potential for inundation from a tsunami. Tsunamis are ocean waves produced by sudden water displacement resulting generally from offshore earthquakes, large submarine landslides or submarine volcanic eruptions. Once generated, a tsunami can travel thousands of miles at high speeds up to 400 miles per hour. However, the topography of the sea floor and Channel Islands may minimize the risk of a large tsunami generated from a distant offshore earthquake impacting the Southern California coast.

The 1964 Alaskan Earthquake produced sea waves of less than four feet in the Los Angeles Harbor. The 1960 Chilean Earthquake produced sea waves of about five feet at Redondo Beach. Little data exists to evaluate the potential for a local tsunami generated off the coast of Southern California. Historically, two documented tsunamis have been generated off the coast of Southern California. The 1812 Santa Barbara Earthquake was reported to generate (10) to (12) foot high sea waves at Gaviota. The 1927 Point Arguello Ms 7.3 Earthquake produced run-up heights of (5) feet at Port San Luis.

The lower threshold for tsunami development is considered to be about a magnitude of M6.5. Offshore faults and the Santa Monica faults appear capable of producing a magnitude of M6.5 earthquake and conceivably producing a sea wave. In their 2003 study, Evaluation of Tsunami Risk to Southern California Coastal Cities, Legg et al modeled tsunami propagation and run-up from a potential M7 to M7.4 magnitude earthquake on the offshore Catalina fault near Santa Catalina Island. The report concluded that run-up heights along the coast of Southern California could be on the order of 2 to 4 meters. Their stated recurrence times are on the order of a few hundred years for a large earthquake on offshore faults.

Seiches are waves with low-energy within reservoirs, lakes, and bays that are generally produced by strong earthquake shaking. The proposed project is not located near a reservoir, lake, or bay; therefore, the potential for damage to the site from a seiche is considered nil.

Earthquake Induced Landslides

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas of potential increased risk of permanent ground displacement based on historic occurrence of landslide movement, local topographic expression, and geological and geotechnical subsurface conditions. The maps may not identify all areas that have potential for earthquake-induced landsliding, strong ground shaking, or other earthquake-related geologic hazards. The subject site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map.

The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties.

Liquefaction

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement. The maps may not identify all areas that have potential for liquefaction, strong ground shaking, and other earthquake and geologic hazards. The subject site is located within a liquefaction hazard zone on the State of California Seismic Hazard Zone Map.

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. The types of sediments most susceptible are clay-free deposits of sand and silts; occasionally gravel liquefies. Liquefaction can occur when seismic waves, primarily shear waves, pass through saturated granular layers distorting the granular structure, and causing loosely packed groups of particles to collapse. These collapses increase the pore-water pressure between grains if drainage cannot occur. If the pore-water pressure rises to a level approaching the weight of the overlying soil, the granular layer temporarily behaves as a viscous liquid rather than a solid.

In the liquefied condition, soil may deform with little shear resistance; deformations large enough to cause damage to buildings and other structures are called ground failures. The ease with which a soil can be liquefied depends primarily on the looseness of the material, the depth,

thickness and areal extent of the liquefied layer, the ground slope and the distribution of loads applied by buildings and other structures.

Liquefaction induced ground deformations (detailed below) will have an effect on the proposed and existing development that can result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. Even without collapse, significant settlement or lateral spreading could result in significant structural damage including, but not limited to, blocked doors and windows that could trap occupants.

To quantify the potential for liquefaction at the subject site 6 borings were drilled to test the soils and collect samples. Site liquefaction analysis of the soils underlying the subject site was performed using the computer program LiquefyPro by CivilTech Software. LiquefyPro is software that evaluates liquefaction potential and calculates the settlement of soil deposits due to seismic loads. The program is based on the most recent publications of the NCEER Workshop and SP117 Implementation. The program requires in-situ test data of the soils, laboratory soils data, and earthquake design input.

For the PGA corresponding to two-thirds of the PGA_m, seismic-induced liquefaction settlements shall be determined. The predominant earthquake magnitude may be obtained from the USGS Interactive Deaggregation web site: https://geohazards.usgs.gov/deaggint/2008/. A 10% probability of exceedance in 50 years (475-year return period) may be used (either modal or mean values may be used). Potential seismic-induced settlements shall be determined when the safety factor is less than 1.1.

For the PGA corresponding to the PGA_M, seismic induced liquefaction settlements shall be determined. The predominant earthquake magnitude may be obtained from the USGS Interactive Deaggregation web site: https://geohazards.usgs.gov/deaggint/2008/. A 2% probability of exceedance in 50 years (2475-year return period) shall be used (either modal or mean values may be used). Potential seismic-induced settlements shall be determined when the safety factor is less than 1.0. Deformations of any foundations shall be such that the foundations of the buildings or other structures do not lose their ability to carry gravity loads and that collapse of the building or other structures is prevented.

The following earthquake input parameters and groundwater conditions were adopted for the analysis.

Earthquake Magnitude	Peak Horizontal Ground Acceleration	Groundwater Level During Testing	Groundwater Level During Earthquake
6.69 (10% probability of exceedance in 50 years)	0.664 ($2/3*PGA_m$)	18 feet	15 feet
6.91 (2% probability of exceedance in 50 years)	0.996 (PGA_m)	18 feet	15 feet

The results of the liquefaction analysis indicate a potential for liquefaction with the design earthquake input parameters. The following are the results of our liquefaction analysis:

PGA	Total Settlement (in)	Differential Settlement (in)
2/3*PGA_m	1.19	0.60
PGA_m	1.35	0.68

Surface Manifestations

The determination of whether surface manifestation of liquefaction (such as sand boils, ground fissures etc.) will occur during earthquake shaking at a level-ground site can be made using the method outlined by Ishihara (1985). It is emphasized that settlement may occur, even with the absence of surface manifestation. Youd and Garris (1994 and 1995) evaluated the Ishihara method and concluded that the method is not appropriate for level ground sites subject to lateral spreading and/or ground oscillation.

Based upon the depth to groundwater, surface manifestations of liquefaction should not pose any significant hazard to the proposed development provided the recommendations contained within this report are followed and maintained.

Lateral Spreads

Whereas the potential for flow slides may exist at a building site, the degradation in undrained shear resistance arising from liquefaction may lead to limited lateral spreads (of the order of feet or less) induced by earthquake inertial loading. Such spreads can occur on gently sloping ground or where nearby drainage or stream channels can lead to static shear stress biases on essentially horizontal ground (Youd, 1995). At larger cyclic shear strains, the effects of dilation may significantly increase post liquefaction undrained shear resistance. However, incremental permanent deformations will still accumulate during portions of the earthquake load cycles when low residual resistance is available. Such low resistance will continue even while large permanent shear deformations accumulate through a ratcheting effect. Such effects have recently been demonstrated in centrifuge tests to study liquefaction induced lateral spreads, as described by Balakrishnan et al. (1998). Once earthquake loading has ceased, the effects of dilation under static loading can mitigate the potential for a flow slide.

It is clear from past earthquakes that damage to structures can be severe, if permanent ground displacements on the order of several feet occur. However, during the Northridge earthquake significant damage to building structures (floor slab and wall cracks) occurred with less than one (1) foot of lateral spread. The complexities of post-liquefaction behavior of soils noted above, coupled with the additional complexities of potential pore water pressure redistribution effects and the nature of earthquake loading on the sliding mass, lead to difficulties in providing specific guidelines for lateral spread evaluations.

Based upon the N_{60} blow counts, liquefaction lateral spreads should not pose any significant hazard to the proposed development.

Seismically Induced Settlements

Seismic settlement occurs when cohesionless soils densify as result of ground shaking. Typically seismically induced settlement is greatest in loose cohesionless sands. Lee and Albaisa (1974) and Yoshimi (1975) studied the volumetric strains (or settlements) in saturated sands due to dissipation of excess pore pressures generated in saturated granular soils by the cyclic ground motions. The volumetric strain, in the absence of lateral flow or spreading, results in settlement. Liquefaction-induced settlement could result in collapse or partial collapse of a structure, especially if there is significant differential settlement between adjacent structural elements. Even without collapse, significant settlement could result in blocked doors and windows that could trap occupants.

The soils encountered at the subject site consist of dense clayey sand and sand. Based upon the liquefaction analysis, liquefaction induced settlement is estimated to be 1.19 inch and differential settlement of 0.60 inch.

CONCLUSIONS

1. Based on the results of this investigation and a thorough review of the proposed development, as discussed, the project is suitable for the intended use providing the following recommendations are incorporated into the design and subsequent construction of the project. Also, the development must be performed in an acceptable manner conforming to building code requirements of the controlling governing agency.

2. Based on the State of California Seismic Hazard Maps, the subject site is located within a liquefaction hazard zone. Based upon the liquefaction analysis, liquefaction induced settlement is estimated to be 1.19 inch and differential settlement of 0.60 inch.

3. Based on the State of California Seismic Hazard Maps, the subject site is not located within an earthquake-induced landslide hazard zone.

4. The SITE CLASS based on California Building Code is D.

5. Based upon field observations, laboratory testing and analysis, the alluvium found in the exploratory borings should possess sufficient strength to support the proposed mixed use development with subgrade parking.

RECOMMENDATIONS

Specific

1. The proposed six story mixed use development with two levels of subgrade parking should be supported on foundations embedded into competent alluvium at subgrade depth.
2. Groundwater is present underlying the site near the proposed subgrade elevation. Therefore, a program of pre-construction dewatering will be required in order to allow the

excavation and installation of the subgrade parking. The dewatering should continue throughout the construction. It is recommended that a qualified dewatering consultant be employed to determine the most efficient means and methods of dewatering the site.

3. Due to the presence of groundwater softening of the soils exposed at the subgrade may occur. Therefore, it is recommended that a 4-inch waste slab be placed at the subgrade level prior to placement of the waterproofing and steel reinforcing for the mat foundation. It is critical to the performance of the mat foundation that the subgrade soils below the mat foundation not be disturbed.
4. Based upon the proposed plan the subgrade parking excavation will extend about 30 feet below the existing grade. The subgrade parking will extend below the encountered groundwater; therefore, the proposed structure should be designed to resist potential hydrostatic pressure such as, but not limited to, lateral hydrostatic pressures and buoyancy. The City of Los Angeles requires that structures not provided with permanent subdrain system be designed to resist hydrostatic pressures.
5. Based upon the proximity of the groundwater to the proposed basement, it is recommended that a waterproofing expert be consulted to provide recommendations for subgrade waterproofing.
6. The soils chemistry results should be incorporated into the design of the proposed project.
7. The property owner shall maintain the site as outlined in the Drainage and Maintenance Section.

Drainage and Maintenance

Maintenance of properties must be performed to minimize the chance of serious damage and/or instability to improvements. Most problems are associated with or triggered by water. Therefore, a comprehensive drainage system should be designed and incorporated into the final plans. In addition, pad areas should be maintained and planted in a way that will allow this drainage system to function as intended. The property owner shall be fully responsible for dampness or water accumulation caused by alteration in grading, irrigation or installation of improper drainage system, and failure to maintain drain systems. The following are specific drainage, maintenance, and landscaping recommendations. Reductions in these recommendations will reduce their effectiveness and may lead to damage and/or instability to the improvements. It is the responsibility of the property owner to ensure that improvements, structures and drainage devices are maintained in accordance with the following recommendations and the requirements of all applicable government agencies.

Drainage

Positive pad drainage should be incorporated into the final plans. The pad should slope away from the footings at a minimum five percent slope for a horizontal distance of ten feet. In areas where there is insufficient space for the recommended ten foot horizontal distance concrete or other impermeable surface should be provided for a minimum of three feet adjacent the structure. Pad drainage should be at a minimum of two percent slope where water flow over lawn or other planted areas. Drainage swales should be provided with area drains about every

fifteen feet. Area drains should be provided in the rear and side yards to collect drainage. All drainage from the pad should be directed so that water does not pond adjacent to the foundations or flow toward them. Roof gutters and downspouts are required for the proposed structures and should be connected into a buried area drain system. All drainage from the site should be collected and directed via non-erosive devices to a location approved by the building official. Area drains, subdrains, weep holes, roof gutters and downspouts should be inspected periodically to ensure that they are not clogged with debris or damaged. If they are clogged or damaged, they should be cleaned out or repaired.

Landscaping (Planting)

The property owner is advised not to develop planter areas between patios, sidewalk and structures. Planters placed immediately adjacent to the structures are not recommended. If planters are proposed immediately adjacent to structures, impervious above-grade or below-grade planter boxes with solid bottoms and drainage pipes away from the structure are suggested. All slopes should be maintained with a dense growth of plants, ground-covering vegetation, shrubs and trees that possess dense, deep root structures and require a minimum of irrigation. Plants surrounding the development should be of a variety that requires a minimum of watering. It is recommended that a landscape architect be consulted regarding planting adjacent to improvements. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes should be reviewed by the landscape architect.

Irrigation

An adequate irrigation system is required to sustain landscaping. Over-watering resulting in runoff and/or ground saturation must be avoided. Irrigation systems must be adjusted to account for natural rainfall conditions. Any leaks or defective sprinklers must be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems must be adjusted for rainy seasons. A landscape architect should be consulted to determine the best times for landscape watering and the proper usage.

Pools/Plumbing

Leakage from a swimming pool or plumbing can produce a perched groundwater condition that may cause instability or damage to improvements. Therefore, all plumbing should be leak-free.

Grading and Earthwork

Proposed grading will consist of subgrade wall excavations, subgrade wall backfill, and foundation excavations.

Foundations

It is recommended that the proposed structure be founded on a mat foundation at the subgrade elevation.

The mat foundation may be proportioned using an average bearing value of (4000) pounds per square foot, and the maximum allowable bearing capacity should not exceed (10,000) pounds per square foot. The mat foundation structural design should be done by the project structural engineer.

The coefficient of static vertical subgrade reaction is defined as:

$$K_b = K_{v1} * [(m+0.5)/1.5m]*[(B+1)/2B]^2$$

K_{v1}: Normalized subgrade reaction coefficient (namely, corresponding to a 1 foot square bearing plate), estimated at 125 pounds per cubic inch (pci) for engineered fill subgrade. It should be noted that this value applies to dry or moist materials, with groundwater at a depth of at least 1.5B below the base of the footing. If groundwater is at the base of the footing, use $K_{v1}/2$ to calculate settlements.

B: Width of the mat foundation measured in feet.

m: Ratio of length over width of a rectangular footing.

The mat foundation structural design should be done by the project structural engineer.

Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the compacted fill. A coefficient of friction of (0.3) may be used between the foundations and the compacted fill. The passive resistance may be assumed to act as a fluid with a density of (400) pounds per cubic foot.

It is recommended that a vapor retarder/waterproofing be placed below the concrete slab on grade. Vapor/moisture transmission through slabs does occur and can impact various components of the structure.

Vapor retarder/waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer (most often the responsibility of the architect). GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing

Settlement

Settlement of continuous footings is anticipated to be on the order of (1/2) inches. Isolated footings should have a settlement of (3/4) inches. Differential settlement between the two foundation unit types is not expected to exceed (1/4) inches.

Expansive Soils

Expansive soils were encountered on the subject property. Expansive soils can be a problem, as variation in moisture content will cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils will shrink (contraction).

Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. This movement can also result in misalignment of doors and windows. To reduce the effect of expansive soils, foundation systems are usually deepened and/or provided with additional reinforcement design by the structural engineer. Planning of yard improvements should take into consideration maintaining uniform moisture conditions around structures. Soils should be kept moist, but water should not be allowed to pond. These designs are intended to reduce, but will not eliminate deflection and cracking and do not guarantee or warrant that cracking will not occur.

Excavations

Excavations ranging in vertical height up to 30 feet will be required for the subgrade wall excavations. Conventional excavation equipment may be used to make these excavations. Excavations should expose alluvium. This should be verified by the project geotechnical engineer during construction so that modifications can be made if variations in the soil occur.

Temporary Shoring

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that a review of the final shoring plans and specifications be made by this office prior to bidding or negotiating with a shoring contractor be made.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tie-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the earth materials. For design purposes, an allowable passive value for the earth materials below the bottom plane of excavation, may be assumed to be 500 pounds per square foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed earth materials.

Casing may be required should caving be experienced in the saturated earth materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

Groundwater was encountered during exploration at a depth of 18 feet below grade. Therefore, it is anticipated that the proposed piles in excess of 18 feet in depth will encounter water. Piles placed below the water level will require the use of a tremie to place the concrete into the bottom of the hole. A tremie shall consist of a water-tight tube having a diameter of not less than 10 inches with a hopper at the top. The tube shall be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The flow shall be continuous until the work is completed and the resulting concrete seal shall be monolithic and homogeneous. The tip of the tremie tube shall always be kept about five feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

Lagging

To develop the full lateral support, provisions should be implemented to assure firm contact between the lagging and the undisturbed earth materials. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the lagging to the earth materials. It is recommended that the lagging and slurry backfill be installed the same day as excavation.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the earth materials, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 pounds per square foot plus surcharges.

Lateral Pressures

A triangular distribution of lateral earth pressure should be utilized for the design of cantilevered shoring system. A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs. Equivalent fluid pressures for the design of cantilevered and restrained shoring are presented in the following table:

Height of Shoring (feet)	Cantilever Shoring System Equivalent Fluid Pressure (pcf) Triangular Distribution of Pressure	Restrained Shoring System Lateral Earth Pressure (psf)* Trapezoidal Distribution of Pressure
30 feet	40 pcf	24H psf

*Where H is the height of the shoring in feet.

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressures should be applied where the shoring will be surcharged by adjacent traffic or structures.

Tied-Back Anchors

Tie-back anchors may be used to resist lateral loads. Friction anchors consisting of high stress thread bars are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge and to greater lengths if necessary to develop the desired capacities.

Drilled friction anchors may be designed for a skin friction of 300 pounds per square foot. Pressure grouted anchor may be designed for a skin friction of 2,000 pounds per square foot. Where belled anchors are utilized, the capacity of belled anchors may be designed by assuming the diameter of the bonded zone is equivalent to the diameter of the bell. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be considered isolated.

It is recommended that at least 3 of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity. The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent test load is applied.

All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15 minute period in order for the anchor to be approved for the design loading.

After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors be installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by a representative of this firm. Minor caving during drilling of the anchors should be anticipated.

Raker Braces

The proposed soldier piles may be laterally supported by raker braces supported by temporary footings, or dead-men. Temporary footings inclined at an angle of 45 degrees to the horizontal may be designed for an allowable bearing value of 2000 psf. To utilize this allowable bearing pressure, the inclined footings should be a minimum of 24 inches in width, and should be embedded a minimum of 24 inches below the lowest adjacent grade. An increase of 300 pounds per square foot may be utilized for each additional foot of width.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. The maximum deflection shall not exceed one-half inch (1/2) inch at the top of the shored embankment where a structure is within 1:1 (h:v) plane projected up from the base of the excavation, and for a maximum lateral deflection of (1) inch provided there are no structures within a 1:1 (h:v) plane projected up from the base of excavation. It is estimated that the deflection could be on the order of one half inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent streets and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring.
Monitoring

Because of the depth of the excavation, some mean of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

Shoring Observations

It is critical that the installation of shoring is observed by a representative of this office. Many building officials require that shoring installation should be performed during the continuous observations of the geotechnical engineer. The observations are made so that modifications of the recommendations can be made if variations in the earth material or groundwater conditions occur. Also the observations will allow for a report to be prepared on the installation of shoring for the use of the local building official.

Excavations Maintenance – Erosion Control

The following recommendations should be considered a part of the excavation/erosion control plan for the subject site and are intended to supplement, but not supersede nor limit the erosion control plans produced by the Project Civil Engineer and/or Qualified SWPPP Developer. These recommendations should be implemented during periods required by the Building Code

(typically between the months of October and April) or at any time of the year prior to a predicted rain event. Consideration should also be given to potential local sources of water/runoff such as existing drainage pipes or irrigation systems that remain in operation during construction activities.

Open Excavations:

All open excavations shall be protected from inclement weather, including areas above and at the toe of the excavation. This is required to keep the excavations from becoming saturated. Saturation of the excavation may result in a relaxation of the soils which may result in failures. Water/runoff should be diverted away from the excavation and not be allowed to flow over the excavation in a concentrated manner.

Open Trenches/Foundation Excavations:

No water should be allowed to pond adjacent to or flow into open trenches. All open trenches shall be covered with plastic sheeting that is anchored with sandbags. Areas around the trenches should be sloped away from the trenches to prevent water runoff from flowing into or ponding adjacent to the trenches.

After the inclement weather has ceased, the excavations shall be reviewed by the project geotechnical engineer and geologist for safety prior to recommencement of work. Foundation excavations that remain open during inclement weather shall be reviewed by the project geotechnical engineer and geologist prior to the placement of steel and concrete to ensure that proper embedment and contact with the bearing material have been maintained.

Open Pile/Caisson Excavations:

All pile/caisson excavations should be reviewed and poured prior to the onset of inclement weather. It is not recommended that any pile/caisson excavations remain open through any inclement weather. However, if it is necessary to leave pile/caisson excavations open during inclement weather, all water and runoff shall be diverted away from and prevented from entering the pile/caisson excavations. Pile/caisson excavations that remain open during inclement weather shall be reviewed by the project geotechnical engineer and geologist prior to the placement of steel and concrete to ensure that proper embedment has been maintained. The base of all end-bearing caissons shall be re-cleaned to ensure contact with the proper bearing material. All stockpiled cuttings from the pile borings shall be removed.

Grading In Progress:

During the inclement time of the year, or during periods prior to the onset of rain, all fill that has been spread and is awaiting compaction shall be compacted before stopping work for the day or before stopping work because of inclement weather. These fills, once compacted, shall have the surface sloped to drain to one area where water may be removed.

Additionally, it is suggested that all stock-piled fill materials be covered with plastic sheeting. This action will reduce the potential for the moisture content of the fill from becoming too high for

compaction. If the fill stockpile is not covered during inclement weather, then aerating the fill to reduce the moisture content would be required. This action is generally very time consuming and may result in construction delays.

Work may recommence, after the rain event, once the site has been reviewed by the project geotechnical engineer.

Retaining Walls

Cantilever retaining walls should be designed to resist an active earth pressure such as that exerted by compacted backfill. Retaining walls up to 30 feet in height may be designed per the following table. The 'active' pressure assumes that the wall will be allowed to deflect 0.01H to 0.02H. Basement walls and other walls where horizontal movement is restricted at the top or not allowed to deflect shall be designed for at-rest pressure. The following pressures include hydrostatic pressure since the proposed wall will extend below the groundwater level.

Surface Slope of Retained Material Horizontal to Vertical	Hydrostatic Active Equivalent Fluid Weight p.c.f.	Hydrostatic At-Rest Pressure Fluid Weight p.c.f.
Level	90	100

In addition to lateral earth pressure, these retaining walls should be designed to resist the surcharge imposed by the proposed structures, footings, any adjacent buildings, or by adjacent traffic surcharge, per the attached figures 11 and 12 obtained from the Naval Facilities Engineering Command, Design Manual 7.02 (Foundation and Earth Structures, pages 74 and 75).

The wall pressure stated assumes that the wall has been backfilled as outlined below. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties. Even with proper compaction of required backfill, settlement of the backfill may occur. Accordingly, utility lines, footings, slabs, or falsework should be planned and designed to accommodate potential settlement.

Walls to be backfilled must be reviewed by the project Geotechnical Engineer prior to commencement of the backfilling operation.

1. The walls will not be provided with a drainage system, therefore, the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure. The entire wall should be design for full hydrostatic pressure based on a water level at the ground surface. In addition, floors would need to be designed for hydrostatic uplift and waterproofed.
2. Water and moisture affecting retaining walls is a common post-construction complaint. Poorly applied or omitted waterproofing can lead to standing water inside the building or efflorescence on the wall.

It is recommended that the retaining walls be waterproofed. Waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer. GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing.

3. After the wall backdrain system has been placed and the waterproofing installed, fill may be placed, if sufficient room allows, in layers not exceeding four inches (4") in thickness and compacted to 90 percent of the maximum density, as determined by ASTM D 1557. Where cohesionless soil having less than (15) percent finer than (0.005) millimeters is used for fill, the fill material shall be compacted to a minimum of (95) percent of the maximum dry density.
4. Where space does not permit compaction of material behind the wall (<24 inches wide), a granular backfill shall be used. This granular backfill shall consist of one-half inch (1/2") to three-quarter inch (3/4") crushed rock and should be densified by tamping into place. The crushed rock backfill should not exceed a depth of ten feet.
5. All granular free-draining wall backfills shall be capped with a clayey compacted soil within the upper two feet (2') of the wall backfill. This compacted material should start below the required wall freeboard.

Lateral Earth Pressure Due to Earth Motion

Retaining walls should be designed to resist an active earth pressure due to earth motion, if required by the building official, distributed as a triangle pressure. Retaining walls up to 30 feet in height may be designed per the following table. The seismic equivalent fluid pressure is in addition to static earth pressures.

The seismic loading is based on a horizontal acceleration coefficient of ½ of 2/3 PGA_M = 0.34.

Surface Slope of Retained Material Horizontal to Vertical	Seismically Induced Earth Pressure - Equivalent Fluid Weight p.c.f.
Level	14

REVIEWS

Plan Review and Plan Notes

The final grading, building, and/or structural plans shall be reviewed and approved by the consultants to ensure that all recommendations are incorporated into the design or shown as notes on the plan.

The final plans should reflect the following:

1. The Preliminary Geotechnical Engineering Investigation by GeoConcepts, Inc. is a part of the plans.
2. Plans must be reviewed and signed by GeoConcepts, Inc.
3. The project geotechnical engineer must review all grading.
4. The project geotechnical engineer shall review all foundations.

Construction Review

Reviews will be required to verify all geotechnical work. It is required that all footing excavations, seepage pits, and grading be reviewed by this office. This office should be notified at least **two working days** in advance of any field reviews so that staff personnel may be made available.

The property owner should take an active role in project safety by assigning responsibility and authority to individuals qualified in appropriate construction safety principles and practices. Generally, site safety should be assigned to the general contractor or construction manager that is in control of the site and has the required expertise, which includes but not limited to construction means, methods and safety precautions.

LIMITATIONS

General

This report is intended to be used only in its entirety. No portion or section of the report, by itself, is designed to completely represent any aspect of the project described herein. If any reader requires additional information or has questions regarding this report, GeoConcepts, Inc. should be contacted.

Subsurface conditions were interpreted on the basis of our field explorations and past experience. Although, between exploratory excavations, subsurface earth materials may vary in type, strength and many other properties from those interpreted. The findings, conclusions and recommendations presented herein are for the soil conditions encountered in the specific

locations. Earth materials and conditions immediately adjacent to, or beneath those observed may have different characteristics, such as, earth type, physical properties and strength. Other soil conditions due to non-uniformity of the soil conditions or manmade alterations may be revealed during construction. If subsurface conditions differ from those encountered in the described exploration, this office should be advised immediately so that further recommendations may be made if required. If it is desired to minimize the possibility of such changes, additional explorations and testing can/should be performed.

Findings, conclusions and recommendations presented herein are based on experience and background. Therefore, findings, conclusions and recommendations are professional opinions and are not meant to indicate a control of nature.

Expansive soils were encountered on the subject property. Design for foundations, slabs on grade, and retaining walls have been provided to mitigate this soil condition. These designs do not guarantee or warrant that cracking will not occur.

This preliminary report provides information regarding the findings on the subject property. It is not designed to provide a guarantee that the site will be free of hazards in the future, such as but not limited to, landslides, slippage, liquefaction, expansive soils, differential settlement, debris flows, seepage, concentrated drainage or flooding. It may not be possible to eliminate all hazards, but homeowners must maintain their property and improve deficiencies to minimize these hazards.

This report may not be copied. If you wish to purchase additional copies, you may order them from this office.

CONSTRUCTION NOTICE

Construction can be challenging. GeoConcepts, Inc. has provided this report to advise you of the general site conditions, geotechnical feasibility of the proposed project, and overall site stability. It must be understood that the professional opinions provided herein are based upon subsurface data, laboratory testing, analyses, and interpretation thereof. Recommendations contained herein are based upon surface reconnaissance and minimum subsurface explorations deemed suitable by your consultants.

Although quantities for foundation concrete and steel may be estimated based on the findings provided in this report, provision should be made for possible changes in quantities during construction. If it is desired to minimize the possibility of such changes, additional exploration and testing should be considered. However, you must be aware that depths and magnitudes will most likely vary between explorations given in the report.

We appreciate the opportunity of serving you on this project. If you have any questions concerning this report, please contact the undersigned.

Respectfully submitted,
GEOCONCEPTS, INC.

Raffi Dermendjian
Project Engineer
PE C. 88261
RD/SJW: 5779-1

Scott J. Walter
Principal Engineer
GE 2476

Distribution: (3) Addressee

APPENDIX I

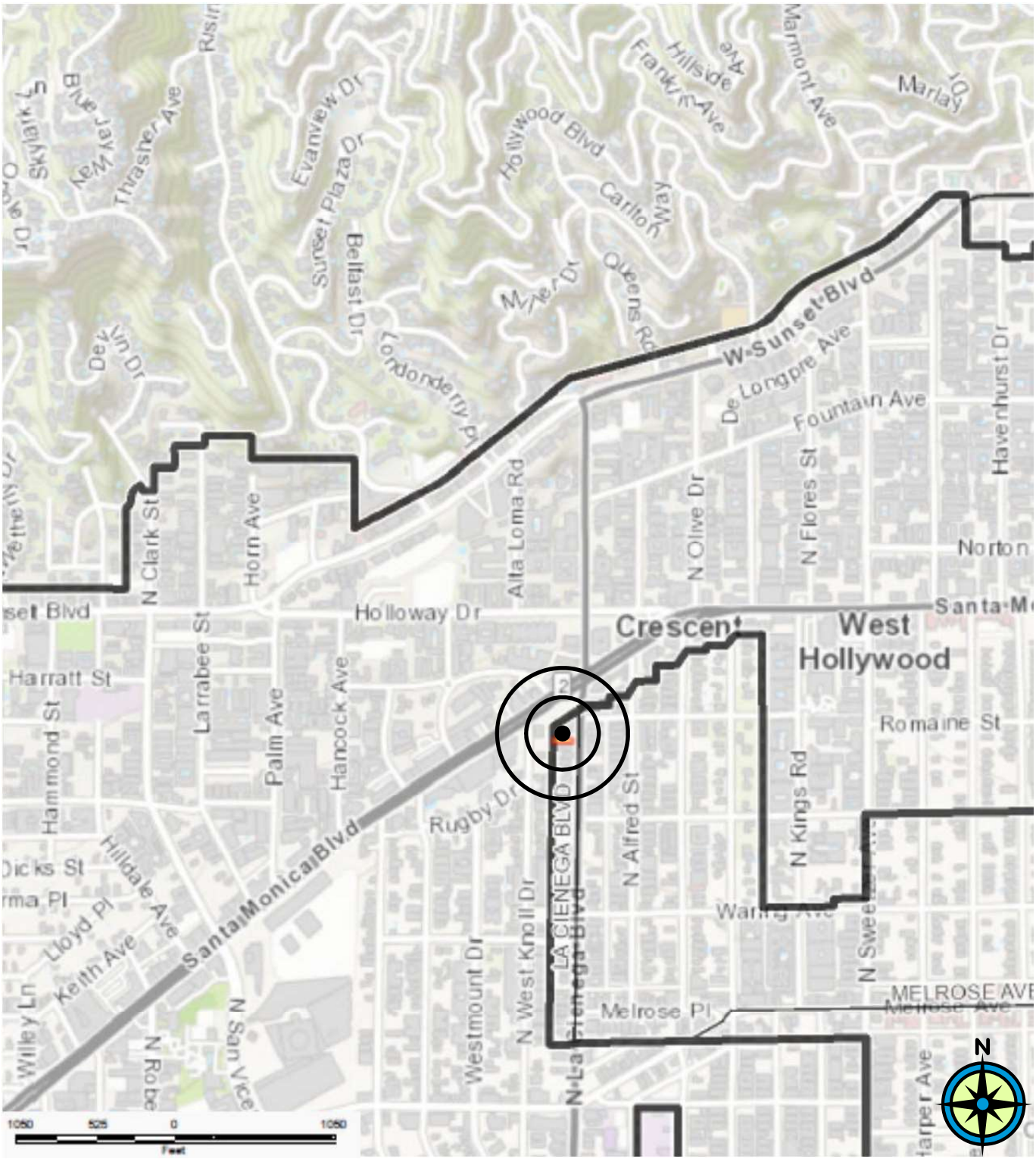
SITE INFORMATION

Location Map
Groundwater Map
Regional Geologic Map
USGS Fault Map
Earthquake Zone Map

Plot Map
Cross Sections

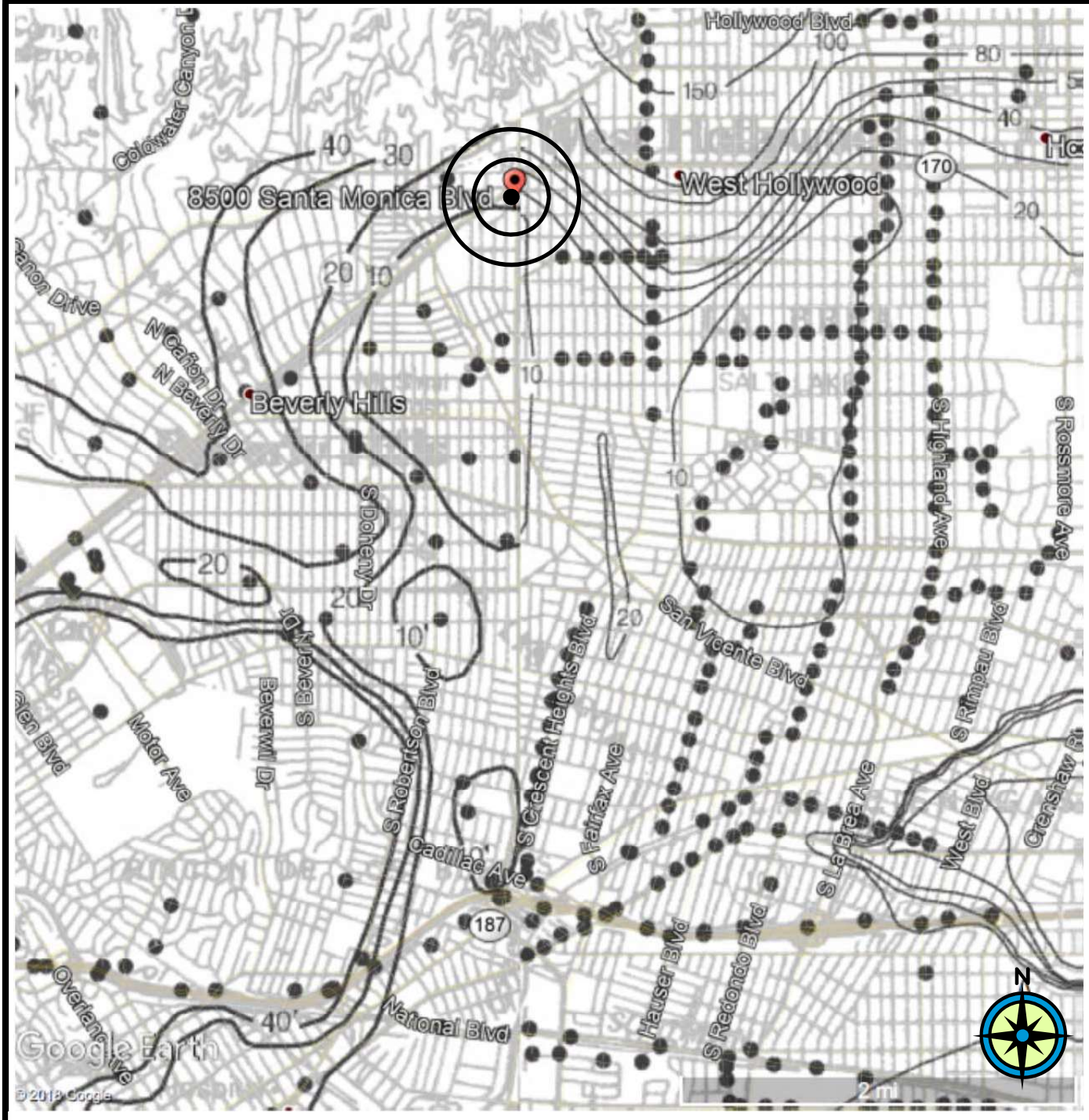
Field Exploration
Borings 1 through 6

LOCATION MAP



Reference:	City of Los Angeles, Bureau of Engineering Santa Monica Topographic Sheet No.	Scale: As Shown

GROUNDWATER MAP

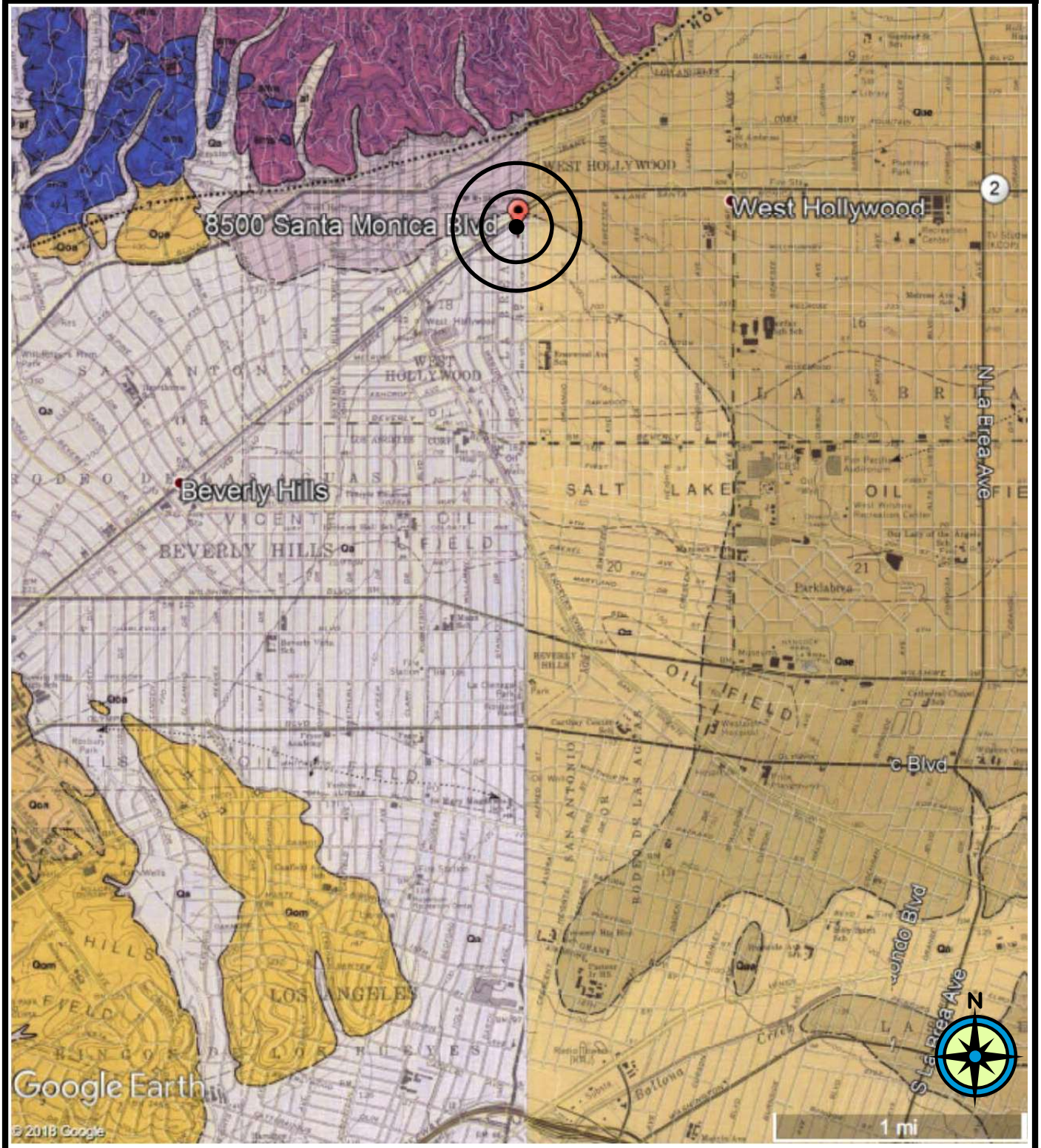


● Borehole Site

30 Depth to ground water in feet

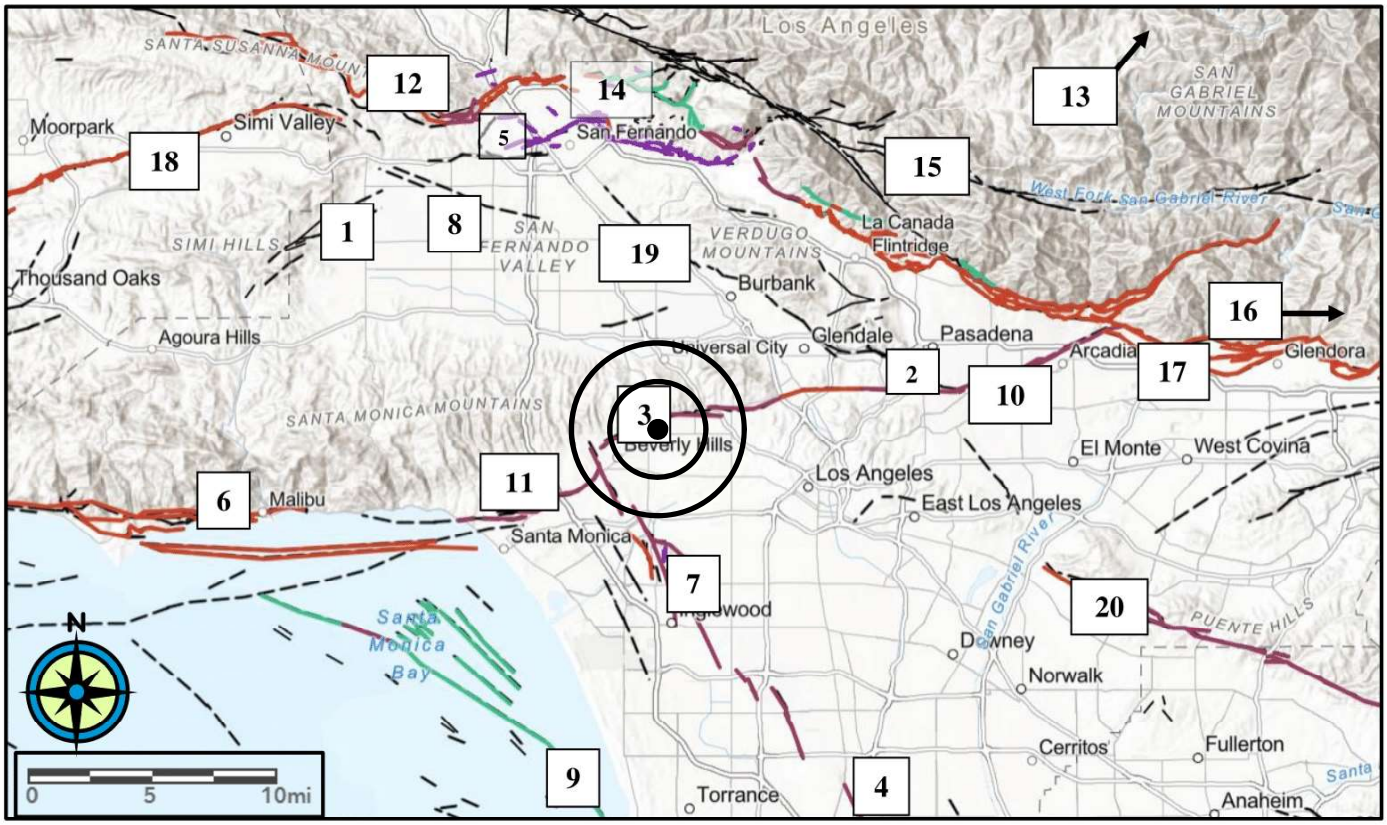
Reference:	State of California Seismic Hazard Report, Hollywood and Beverly Hills Quadrangle	Scale: As Shown

REGIONAL GEOLOGIC MAP



Reference:	Dibblee Maps, Hollywood and Beverly Hills Quadrangle	Scale: As Shown

USGS FAULT MAP



Historic High Magnitude Quaternary Fault Activity

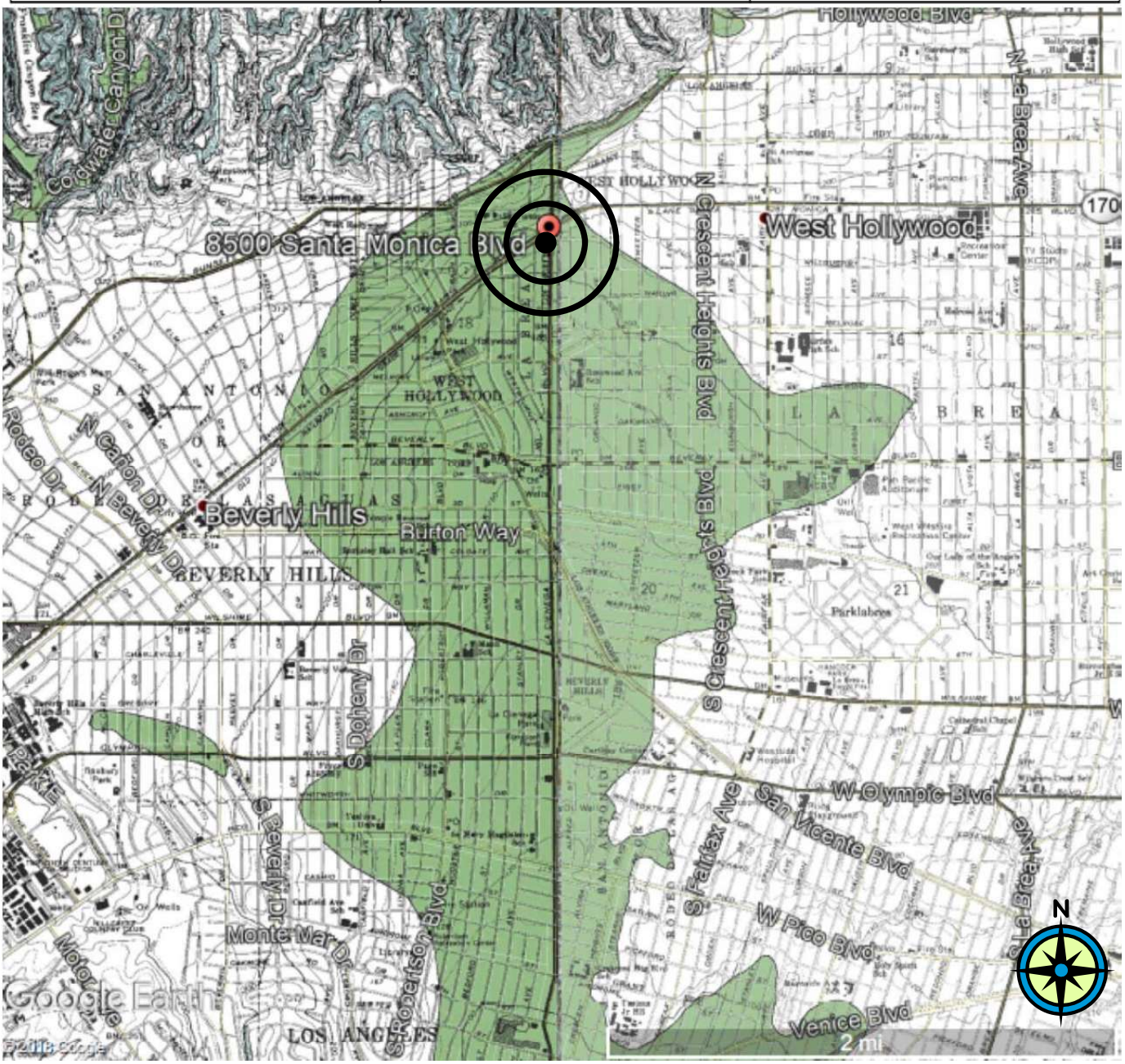
- Approximate Location
- > 1.6 million years
- > 750,000 years
- > 130,000 years
- > 15,000 years
- > 150 years
- Class B*
- Unknown

1	Chatsworth fault	11	Santa Monica fault
2	Eagle Rock fault	12	Santa Susana fault
3	Hollywood fault	13	San Andreas fault
4	Los Alamitos fault	14	San Fernando fault zone
5	Mission Hills fault	15	San Gabriel fault zone
6	Malibu Coast fault	16	San Jacinto fault
7	Newport Inglewood fault zone	17	Sierra Madre fault zone
8	Northridge Hills fault	18	Simi fault
9	Palos Verdes fault zone	19	Verdugo fault
10	Raymond fault	20	Whittier fault

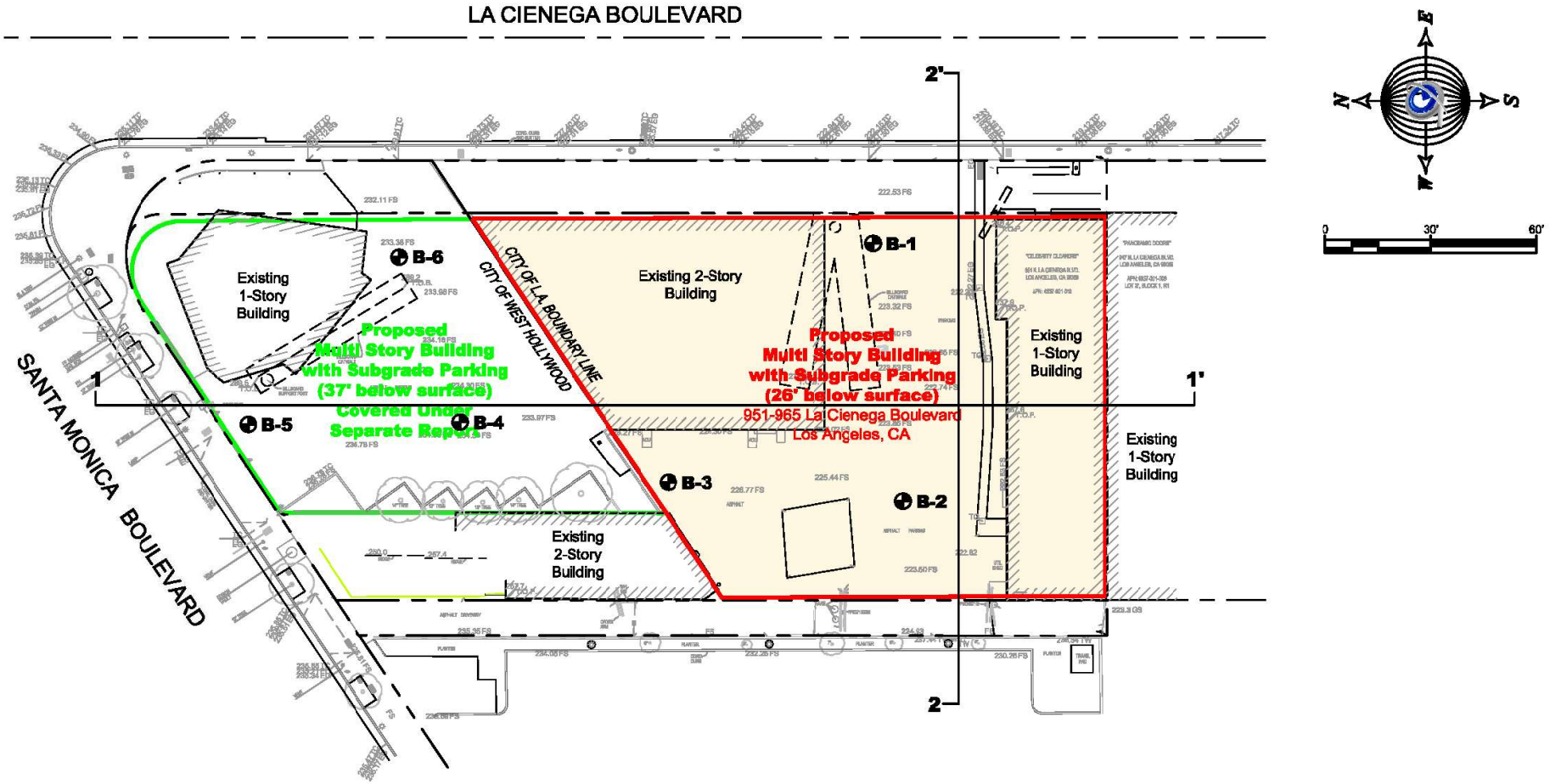
Reference:	https://www.arcgis.com/home/webmap/viewer.html Esri, USGS | Esri, HERE, Garmin, FAO, NOAA, USGS, EPA	Scale: As Shown

EARTHQUAKE ZONE MAP

Earthquake Induced Landslide Zones	Liquefaction Zones	Earthquake Fault Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resource Code Section 2693(c) would be required.	Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.	These features delineate areas where surface fault rupture previously has occurred, or where local topographic, geological, and geotechnical conditions indicate a potential for permanent ground displacements such that mitigation by avoidance as stated in Public Resources Code Section 2621.5 would be required.



Reference:	California Geological Survey, Seismic Hazard Map https://maps.conservation.ca.gov/cgs/DataViewer/index.html	Scale As Shown



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Geology - Geotechnical Engineering
14428 Hamlin Street, Suite 200,Van Nuys, CA 91401
Ph (818) 994-8895 | Fax (818) 994-8599 | www.GeoConceptsInc.com

Description:

Plot Map

Survey Provided By:

VOORHEIS & VOORHEIS, INC.

Project Address:

951-965 La Cienega Boulevard
Los Angeles, California

Date: March 2020

Scale: 1" = 30'

Job No. 5779-1

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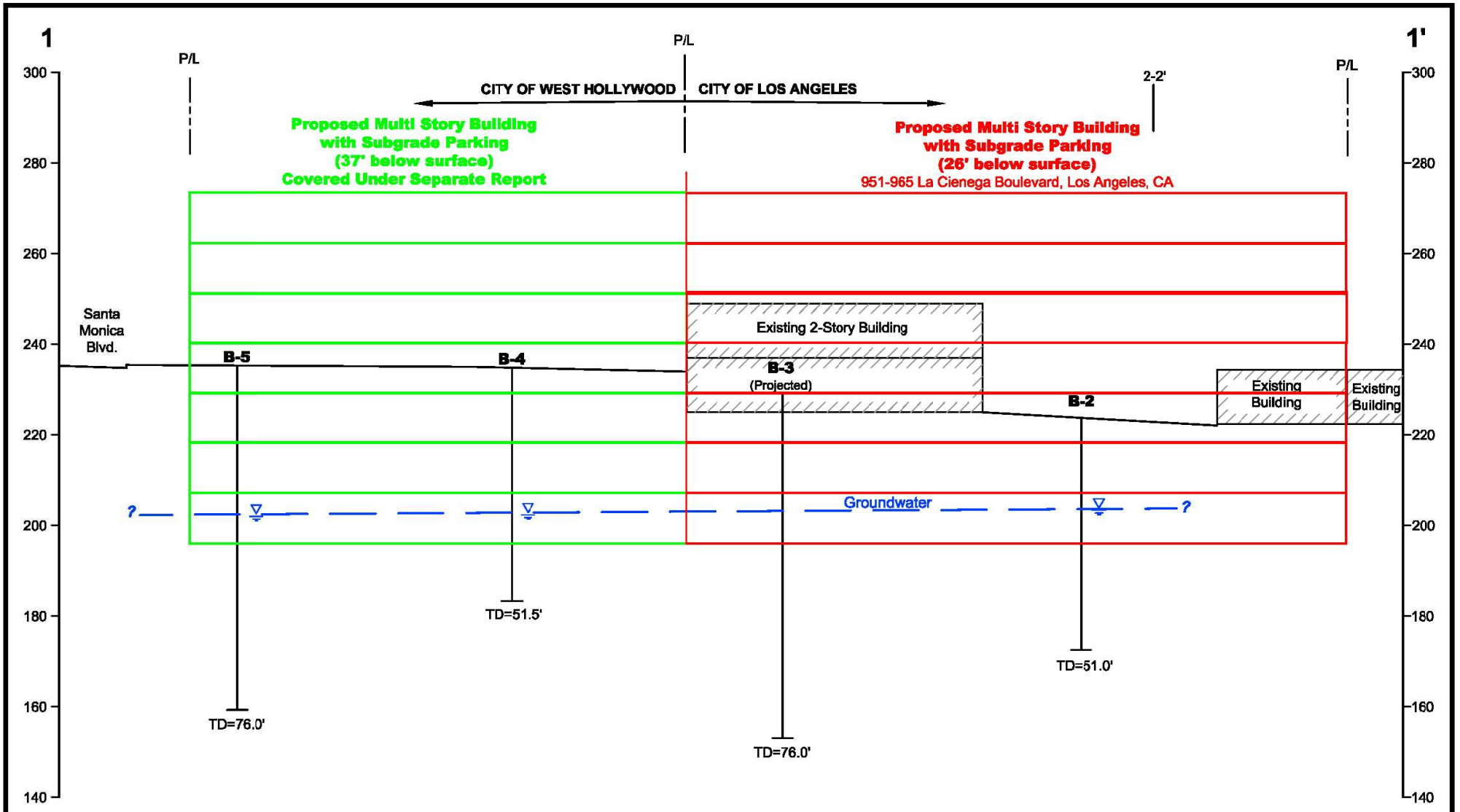

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Description:

Cross Section 1-1'

Project Address:

951-965 La Cienega Boulevard
Los Angeles, California

Date: March 2020

Scale: 1" = 20'

Job No. 5779-1

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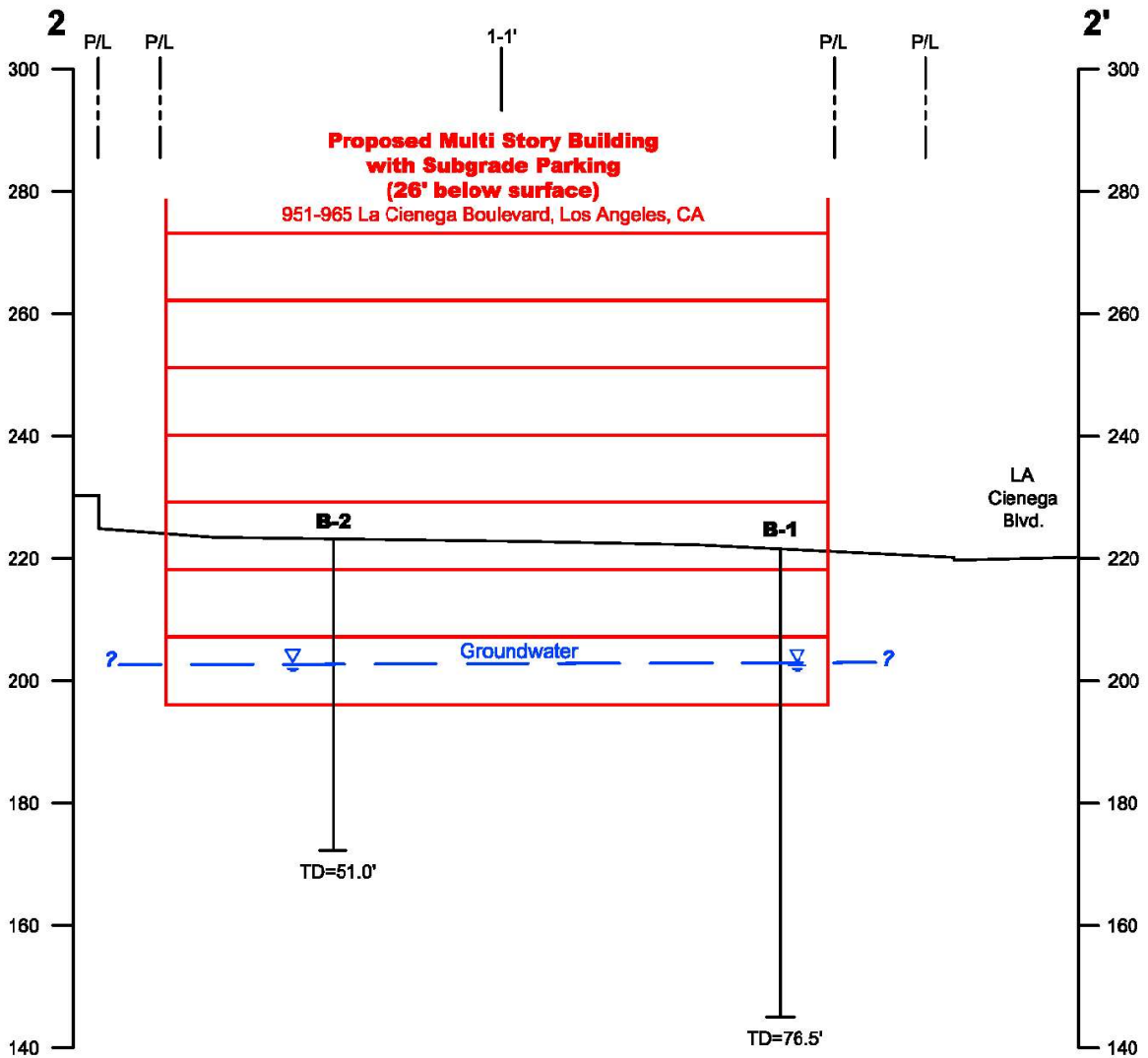

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Description:

Cross Section 2-2'

Project Address:

951-965 La Cienega Boulevard
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Date: March 2020

Scale: 1" = 20'

Job No. 5779-1

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BORING: B-1

ADDRESS: Santa Monica Blvd/La Cienega Blvd

PROJECT NO.: 5779

DATE LOGGED: November 12, 2019

LOGGED BY: RD

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.2' **ASPHALT**
	14	113	12				0.2' - 2.0' **ARTIFICIAL FILL; Af,** clayey sand, reddish brown, slightly moist, fine to coarse grained
			9		5		
	12	112	14				2.0' - 76.5' **ALLUVIUM; Qal,**
			10		10		2.0' - 10.0' clayey sand, dark brown to reddish brown, slightly moist, fine to coarse grained
	13	110	16				10.0' - 30.0' sand with minor clay, reddish brown to dark brown, slighlty moist to wet, fine to coarse grained
			9		15		
	12	118	40				@17.5' gray
			17		20		@18.5' groundwater
	16	112	41				
			21		25		
	16	115	51				
			28		30		30.0' - 60.0' clayey sand, reddish brown to dark reddish brown, wet, fine to coarse grained
	16	114	50				
			28		35		
	14	117	50				
			32		40		
	17	110	39				
			35		45		
	10	131	51				
					50		
			55		55		
	10	127	48				60.0' - 76.5' clayey sand, dark gray, very moist to wet, fine to coarse grained
			31		60		
					65		
	12	129	34				
					70		
			34		75		
					80		Total Depth - 76.5 Feet Groundwater - 18.5 Feet 8-Inch Hollow Stem Auger with Autohammer
					85		

BORING: B-2

ADDRESS: Santa Monica Blvd/La Cienega Blvd

PROJECT NO.: 5779

DATE LOGGED: November 12, 2019

LOGGED BY: RD

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.2' **ASPHALT**
							0.2' - 2.0' **ARTIFICIAL FILL; Af,** clayey sand, reddish brown, slightly moist, fine to coarse grained
	12	113	8		5		2.0' - 15.0' clayey sand, reddish brown, slightly moist to moist, fine to coarse grained
	8	120	55		10		
	10	113	28		15		15.0' - 30.0' sand with minor clay, reddish brown, moist to wet, fine to coarse grained
	13	114	29		20		
	12	118	32		25		
	11	124	64		30		@30.0' clayey sand, reddish brown, wet, fine to coarse grained
50 blows for 3 inches	8	134	50		35		
50 blows for 6 inches			50		40		@40.0' No Recovery
50 blows for 4 inches	13	122	50		45		
50 blows for 4 inches	12	126	50		50		Total Depth - 51.0 Feet Groundwater - 20.0 Feet 8-Inch Hollow Stem Auger with Autohammer
					55		
					60		
					65		
					70		
					75		
					80		
					85		

BORING: B-3

ADDRESS: Santa Monica Blvd/La Cienega Blvd

PROJECT NO.: 5779

DATE LOGGED: November 12, 2019

LOGGED BY: RD

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.2' **ASPHALT**
	12	112	19				0.2' - 2.0' **ARTIFICIAL FILL; Af,** clayey sand, reddish brown, slightly moist, fine to coarse grained
			10		5		
	9	111	15				2.0' - 7.5' clayey sand, reddish brown, slightly moist, fine to coarse grained
			9		10		
	5	114	21				7.5' - 30.0' sand with minor clay, reddish brown, slightly moist to wet, fine to coarse grained
			13		15		@7.5' gravels
	10	119	31				
			13		20		
	10	117	30				
			16		25		
	12	122	38				
			27		30		30.0' - 76.0' sand to sand with minor clay, reddish brown, very moist to wet, fine to coarse grained
	12	122	53				
			28		35		
50 blows for 6 inches	13	123	50				
			28		40		
	13	124	57		45		
			36		50		
50 blows for 4 inches			50		55		
50 blows for 6 inches	11	123	50		60		
50 blows for 2 inches	12	129	50		65		
50 blows for 6 inches			50		70		@70.0' No Recovery
50 blows for 3 inches			50		75		@75.0' No Recovery
							Total Depth - 76.0 Feet
					80		Groundwater - 23.0 Feet
							8-Inch Hollow Stem Auger with Autohammer
					85		

BORING: B-4

ADDRESS: Santa Monica Blvd/La Cienega Blvd

PROJECT NO.: 5779

DATE LOGGED: November 12, 2019

LOGGED BY: RD

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.2' **ASPHALT**
							0.2' - 2.0' **ARTIFICIAL FILL; Af,** clayey sand, reddish brown, slightly moist, fine to coarse grained
	13	112	16		5		2.0' - 45.0' **ALLUVIUM; Qal,**
	9	112	16		10		2.0' - 15.0' clayey sand, dark brown, slightly moist, fine to coarse grained
	5	113	22		15		15.0' - 45.0' sand with minor clay, reddish brown, slightly moist to wet, fine to coarse grained
	11	113	24		20		
	5	116	24		25		
	11	115	34		30		
	13	121	54		35		
	16	111	47		40		
50 blows for 5 inches	11	124	50		45		45.0' - 51.0' clayey sand, dark brown, wet, fine to coarse grained
50 blows for 2 inches	10	131	50		50		
					55		Total Depth - 51.5 Feet Groundwater - 31.0 Feet 8-Inch Hollow Stem Auger with Autohammer
					60		
					65		
					70		
					75		
					80		
					85		

BORING: B-5

ADDRESS: Santa Monica Blvd/La Cienega Blvd

PROJECT NO.: 5779

DATE LOGGED: November 12, 2019

LOGGED BY: RD

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.2' **ASPHALT**
	11	118	18				0.2' - 4.0' **ARTIFICIAL FILL; Af,** clayey sand, dark brown, slightly moist, fine to coarse grained, brick fragments
			10		5		
	6	110	27				4.0' - 76.0' **ALLUVIUM; Qal,**
			14		10		4.0' - 15.0' clayey sand, reddish brown to dark brown, slightly moist, fine to coarse grained
	4	119	26				
			14		15		15.0' - 45.0' sand with minor clay, reddish brown, slightly moist to wet, fine to coarse grained
	10	119	27				
			18		20		
	15	114	42				
			18		25		@25.0' clayey sand
	7	126	28				
			25		30		
	11	121	32				
			21		35		
	8	134	50				
			23		40		
	11	128	40				
			33		45		
50 blows for 6 inches	9	133	50				
			52		50		50.0' - 65.0' sand with minor clay, reddish brown, wet, fine to coarse grained
50 blows for 5 inches	12	122	50		55		
			49		60		
50 blows for 6 inches	12	123	50		65		65.0' - 76.0' sand, gray, wet, fine to coarse grained
			64		70		
50 blows for 3 inches	12	123	50		75		
					80		Total Depth - 76.0 Feet Groundwater - 33.0 Feet 8-Inch Hollow Stem Auger with Autohammer
					85		

BORING: B-6

ADDRESS: Santa Monica Blvd/La Cienega Blvd

PROJECT NO.: 5779

DATE LOGGED: November 12, 2019

LOGGED BY: RD

ATTITUDES
b - bedding j - joint
s - shear f - fault

WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
				0		0.0' - 0.2' **ASPHALT**
						0.2' - 2.0' **ARTIFICIAL FILL; Af,** clayey sand, reddish brown, slightly moist, fine to coarse grained
7	115	28		5		2.0' - 51.0' **ALLUVIUM; Qal,**
4	118	26		10		2.0' - 15.0' clayey sand, reddish brown to dark brown, slightly moist, fine to coarse grained
4	120	25		15		15.0' - 45.0' sand with minor clay, reddish brown, slighty moist to wet, fine to coarse grained
7	117	17		20		
8	117	25		25		
11	125	28		30		
13	112	32		35		
		58		40		@40.0' no recovery
11	128	60		45		45.0' clayey sand, reddish brown, wet, fine to coarse grained
		64		50		@50.0' No Recovery
				55		Total Depth - 50.0 Feet Groundwater - 29.0 Feet 8-Inch Hollow Stem Auger with Autohammer
				60		
				65		
				70		
				75		
				80		
				85		

APPENDIX II

LABORATORY TESTING

Laboratory Procedures

Laboratory Recapitulation 1
Laboratory Recapitulation 2

Figures S.1 through S.18
Figures C.1 through C.21
Figures SV.1 through SV.5
Figures ATT.1

LABORATORY PROCEDURES

Laboratory testing was performed on samples obtained as outlined in the Field Exploration section of this report. All samples were sent to the laboratory for examination, testing in general conformance to specified test methods, and classification, using the Unified Soil Classification System and group symbol.

Moisture and Density Tests

The dry unit weight and moisture content of the undisturbed samples were determined. The results are tabulated in the Laboratory Recapitulation - Table 1.

Shear Tests

Direct single-shear tests were performed with a direct shear machine. The desired normal load is applied to the specimen and allowed to come to equilibrium. The rate of deflection on the sample is approximately 0.005 inches per minute. The samples are tested at higher and/or lower normal loads in order to determine the angle of internal friction and the cohesion. The results are plotted on the Shear Test Diagrams and the results tabulated in the Laboratory Recapitulation - Table 1. The samples were observed prior to and after shearing to ensure the particle size of the sample did not exceed 10% of the diameter of the test specimen in accordance with ASTM standards. Although the soil was described to include gravels they were not included within the samples tested, therefore, the results provide a conservative estimate of the shear strength of the soil.

Consolidation

Consolidation tests were performed on samples, within the brass ring, to predict the soils behavior under a specific load. Porous stones are placed in contact with top and bottom of the samples to permit to allow the addition or release of water. Loads are applied in several increments and the results are recorded at selected time intervals. Samples are tested at field and increased moisture content. The results are plotted on the Consolidation Test Curve and the load at which the water is added as noted on the drawing.

Expansion Index Tests

The sample is compacted into an expansion mold with a degree of saturation between 40-60%. A vertical confining pressure of 144 psf is applied to the sample. The sample is inundated with distilled water. The deformation is recorded after 24 hours. The test results are shown in the Laboratory Recapitulation - Table 2.

Grain Size Analysis

Sieve
A group of sieves is assembled with a solid collecting pan at the bottom. The sample is placed in top sieve. The assembly is placed in the sieve shaker. Upon completion of the sieving operation the weight of the material retained on each is determined.

Atterbergs Limits

Liquid Limit
A sample at a specified moisture content is placed in the liquid limit device. The cup drops required to close a groove in the sample is recorded. Three samples at varying moisture contents are tested.

Plastic Limit
A sample at a specified moisture content is rolled on a glass plate. The moisture content is varied until the sample crumbles at a diameter of 1/8".

pH (CTM 643)

A sample of dry soil and distilled water are placed in a flask and allowed to stand for approximately an hour to stabilize. The pH is measured using a pH meter that has been compensated for temperature. The results are tabulated in the Laboratory Recapitulation - Table 2.

Minimum Resistivity (CTM 643)

The electrical resistivity of each soil specimen is conducted in a two-stage process using the soil box method. The first stage measures the resistivity of the soil in its as-received condition and the second stage records the value after saturation with distilled water. The results are tabulated in the Laboratory Recapitulation - Table 2.

Chloride Content (CTM 422)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot of the sample is mixed with chloride indicator and titrated over silver nitrate solution. The chloride content is determined by the difference of the volumes required to complete titration. The results are tabulated in the Laboratory Recapitulation - Table 2.

Sulfate Content (CTM 417)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot is mixed with distilled water and a conditioning agent. The solution is then placed in a photometer and the value recorded. The process is repeated with the addition of barium chloride. The sulfate content is determined by the difference of the photometer readings. The results are tabulated in the Laboratory Recapitulation - Table 2.

LABORATORY RECAPITULATION 1 PROJECT: 8500 Santa Monica and 951 - 956 La Cienega Blvd PROJECT NO.: 5779						
Exploration	**Depth (ft)**	**Material**	**Dry Density In Situ (P.C.F.)**	**Moisture Content (%)**	**Cohesion (K.S.F.)**	**Friction Angle (degree)**
B-1	0.5	Qal Bulk				
B-1	2.5	Qal	112.5	14.1	0.375	24
B-1	5	Qal				
B-1	7.5	Qal	112.2	11.9		
B-1	12.5	Qal	110.2	13.1	0.175	32
B-1	15	Qal				
B-1	17.5	Qal	118.1	12		
B-1	22.5	Qal	112.1	15.5	0.25	34
B-1	25	Qal				
B-1	27.5	Qal	114.7	15.7		
B-1	32.5	Qal	114.2	16		
B-1	35	Qal				
B-1	37.5	Qal	116.6	14.1		
B-1	42.5	Qal	110.2	17.4		
B-1	45	Qal				
B-1	50	Qal	131.2	10.4		
B-1	55	Qal				
B-1	60	Qal	126.6	10.4		
B-1	65	Qal				
B-1	70	Qal	128.6	12.3		
B-1	75	Qal				
B-2	5	Qal	113.4	12	0.175	32
B-2	10	Qal	119.7	8.4		
B-2	15	Qal	113.4	9.9	0.275	34
B-2	20	Qal	113.7	12.5		
B-2	22.5	Qal Bulk				
B-2	25	Qal	117.6	12.2	0.3	35
B-2	30	Qal	124.4	11		
B-2	35	Qal	133.6	8.1		
B-2	45	Qal	121.9	13.1		
B-2	50	Qal	126.1	12		
B-3	2.5	Qal	112.4	11.6	0.275	29
B-3	5	Qal				
B-3	7.5	Qal	111.1	9.3		
B-3	12.5	Qal	113.7	4.8	0.25	30
B-3	15	Qal				

B-3	17.5	Qal	119	10.1		
B-3	22.5	Qal	117.1	10.4	0.425	29
B-3	25	Qal				
B-3	27.5	Qal	122.1	12.3		
B-3	32.5	Qal	122	12.2		
B-3	35	Qal				
B-3	37.5	Qal	122.6	13.1		
B-3	40	Qal				
B-3	45	Qal	124.2	12.5		
B-3	60	Qal	122.6	11.1		
B-3	65	Qal	129.1	12.2		
B-4	5	Qal	111.8	12.8	0.35	26
B-4	10	Qal	112.3	9.2		
B-4	15	Qal	113.4	4.9	0.2	34
B-4	20	Qal	112.6	10.5		
B-4	25	Qal	116.1	5.3	0.2	34
B-4	30	Qal	115.3	11		
B-4	35	Qal	121.1	13.3		
B-4	40	Qal	111.4	16		
B-4	45	Qal	123.6	11		
B-4	50	Qal	131.5	10.1		
B-5	2.5	Qal	117.8	10.5	0.3	24
B-5	5	Qal				
B-5	7.5	Qal	109.7	6.2		
B-5	12.5	Qal	119	4	0.175	33
B-5	15	Qal				
B-5	17.5	Qal	118.7	9.6		
B-5	22.5	Qal	114	15.2	0.25	34
B-5	25	Qal				
B-5	27.5	Qal	126.3	7.3		
B-5	32.5	Qal	121.3	11.3		
B-5	35	Qal				
B-5	37.5	Qal	134.2	8.3		
B-5	42.5	Qal	127.9	11.1		
B-5	45	Qal				
B-5	47.5	Qal	133.1	9.3		
B-5	50	Qal				
B-5	55	Qal	122.3	11.7		
B-5	60	Qal				
B-5	65	Qal	123.3	11.7		

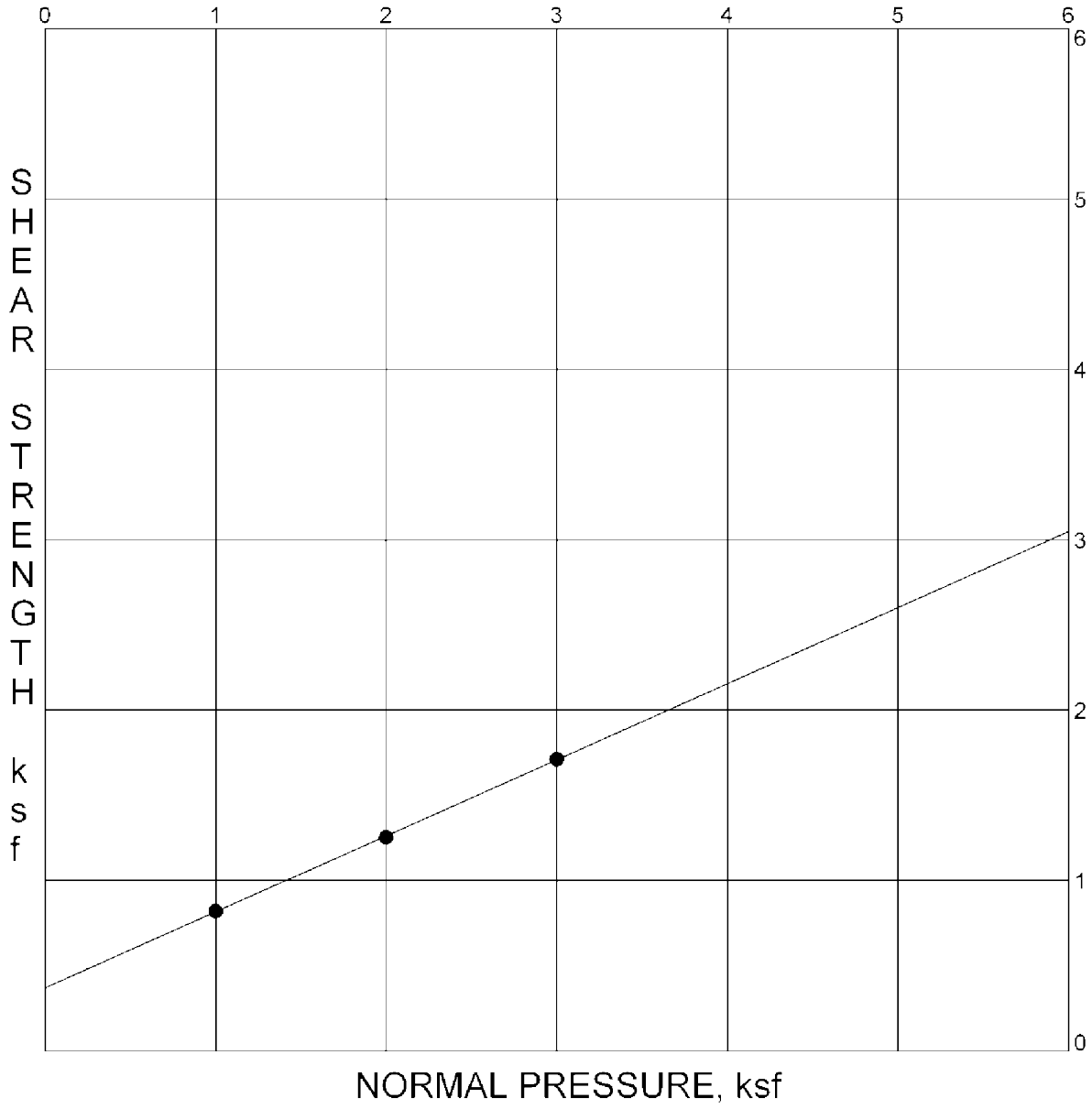
B-5	70	Qal				
B-5	75	Qal	123	11.9		
B-6	5	Qal	115.3	7.4	0.275	26
B-6	10	Qal	118	4.2		
B-6	15	Qal	119.8	4.2	0.2	33
B-6	20	Qal	117.4	7.3		
B-6	25	Qal	117.2	7.6	0.25	35
B-6	30	Qal	124.7	11.3		
B-6	35	Qal	112.3	12.5		
B-6	45	Qal	127.8	11.1		

LABORATORY RECAPITULATION 2
PROJECT: 8500 Santa Monica and 951 - 956 La Cienega Blvd
PROJECT NO.: 5779

Exploration	Depth (ft)	pH	As-Is Soil Resistivity (ohm-cm)	Minimum Soil Resistivity (ohm-cm)	Chloride (%)	Sulphate (%)	Expansion Index
B-1	0.5	7	12000	2000	0.002	0.0029	34
B-2	22.5	7.39	140000	2600	0.002	0.001	

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 2.5 DESCRIPTION: Qal



Test Results

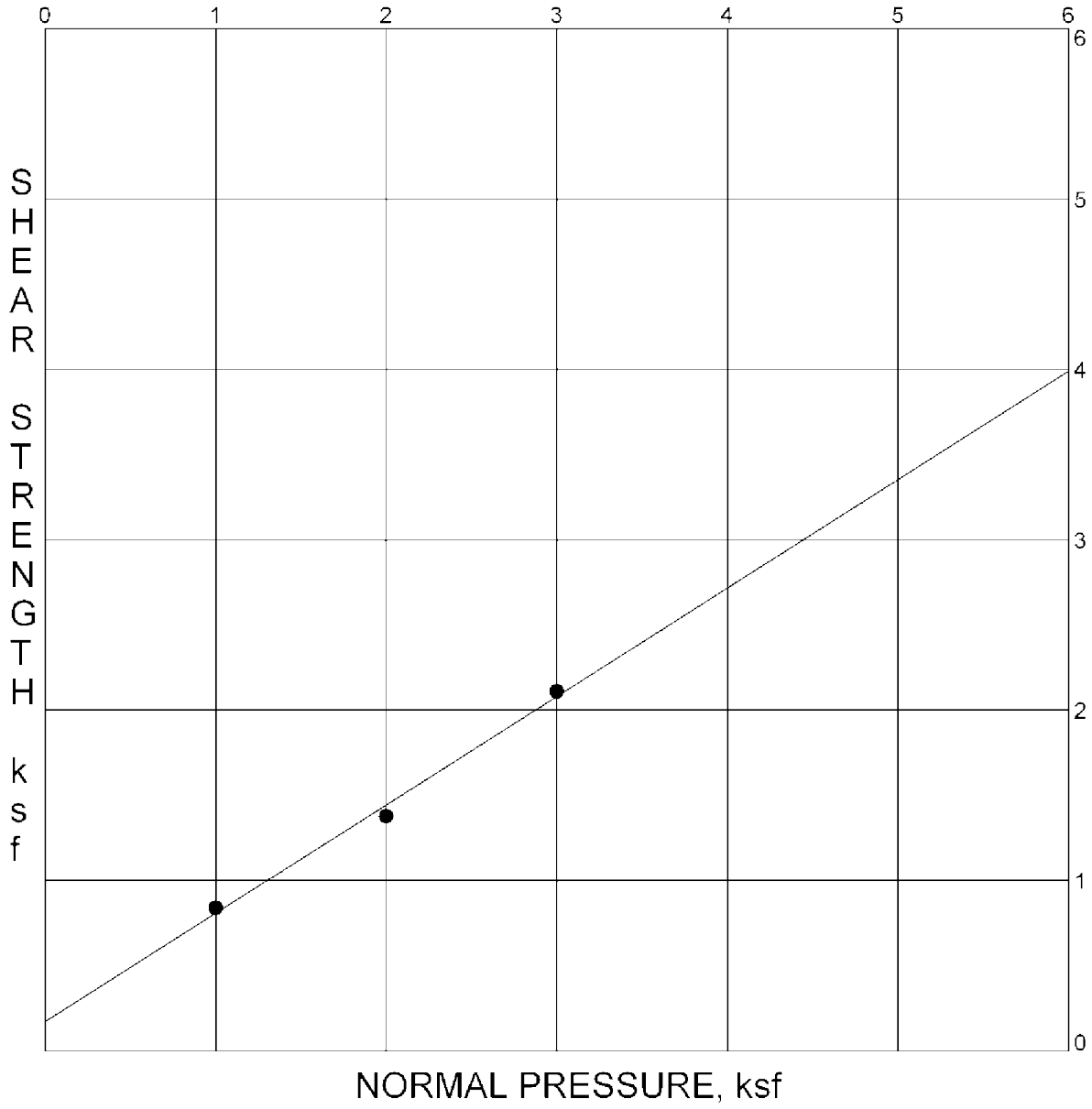
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 14.1	Dry Density: 112.5	Phi (deg): 24.0
Saturated: 18.4		Cohesion (ksf): 0.375

SHEAR TEST DIAGRAM

Figure S 1

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 12.5 DESCRIPTION: Qal



Test Results

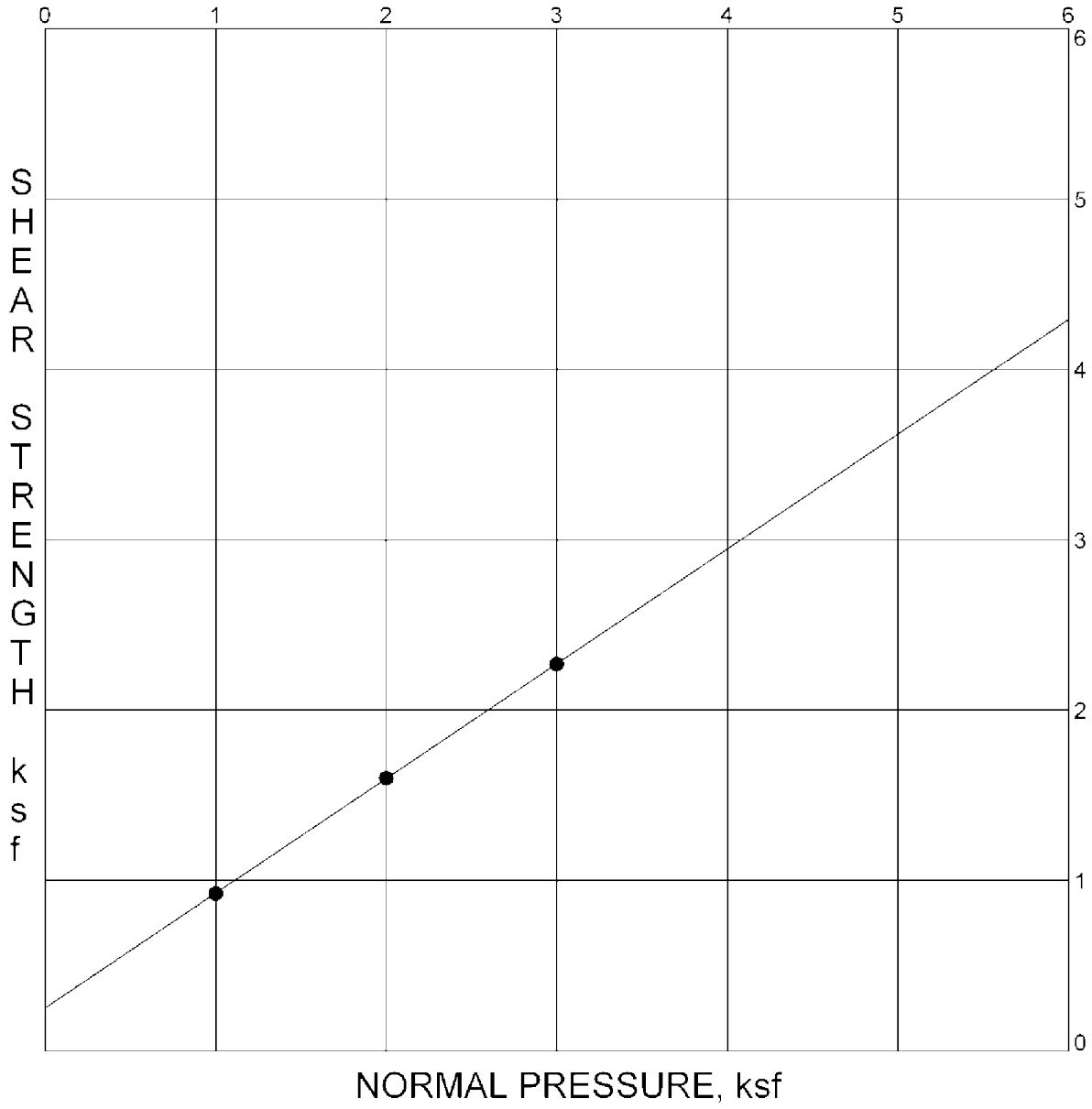
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 13.1	Dry Density: 110.2	Phi (deg): 32.0
Saturated: 19.6		Cohesion (ksf): 0.175

SHEAR TEST DIAGRAM

Figure S 2

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 22.5 DESCRIPTION: Qal



Test Results

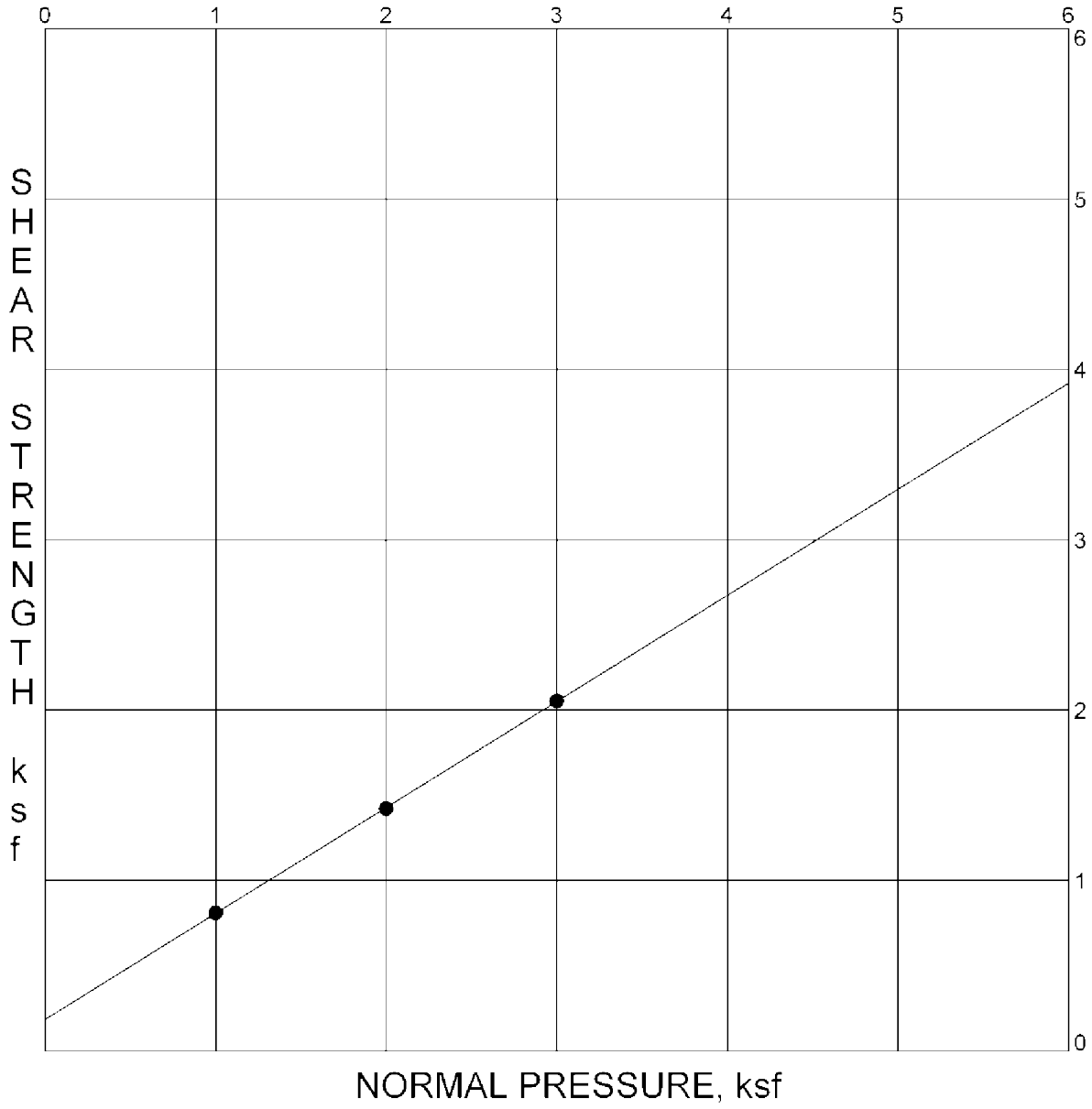
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 15.5	Dry Density: 112.1	Phi (deg): 34.0
Saturated: 18.4		Cohesion (ksf): 0.250

SHEAR TEST DIAGRAM

Figure S 3

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-2 @ 5.0 DESCRIPTION: Qal



Test Results

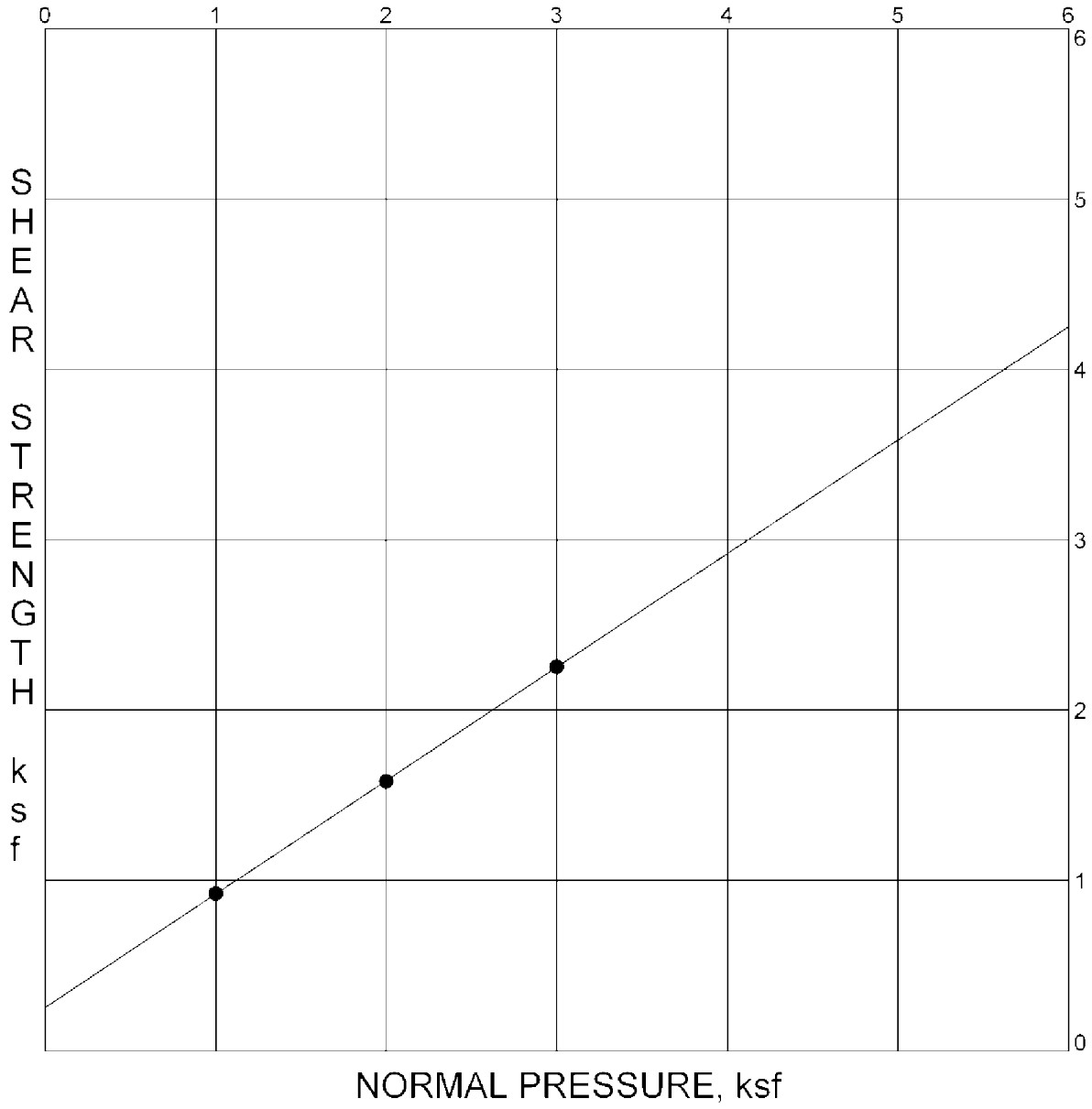
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 12.0	Dry Density: 113.4	Phi (deg): 32.0
Saturated: 18.0		Cohesion (ksf): 0.175

SHEAR TEST DIAGRAM

Figure S 4

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-2 @ 15.0 DESCRIPTION: Qal



Test Results

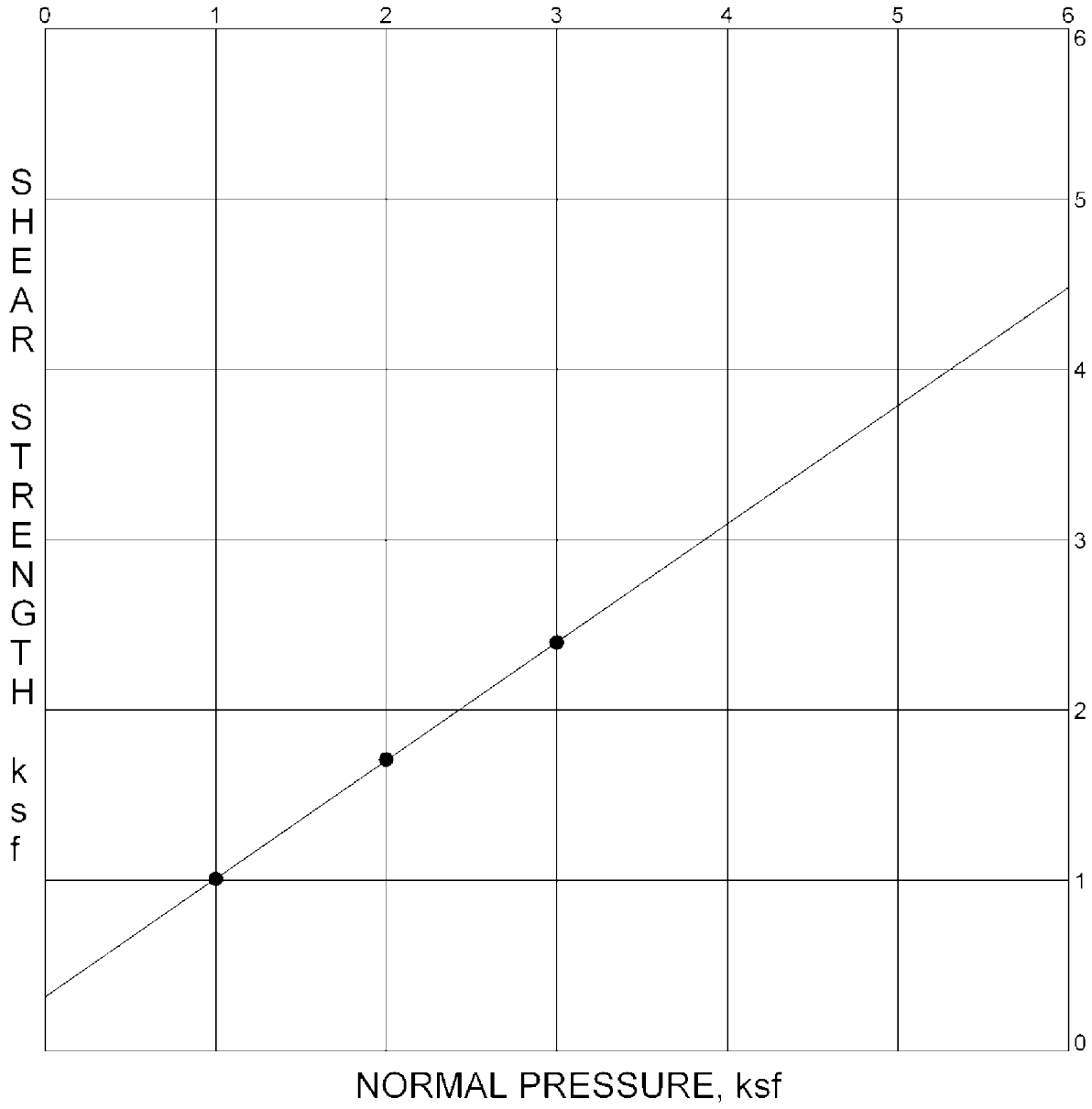
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 9.9	Dry Density: 113.4	Phi (deg): 34.0
Saturated: 17.9		Cohesion (ksf): 0.275

SHEAR TEST DIAGRAM

Figure S 5

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-2 @ 25.0 DESCRIPTION: Qal



Test Results

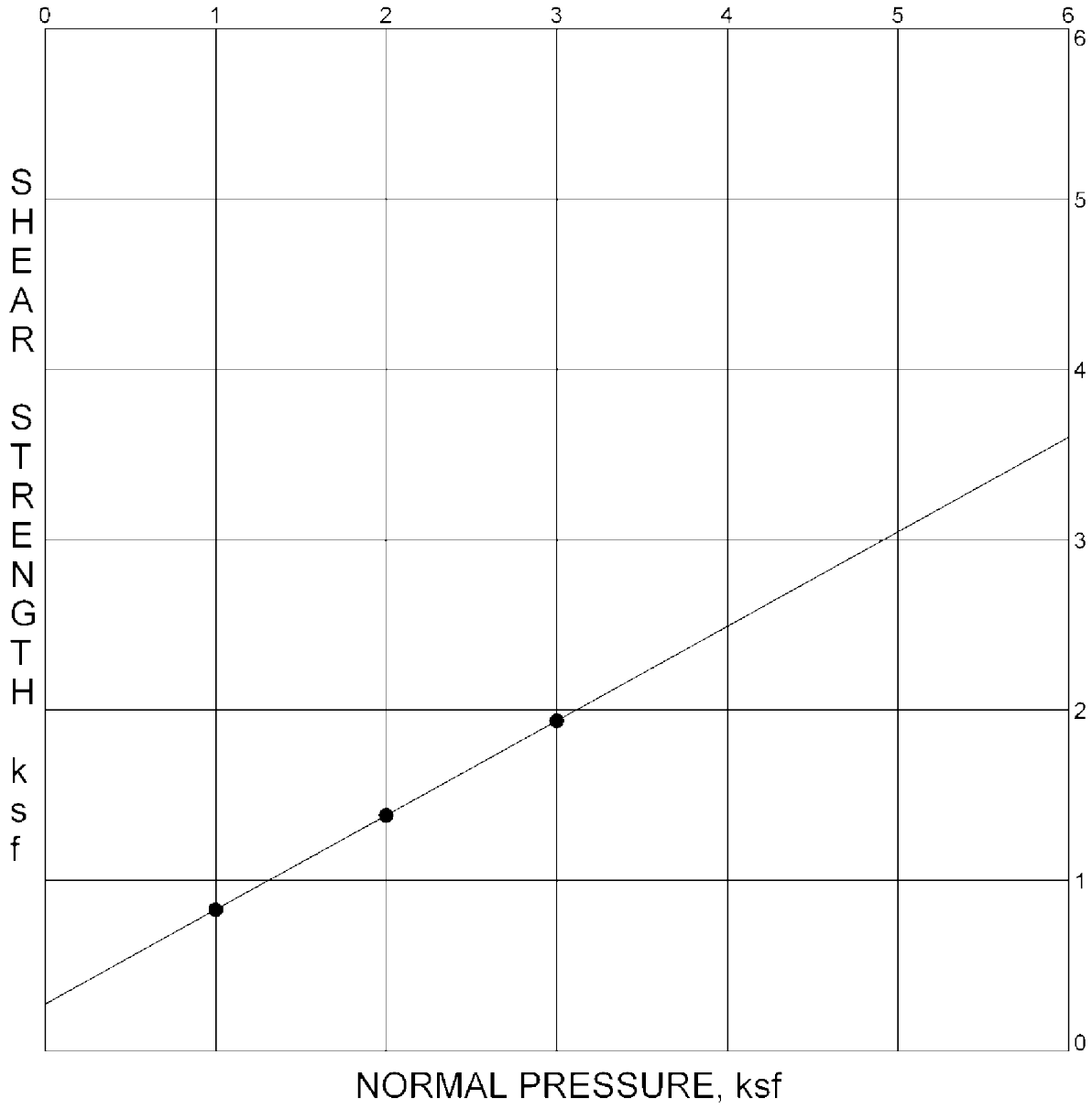
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 12.2	Dry Density: 117.6	Phi (deg): 35.0
Saturated: 15.9		Cohesion (ksf): 0.300

SHEAR TEST DIAGRAM

Figure S-6

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-3 @ 2.5 DESCRIPTION: Qal



Test Results

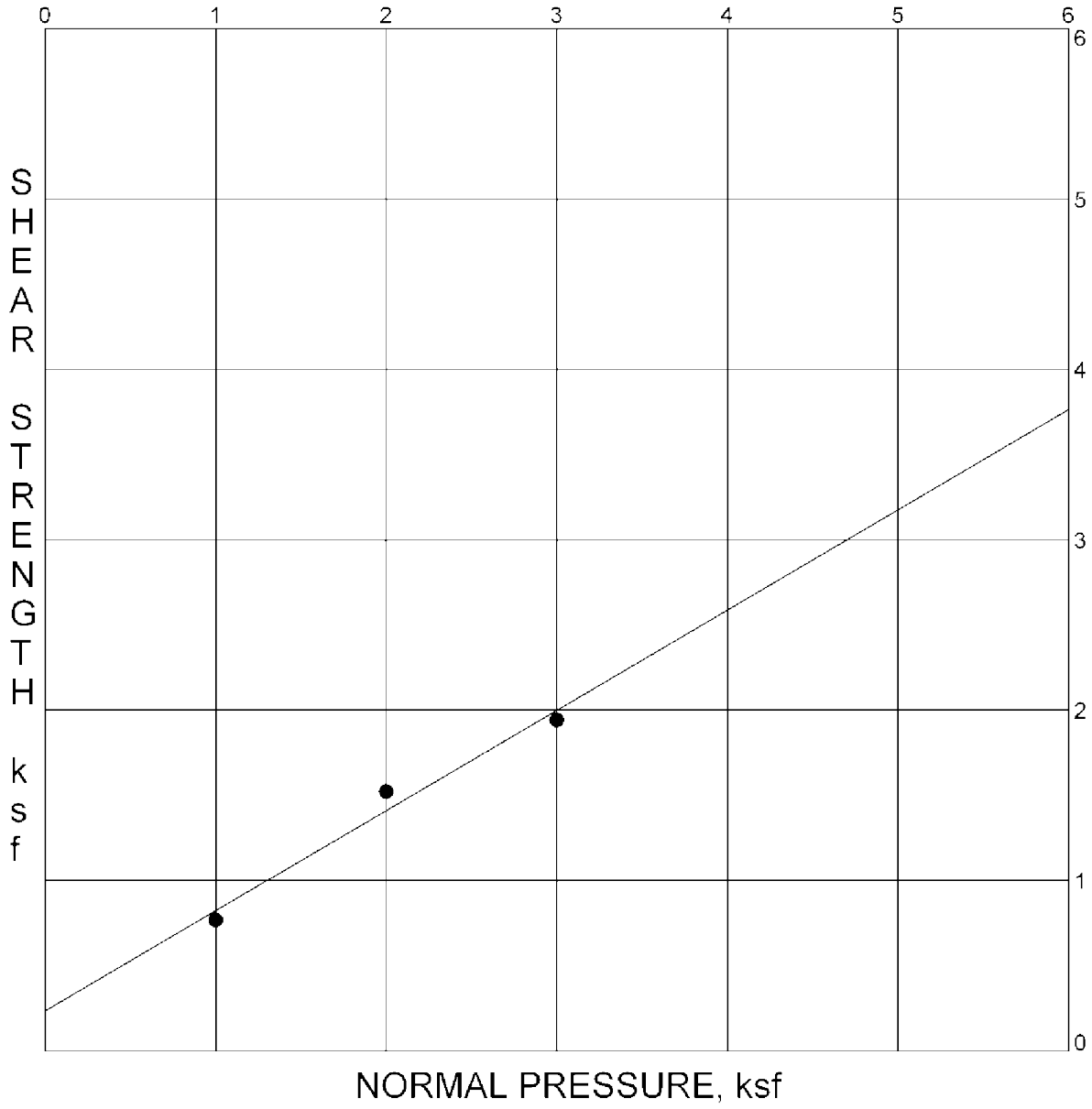
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 11.6	Dry Density: 112.4	Phi (deg): 29.0
Saturated: 18.4		Cohesion (ksf): 0.275

SHEAR TEST DIAGRAM

Figure S 7

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-3 @ 12.5 DESCRIPTION: Qal



Test Results

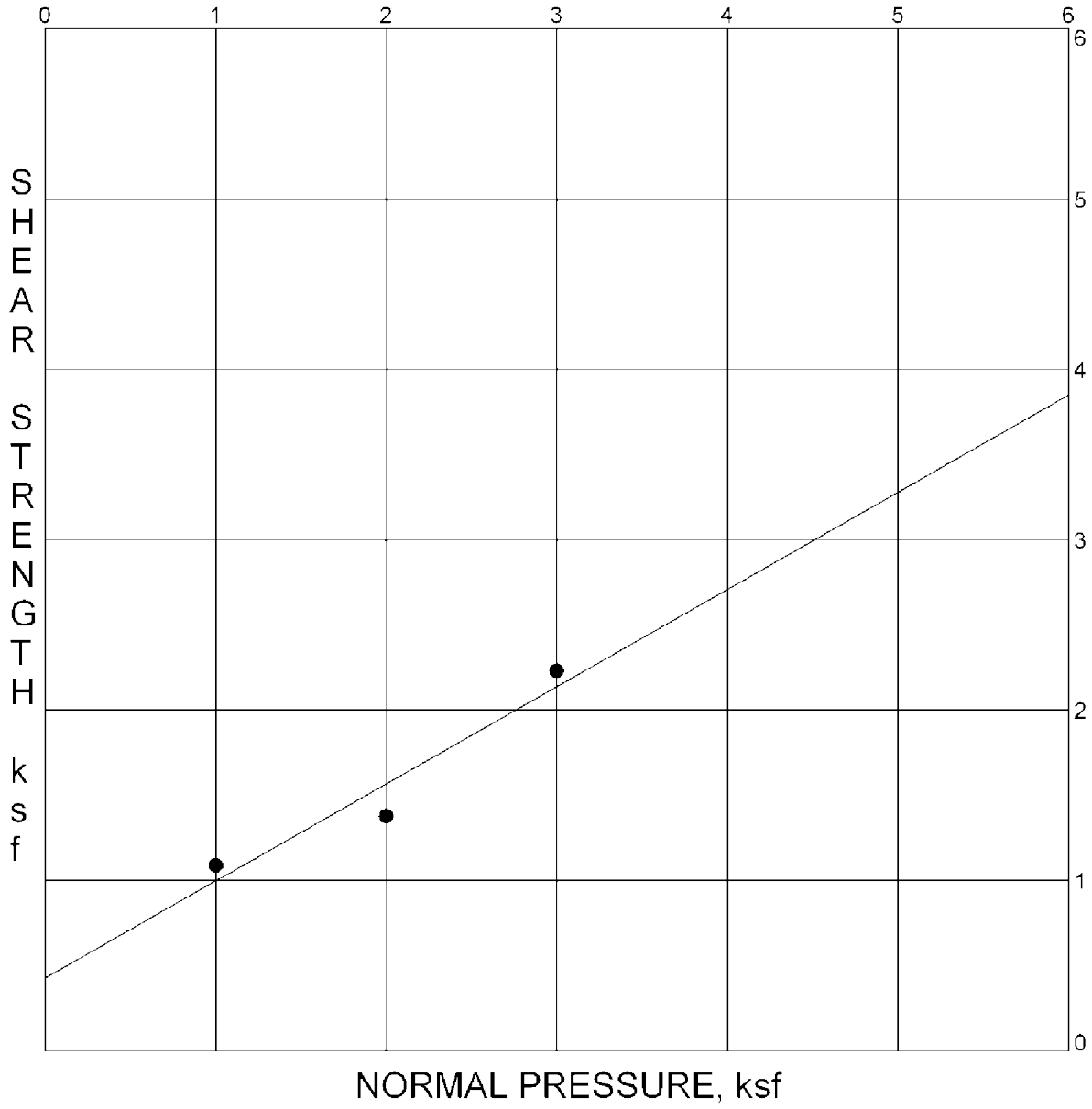
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 4.8	Dry Density: 113.7	Phi (deg): 30.0
Saturated: 17.9		Cohesion (ksf): 0.250

SHEAR TEST DIAGRAM

Figure S 8

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-3 @ 22.5 DESCRIPTION: Qal



Test Results

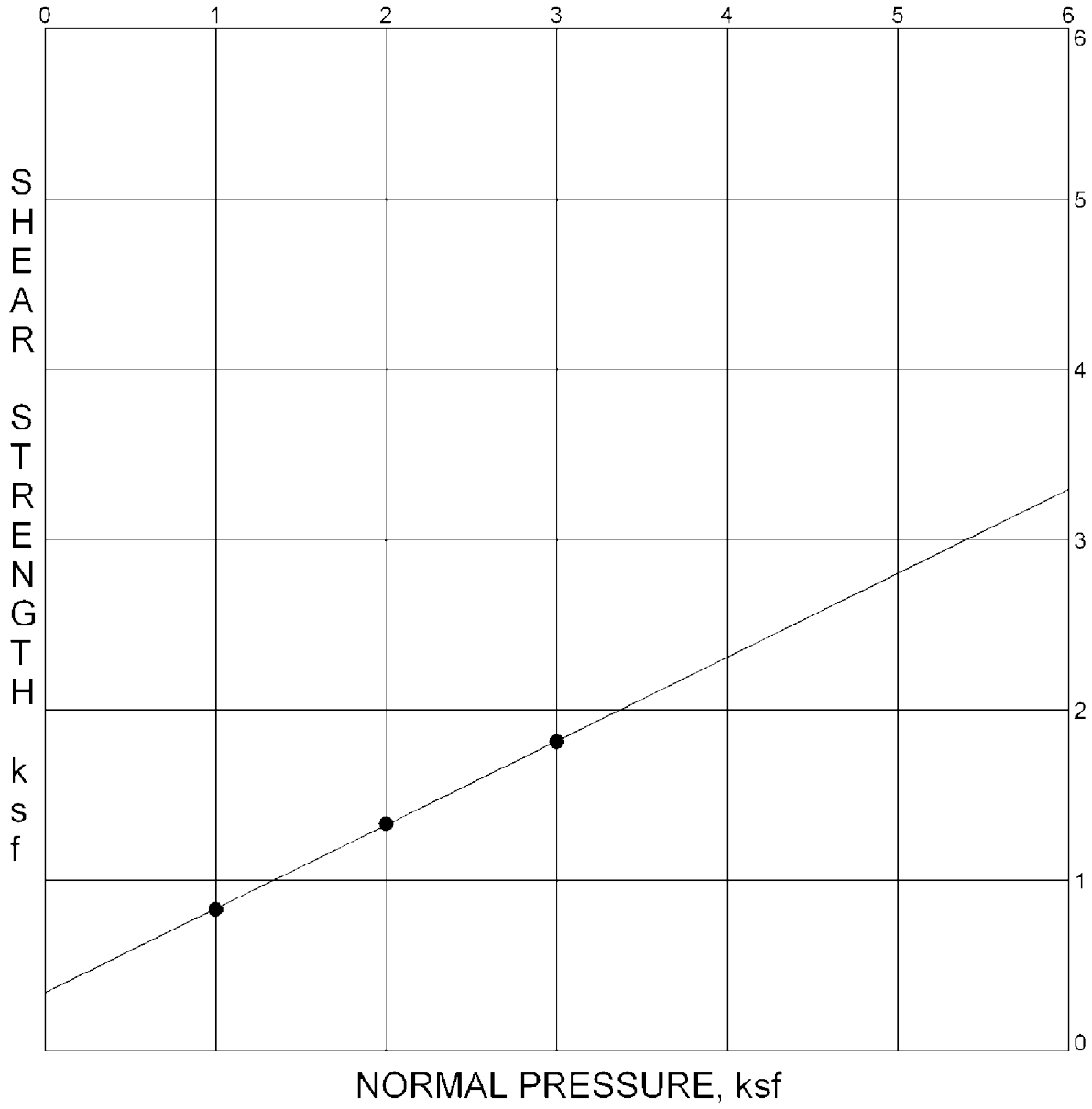
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 10.4	Dry Density: 117.1	Phi (deg): 29.0
Saturated: 16.3		Cohesion (ksf): 0.425

SHEAR TEST DIAGRAM

Figure S.9

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 5.0 DESCRIPTION: Qal



Test Results

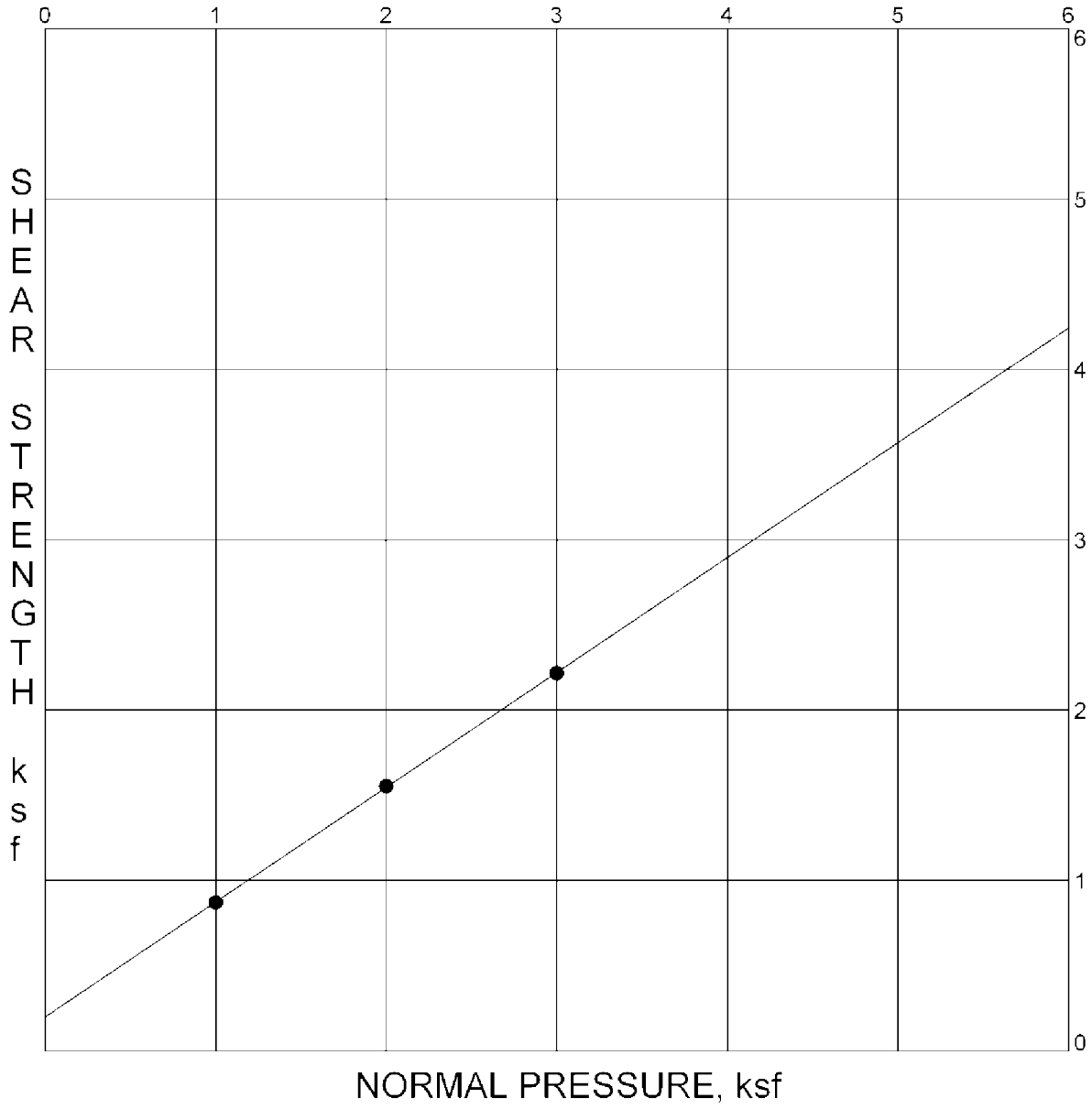
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 12.8	Dry Density: 111.8	Phi (deg): 26.0
Saturated: 18.5		Cohesion (ksf): 0.350

SHEAR TEST DIAGRAM

Figure S 10

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 15.0 DESCRIPTION: Qal



Test Results

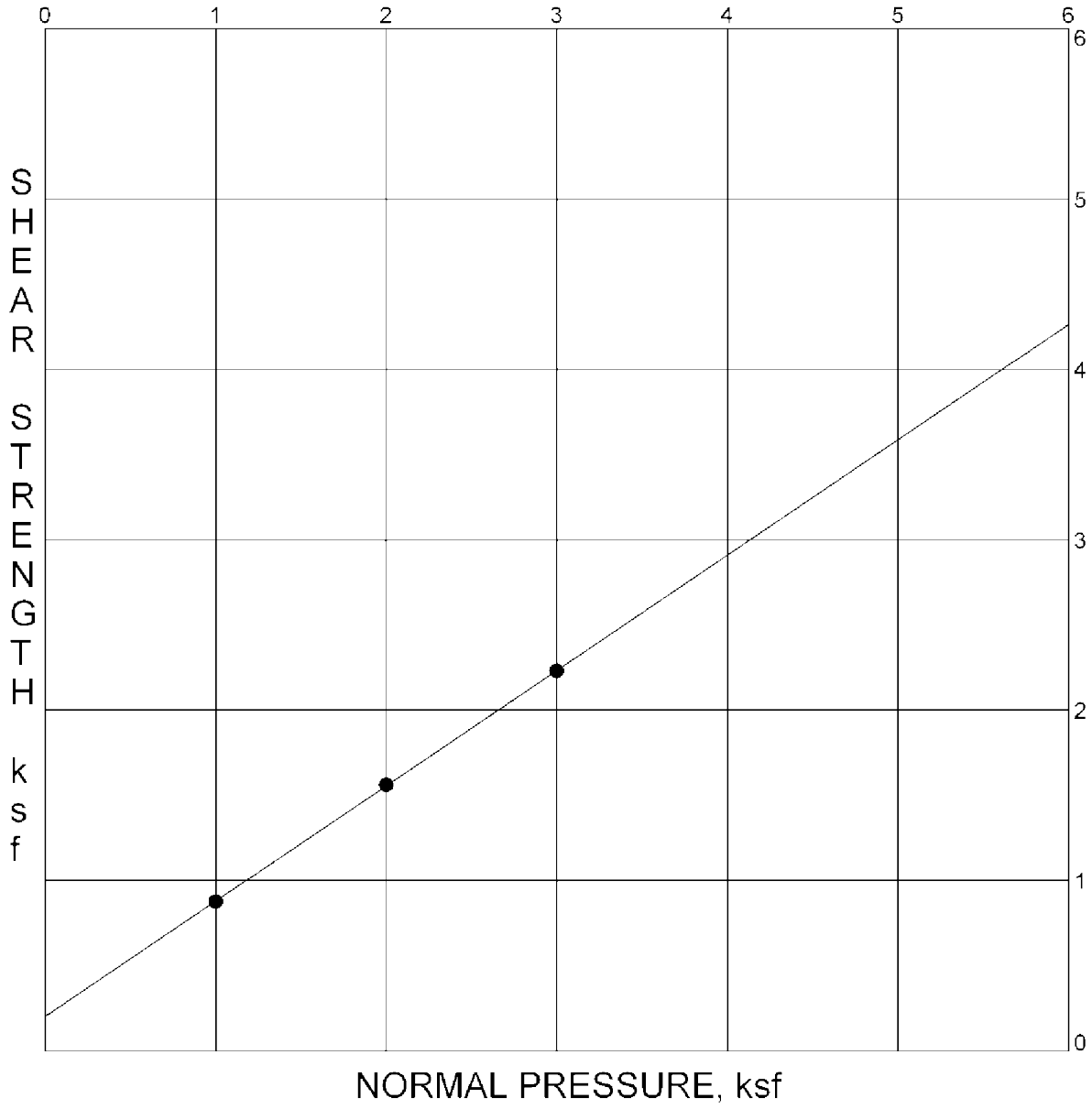
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 4.9	Dry Density: 113.4	Phi (deg): 34.0
Saturated: 17.9		Cohesion (ksf): 0.200

SHEAR TEST DIAGRAM

Figure S 11

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 25.0 DESCRIPTION: Qal



Test Results

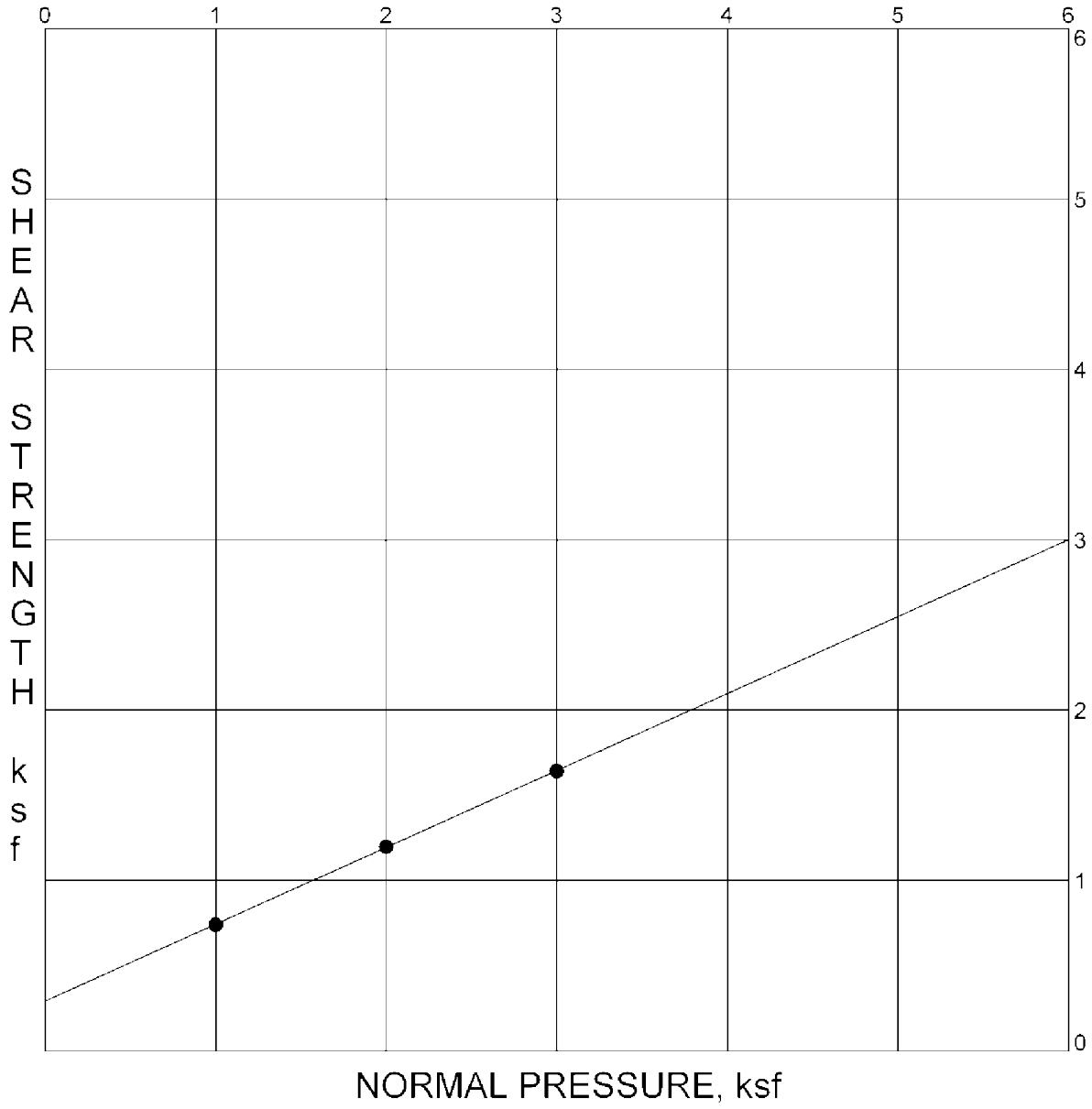
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 5.3	Dry Density: 116.1	Phi (deg): 34.0
Saturated: 16.6		Cohesion (ksf): 0.200

SHEAR TEST DIAGRAM

Figure S 12

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 2.5 DESCRIPTION: Qal



Test Results

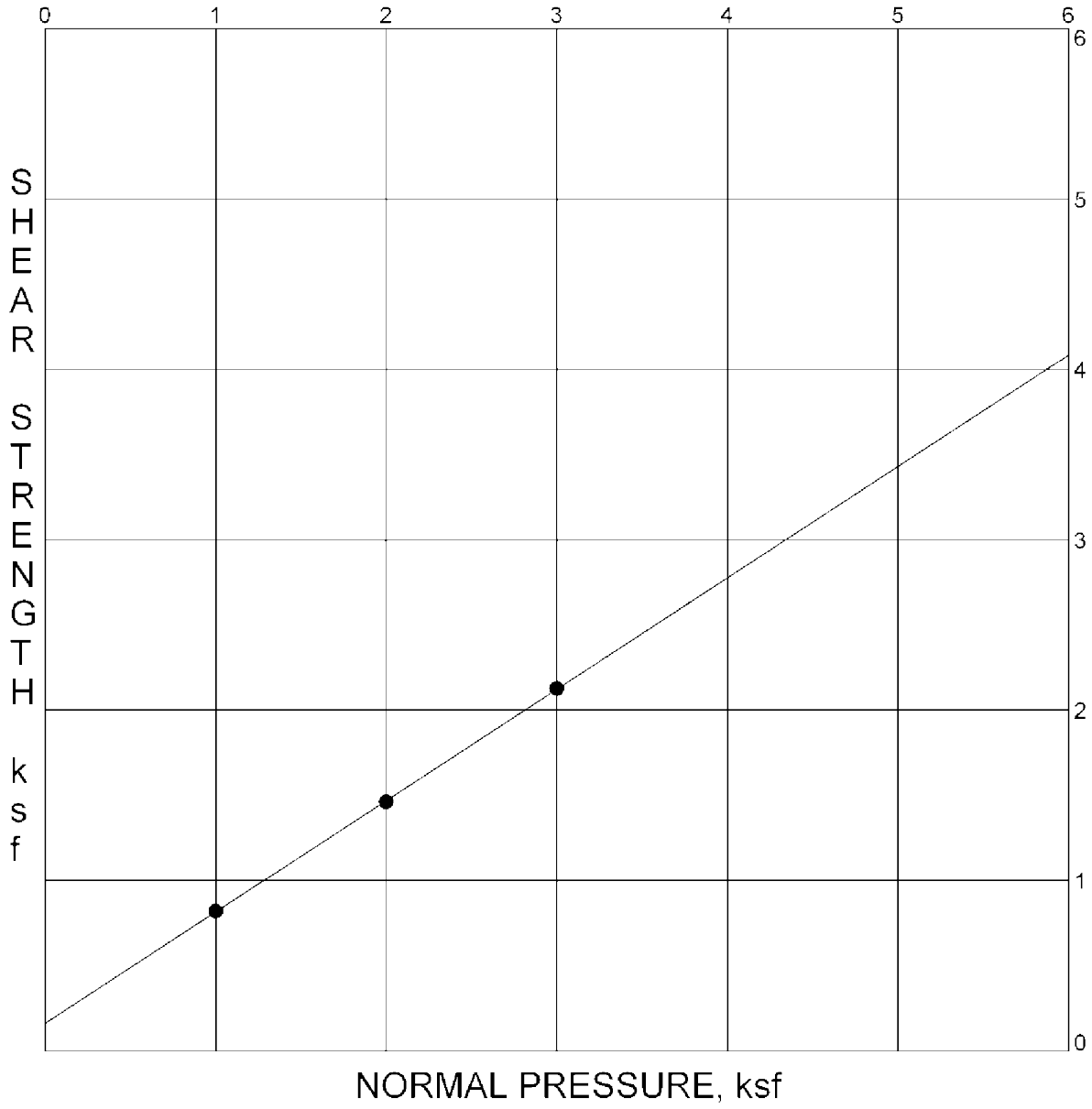
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 10.5	Dry Density: 117.8	Phi (deg): 24.0
Saturated: 15.9		Cohesion (ksf): 0.300

SHEAR TEST DIAGRAM

Figure S 13

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 12.5 DESCRIPTION: Qal



Test Results

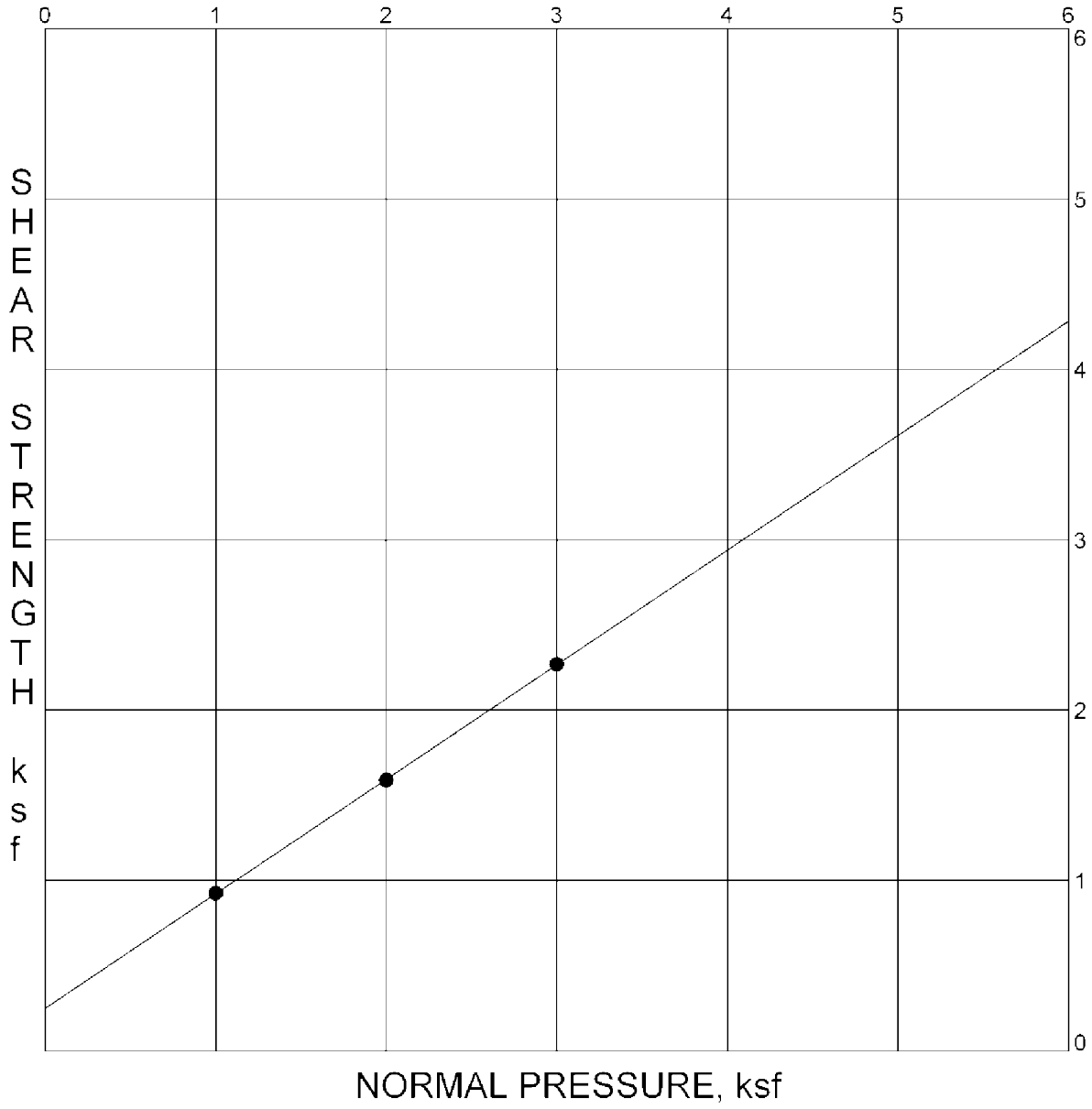
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 4.0	Dry Density: 119.0	Phi (deg): 33.0
Saturated: 15.5		Cohesion (ksf): 0.175

SHEAR TEST DIAGRAM

Figure S 14

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 22.5 DESCRIPTION: Qal



Test Results

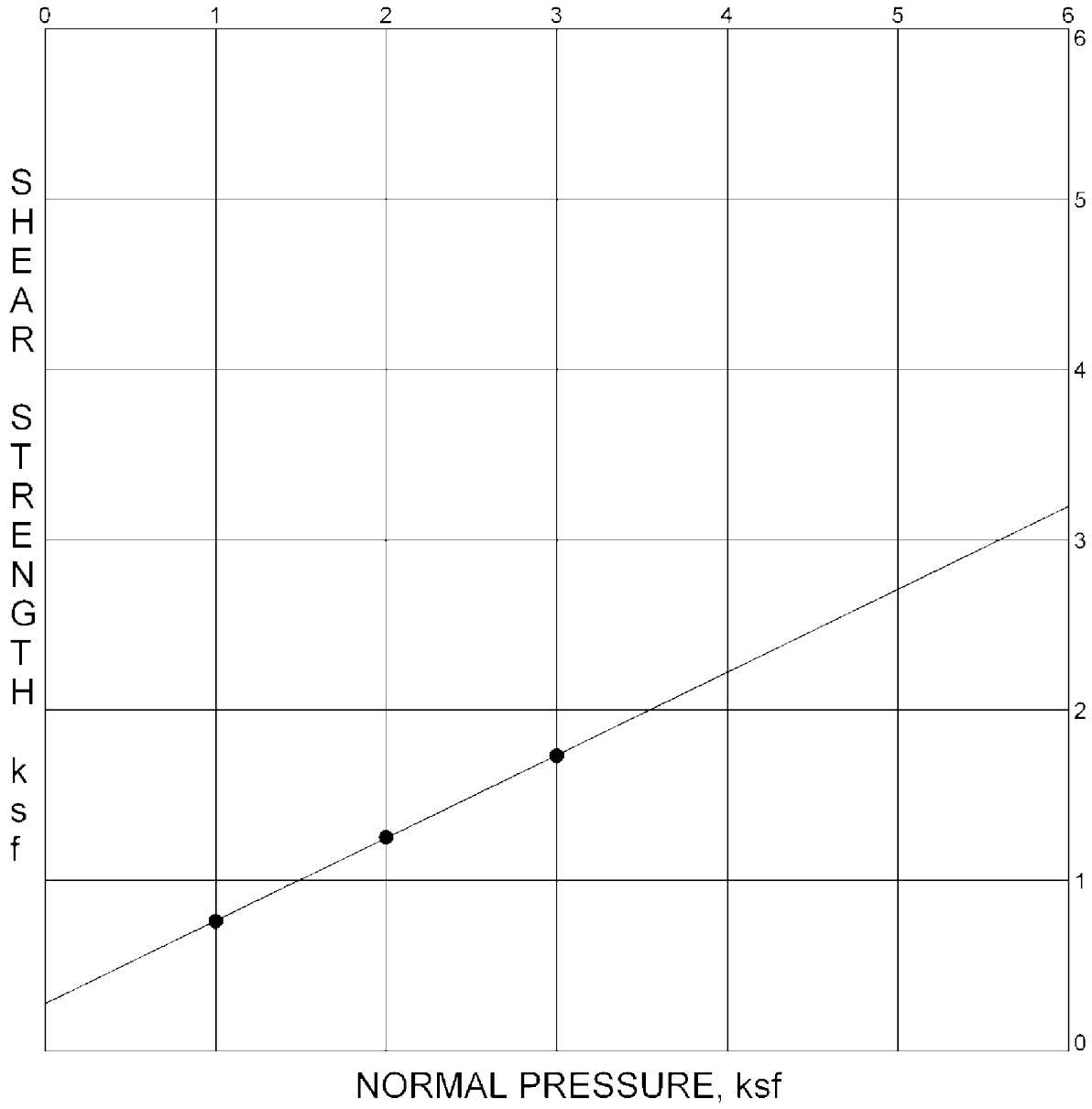
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 15.2	Dry Density: 114.0	Phi (deg): 34.0
Saturated: 17.5		Cohesion (ksf): 0.250

SHEAR TEST DIAGRAM

Figure S 15

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-6 @ 5.0 DESCRIPTION: Qal



Test Results

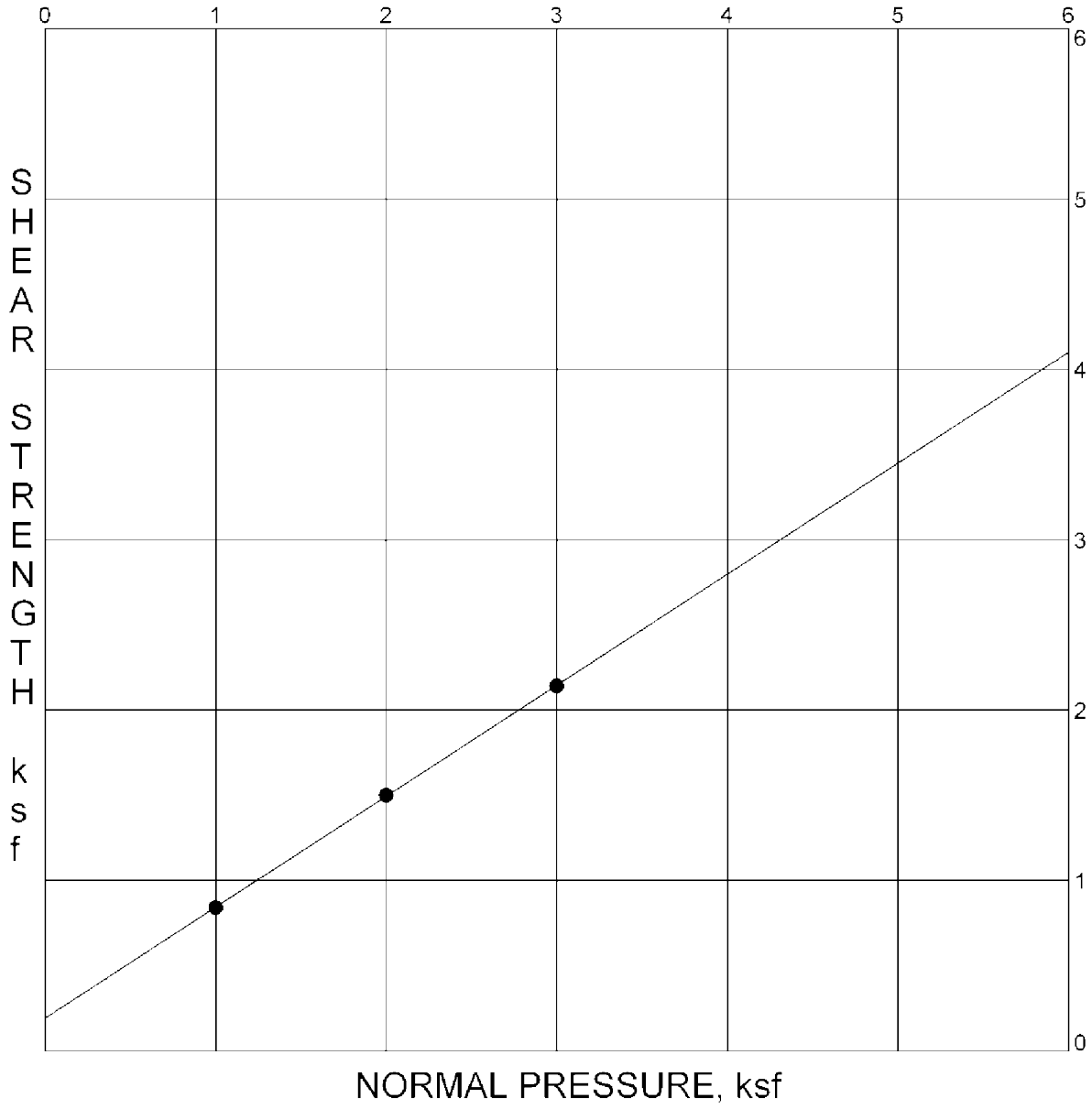
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 7.4	Dry Density: 115.3	Phi (deg): 26.0
Saturated: 16.9		Cohesion (ksf): 0.275

SHEAR TEST DIAGRAM

Figure S 16

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-6 @ 15.0 DESCRIPTION: Qal



Test Results

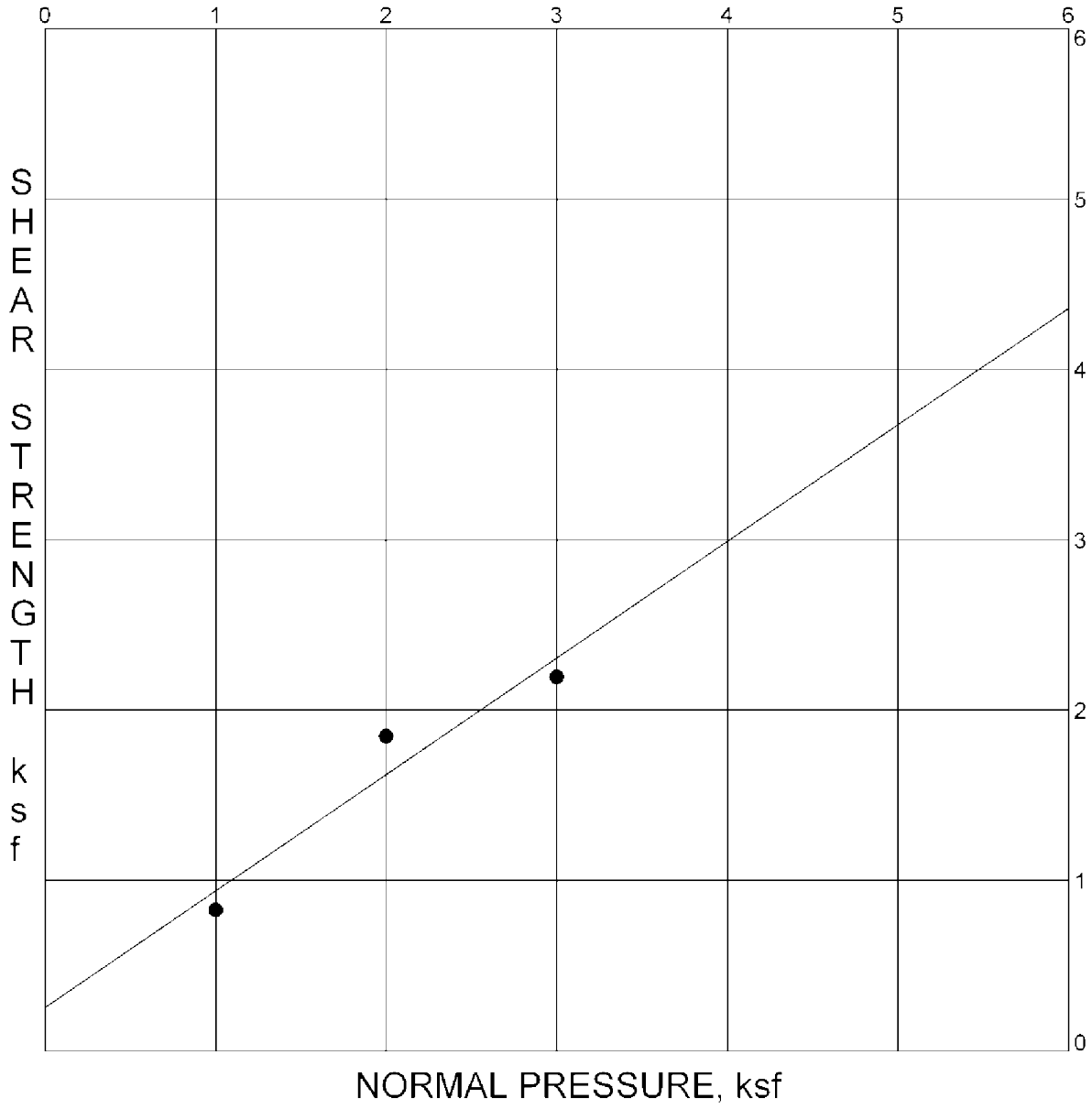
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 4.2	Dry Density: 119.8	Phi (deg): 33.0
Saturated: 15.0		Cohesion (ksf): 0.200

SHEAR TEST DIAGRAM

Figure S 17

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-6 @ 25.0 DESCRIPTION: Qal



Test Results

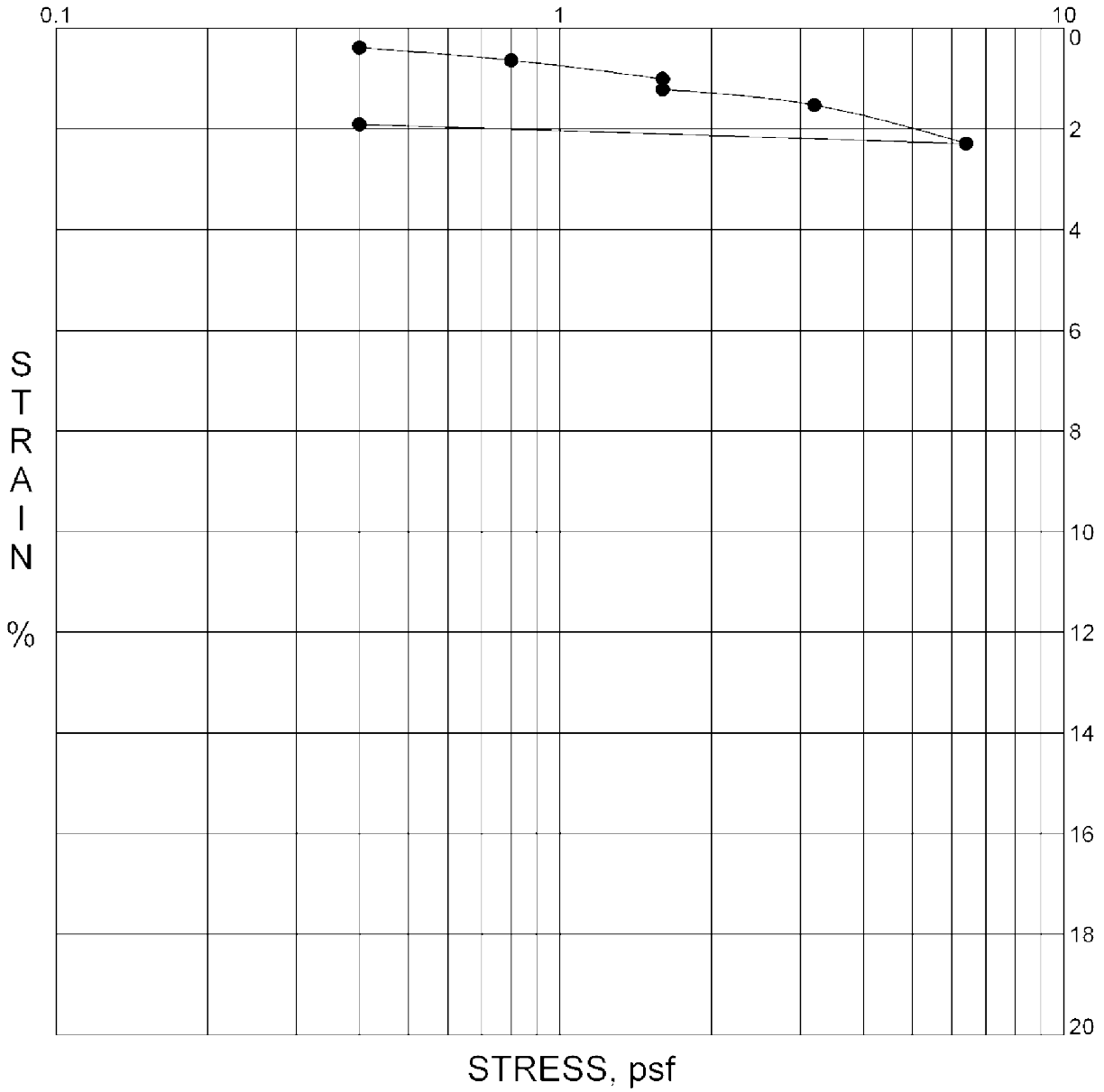
Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 7.6	Dry Density: 117.2	Phi (deg): 35.0
Saturated: 16.1		Cohesion (ksf): 0.250

SHEAR TEST DIAGRAM

Figure S 18

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 22.5 DESCRIPTION: Qal



Test Results

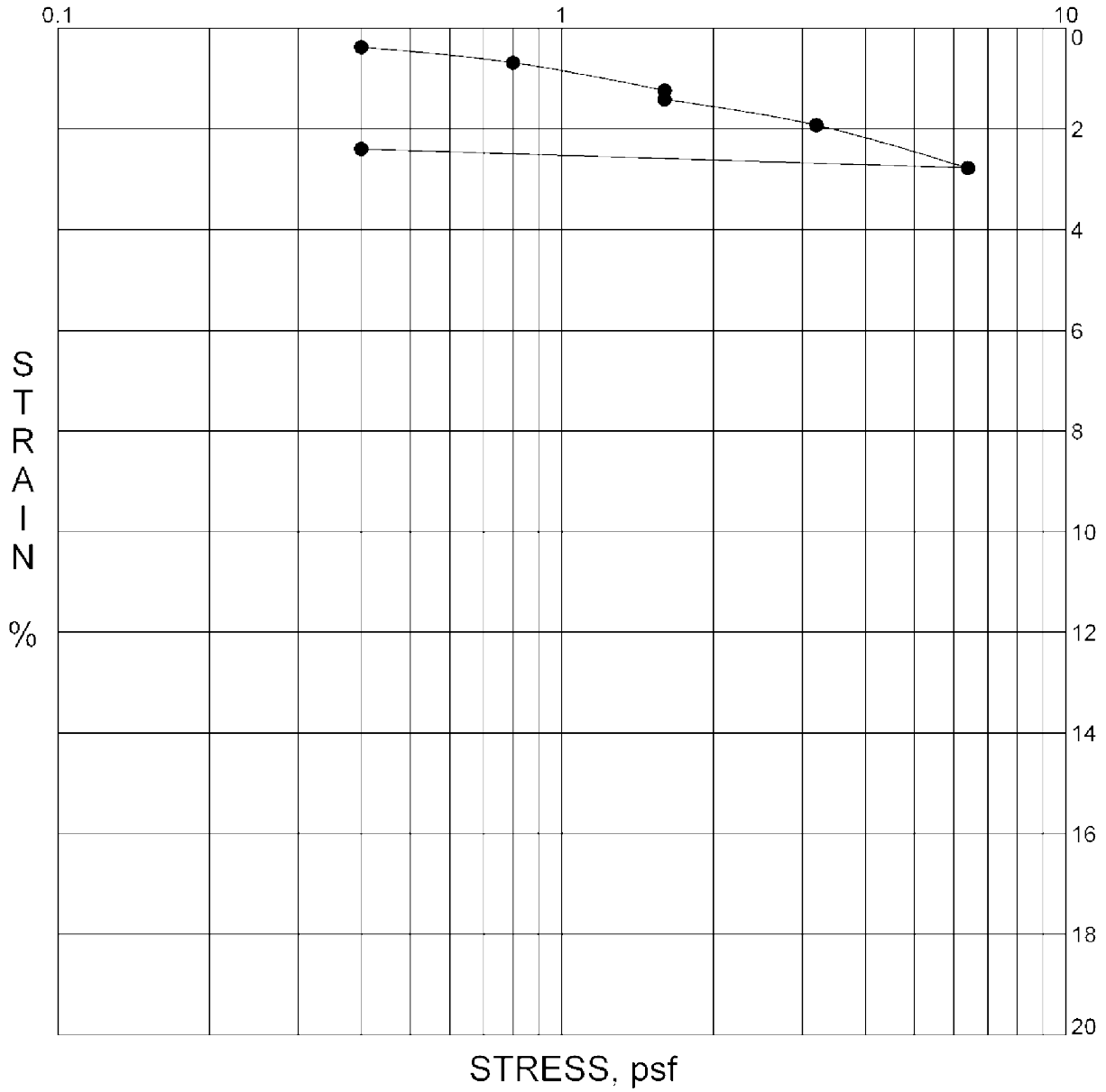
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 15.5	Dry Density: 112.1	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 1

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 27.5 DESCRIPTION: Qal



Test Results

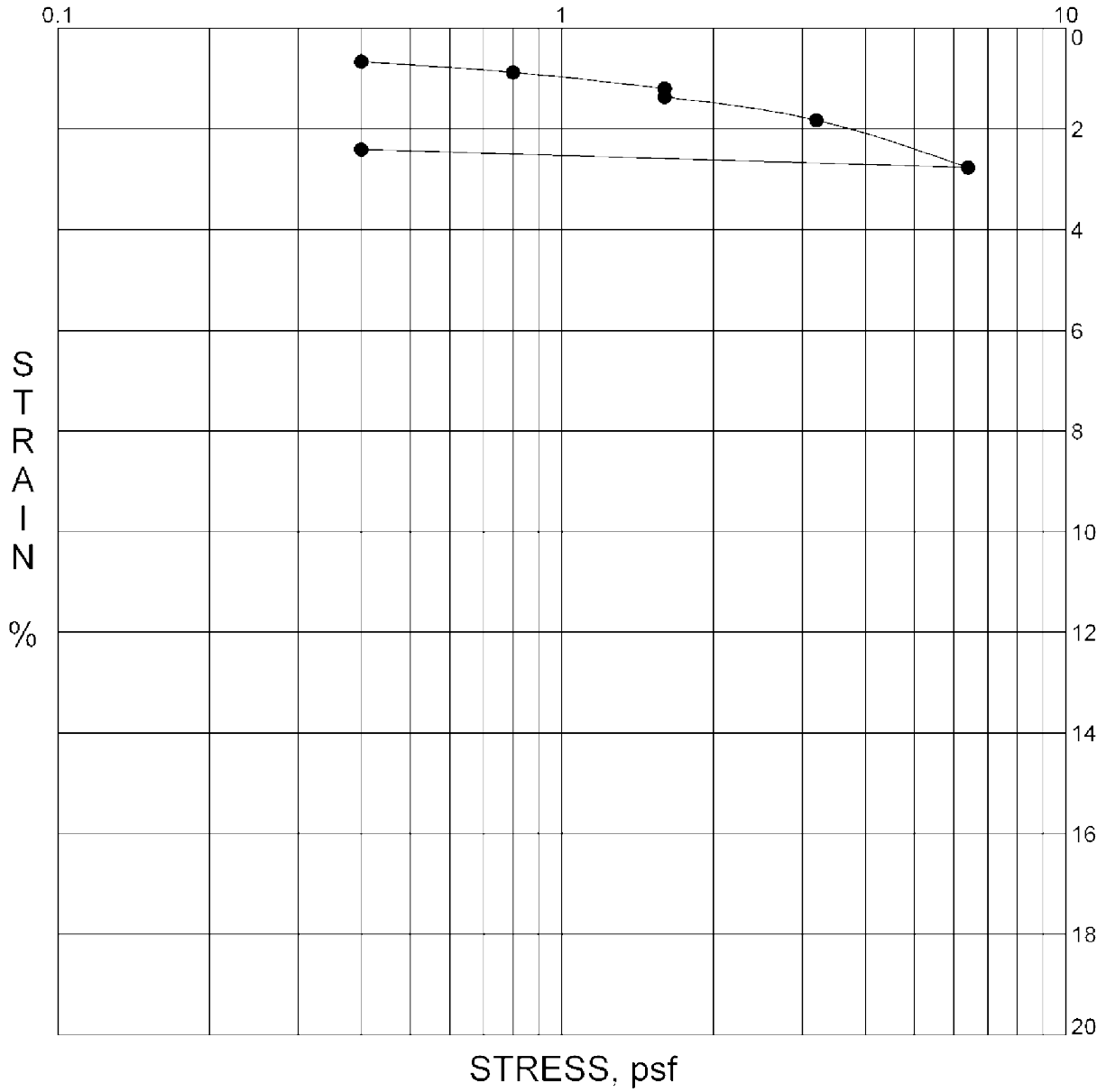
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 15.7	Dry Density: 114.7	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C.2

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 32.5 DESCRIPTION: Qal



Test Results

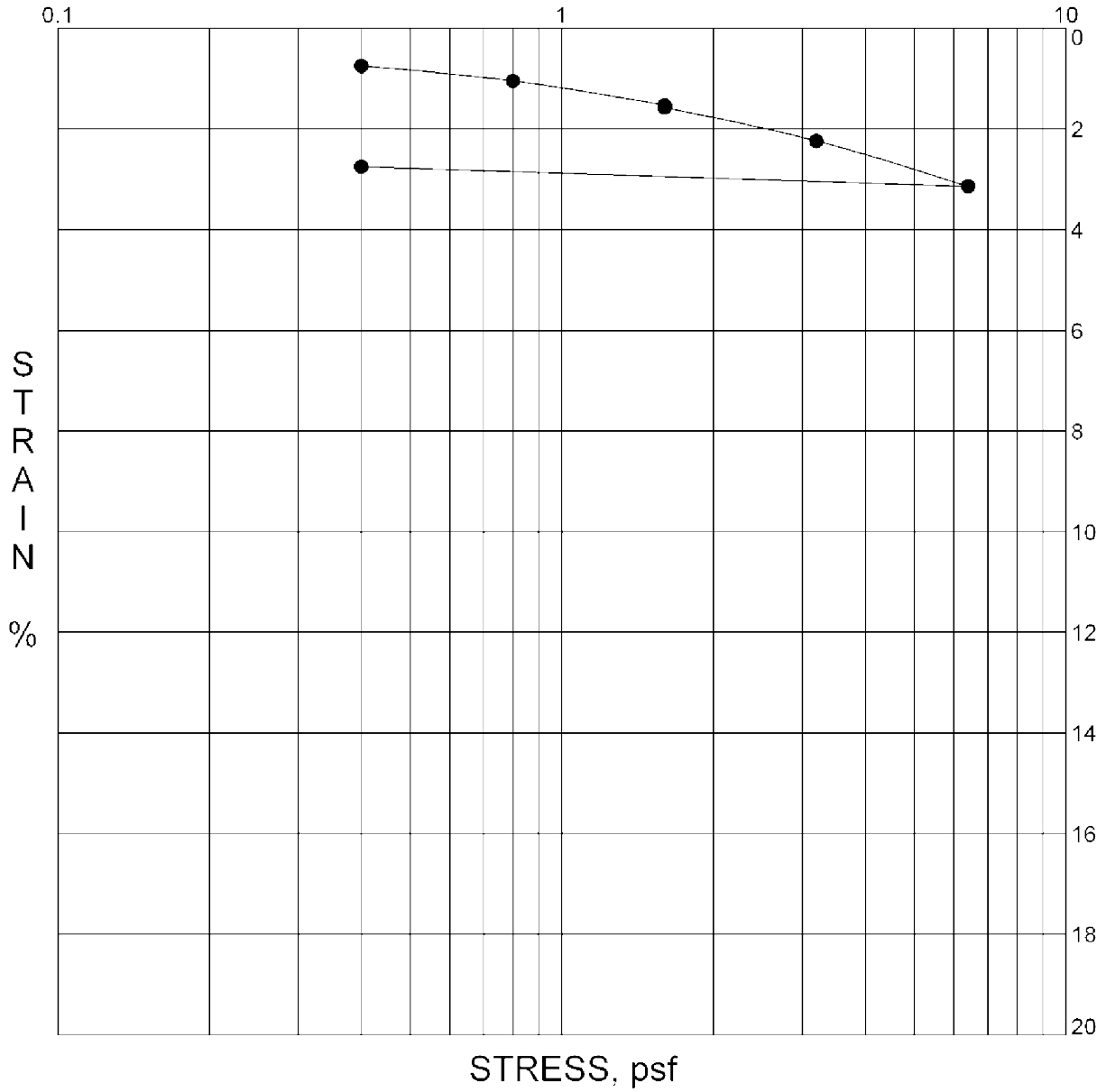
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 16.0	Dry Density: 114.2	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 3

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-1 @ 37.5 DESCRIPTION: Qal



Test Results

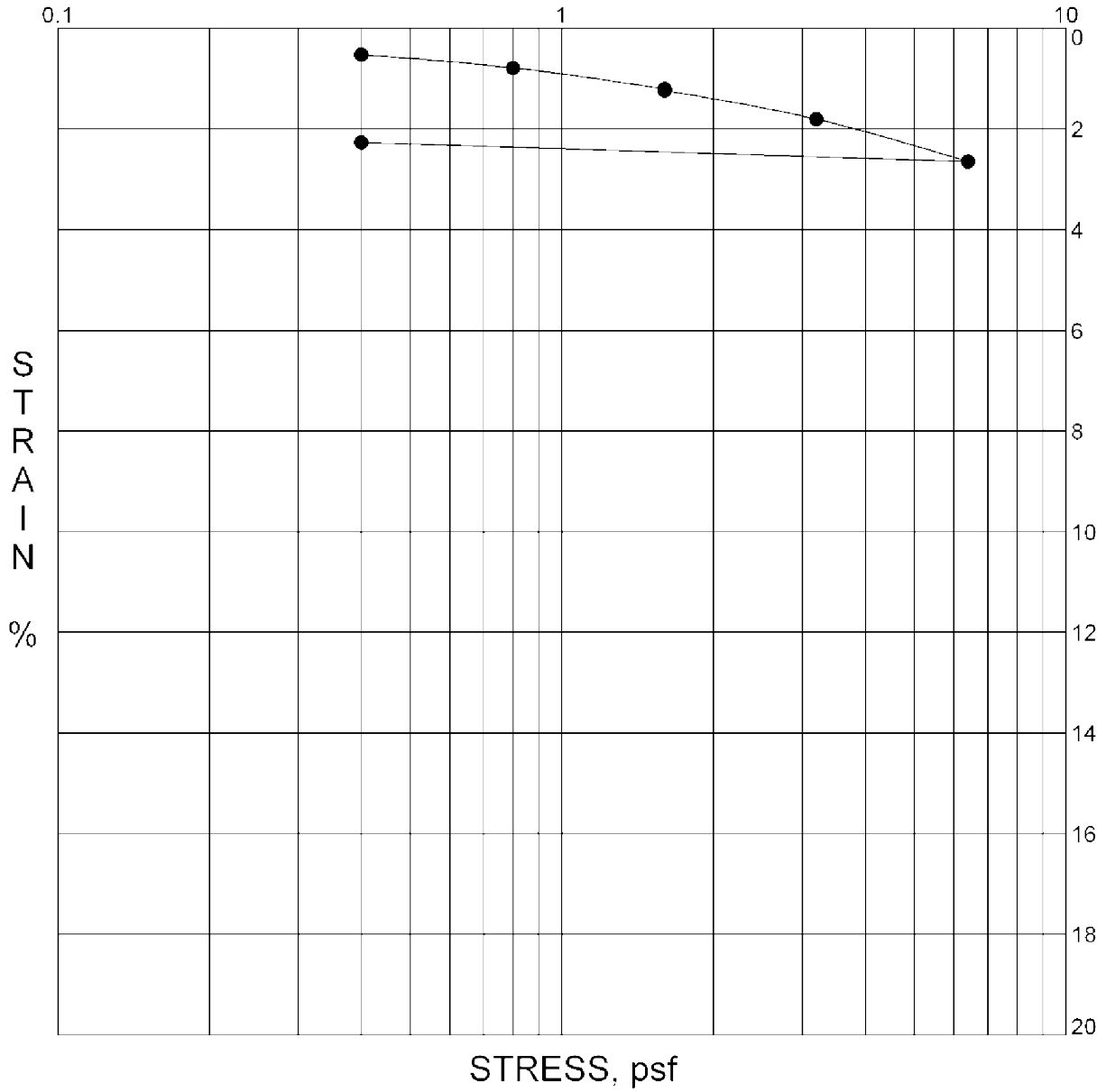
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 14.1	Dry Density: 116.6	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 4

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-2 @ 25.0 DESCRIPTION: Qal



Test Results

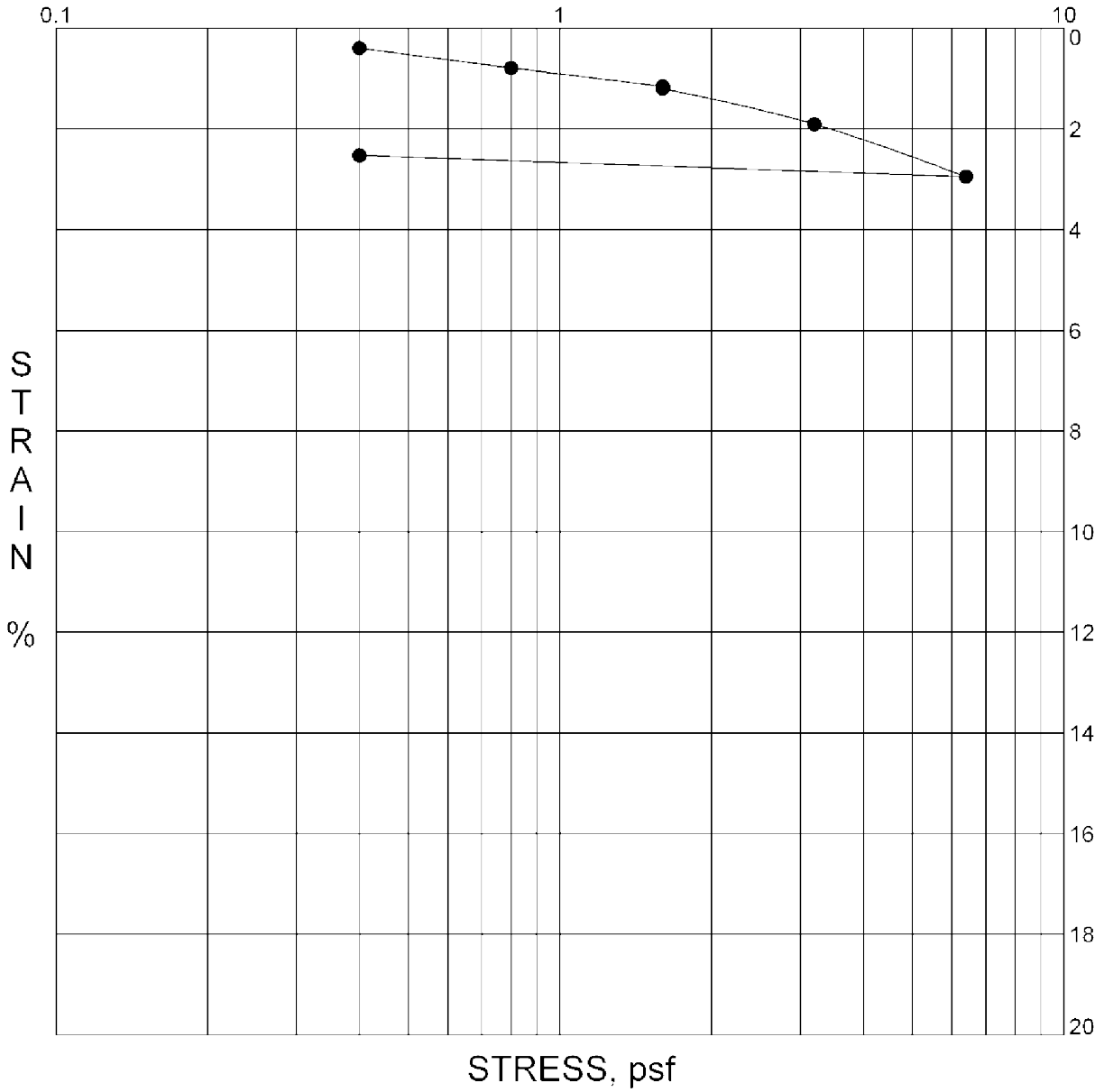
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 12.2	Dry Density: 117.6	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 5

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-2 @ 30.0 DESCRIPTION: Qal



Test Results

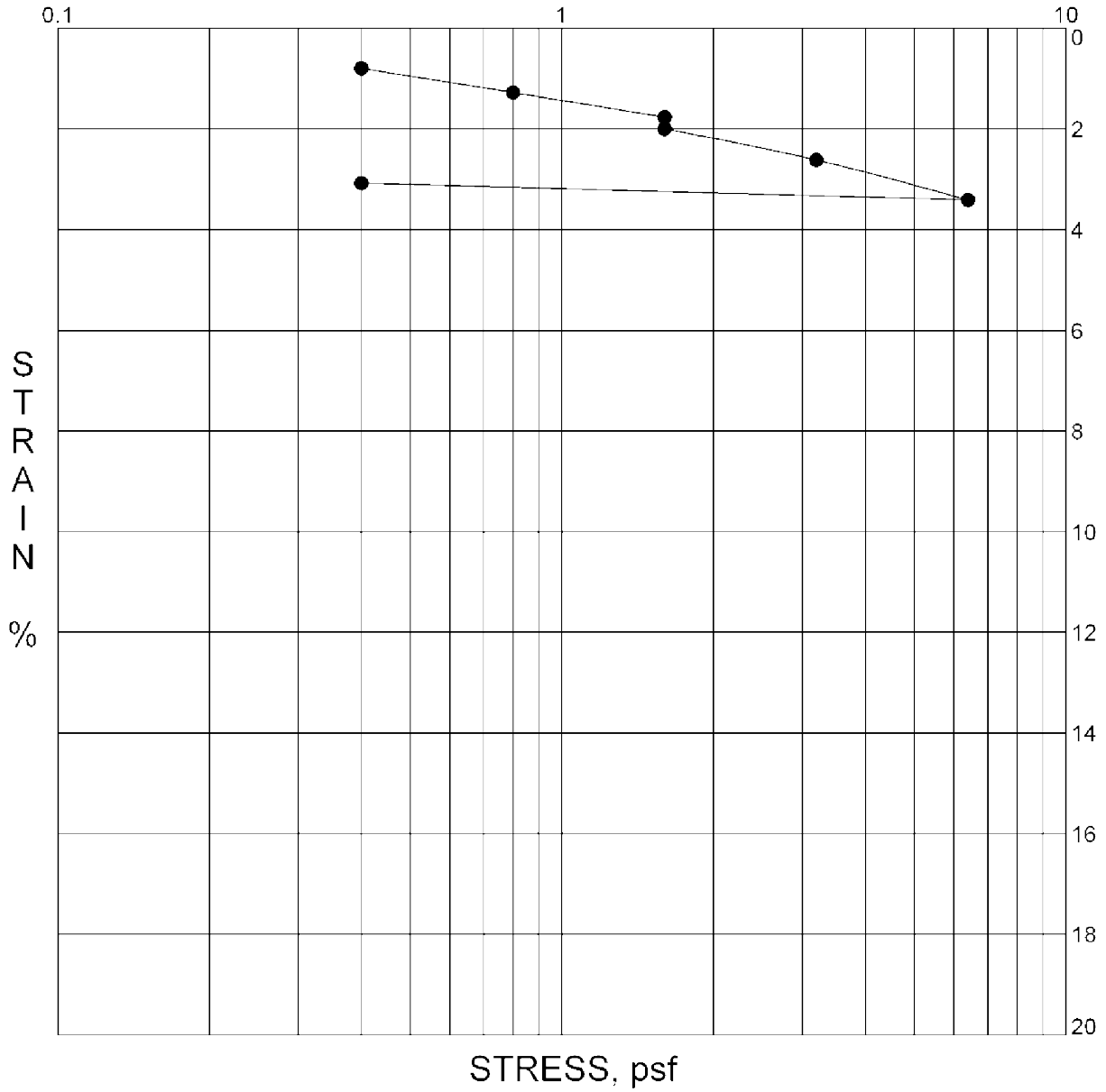
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 11.0	Dry Density: 124.4	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C.6

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-2 @ 35.0 DESCRIPTION: Qal



Test Results

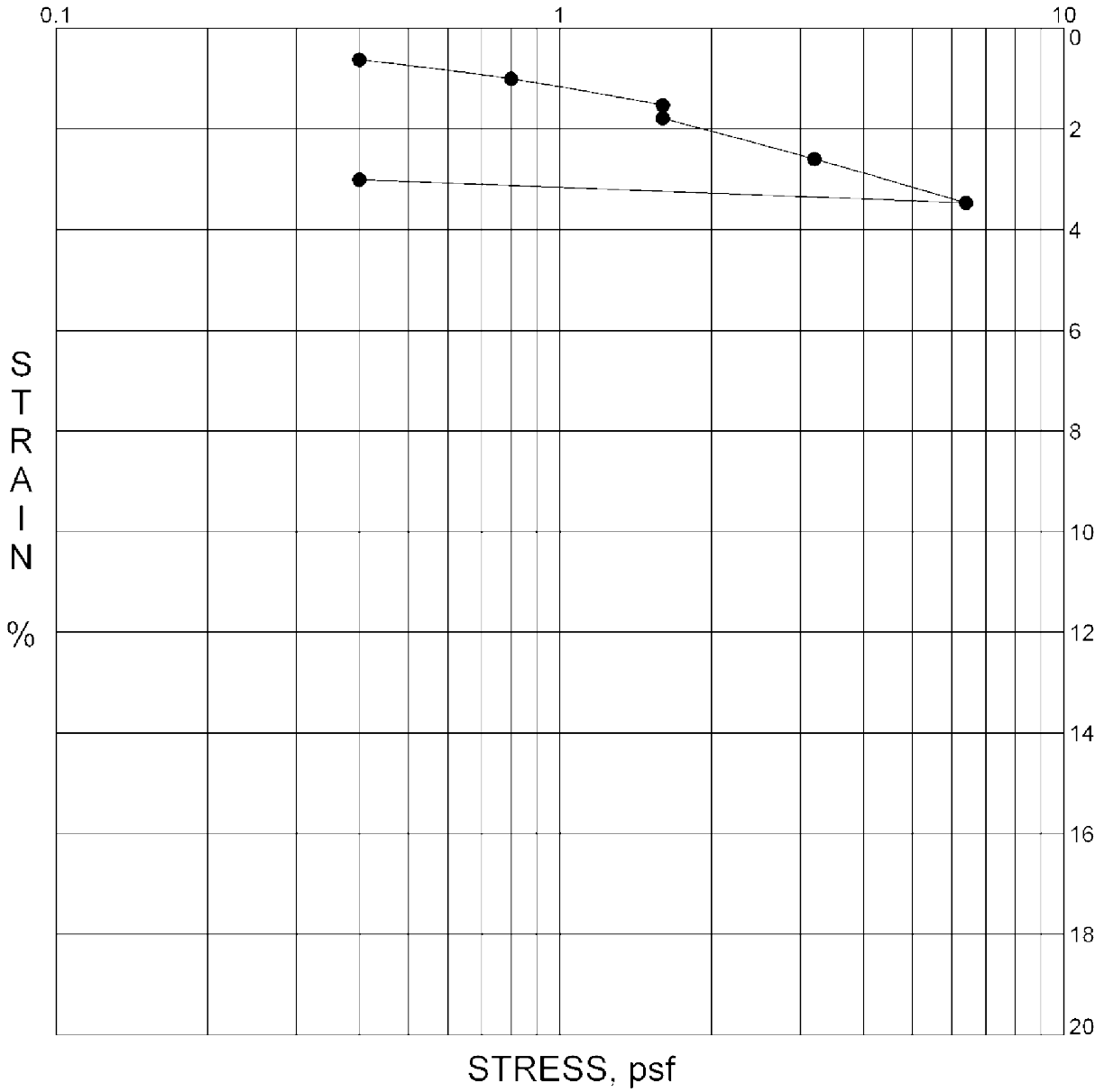
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 8.1	Dry Density: 133.6	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 7

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-3 @ 22.5 DESCRIPTION: Qal



Test Results

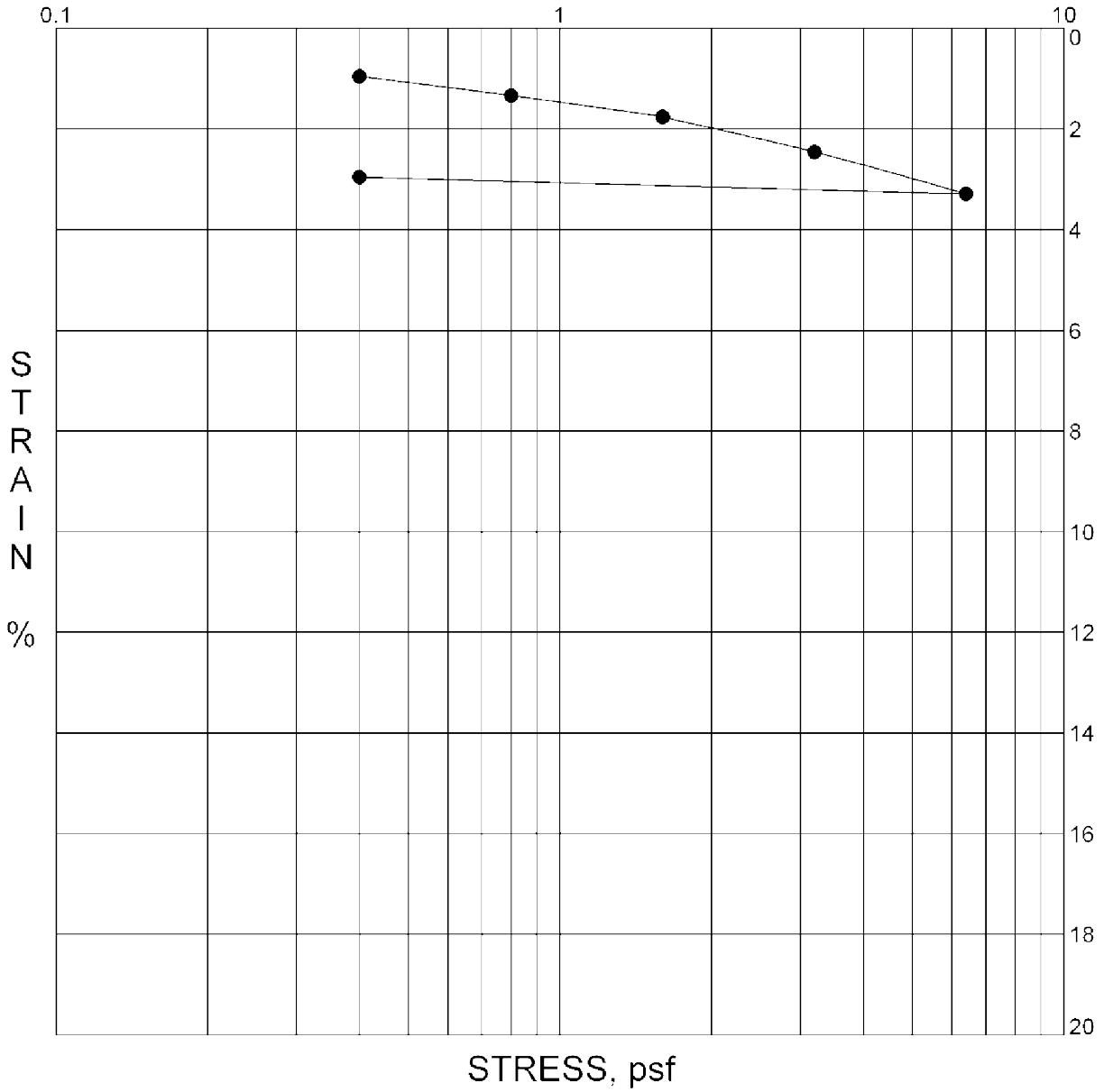
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 10.4	Dry Density: 117.1	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C.8

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-3 @ 27.5 DESCRIPTION: Qal



Test Results

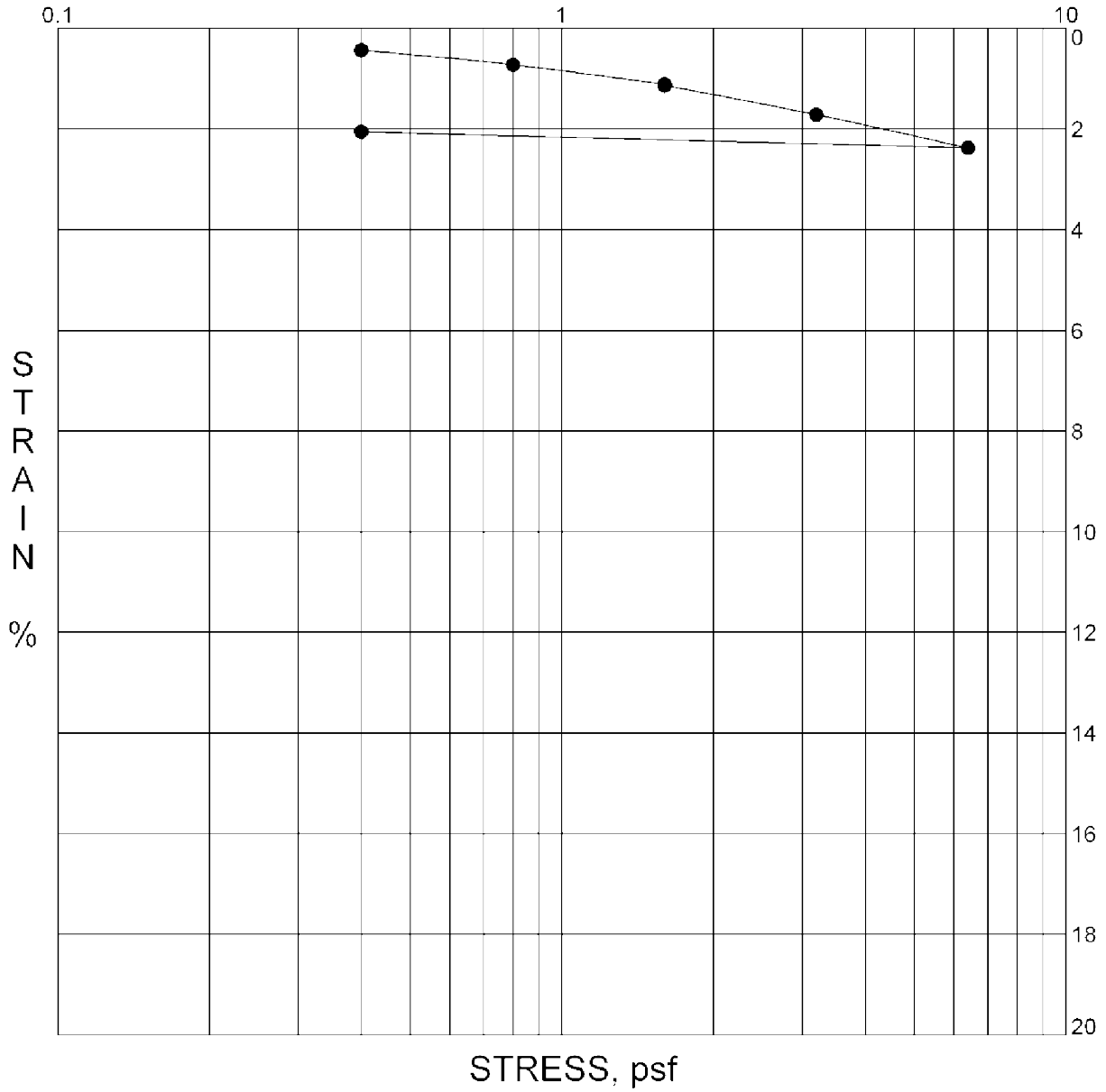
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 12.3	Dry Density: 122.1	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C.9

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-3 @ 32.5 DESCRIPTION: Qal



Test Results

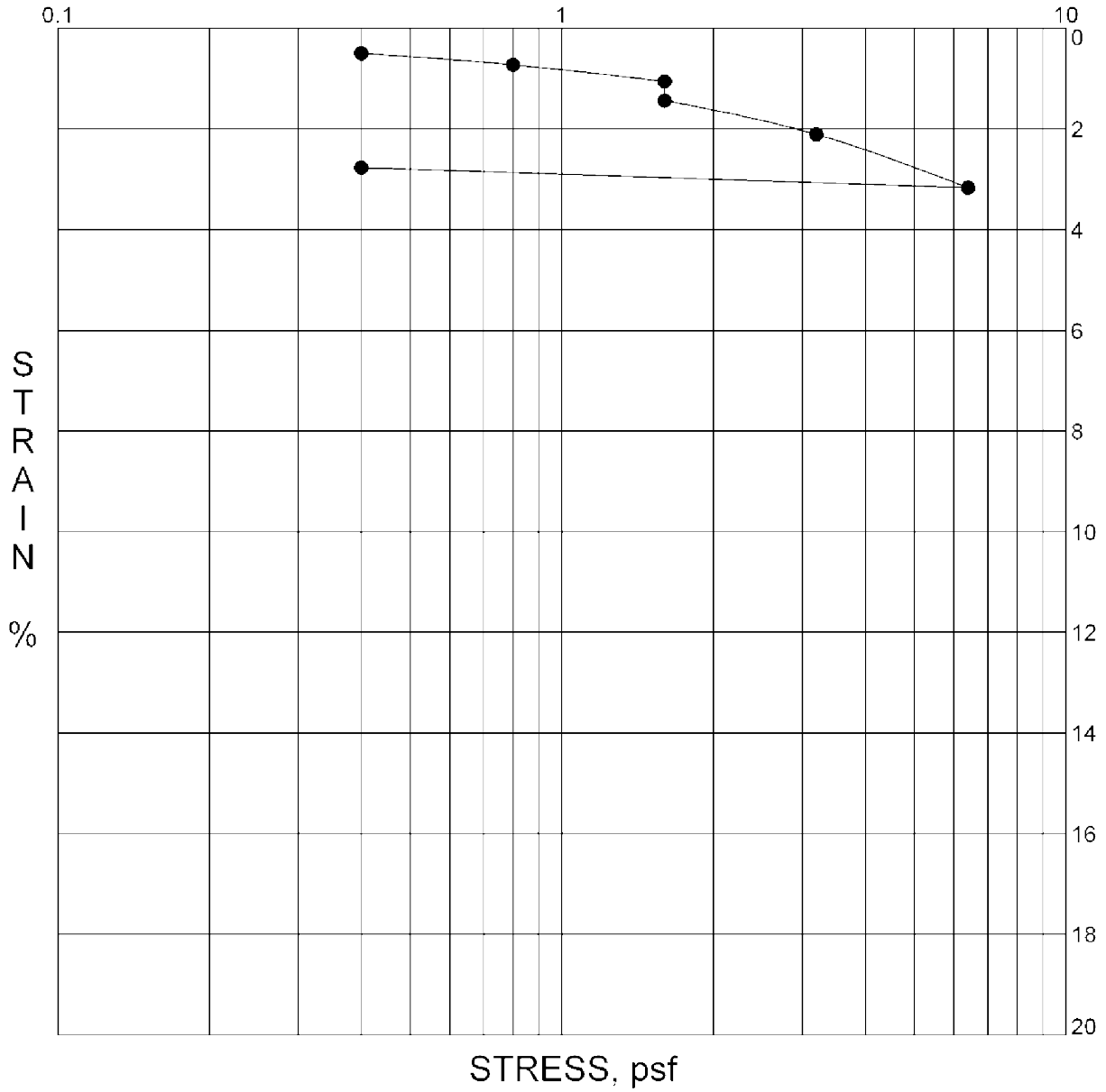
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 12.2	Dry Density: 122.0	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 10

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 25.0 DESCRIPTION: Qal



Test Results

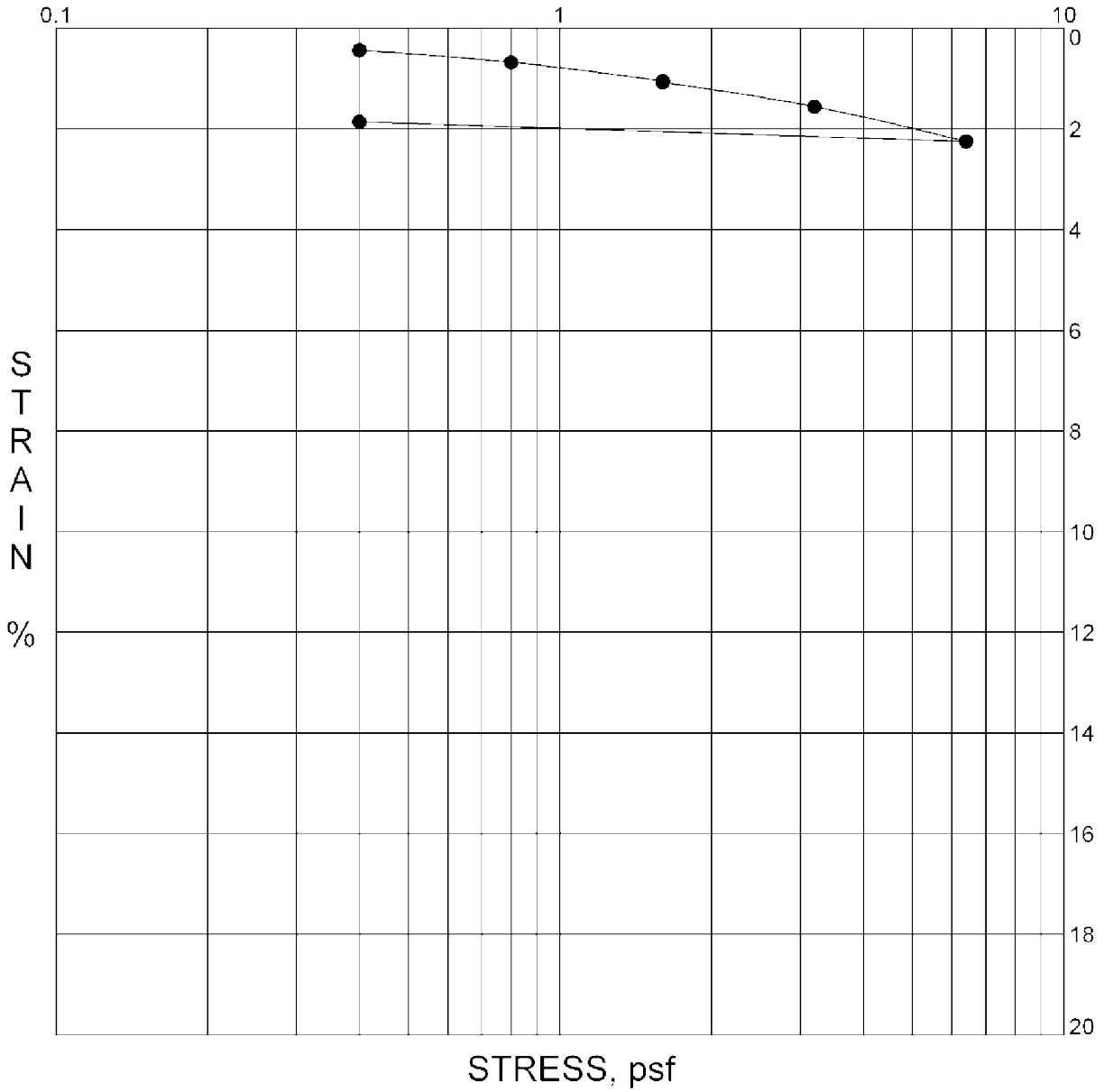
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 5.3	Dry Density: 116.1	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 11

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 30.0 DESCRIPTION: Qal



Test Results

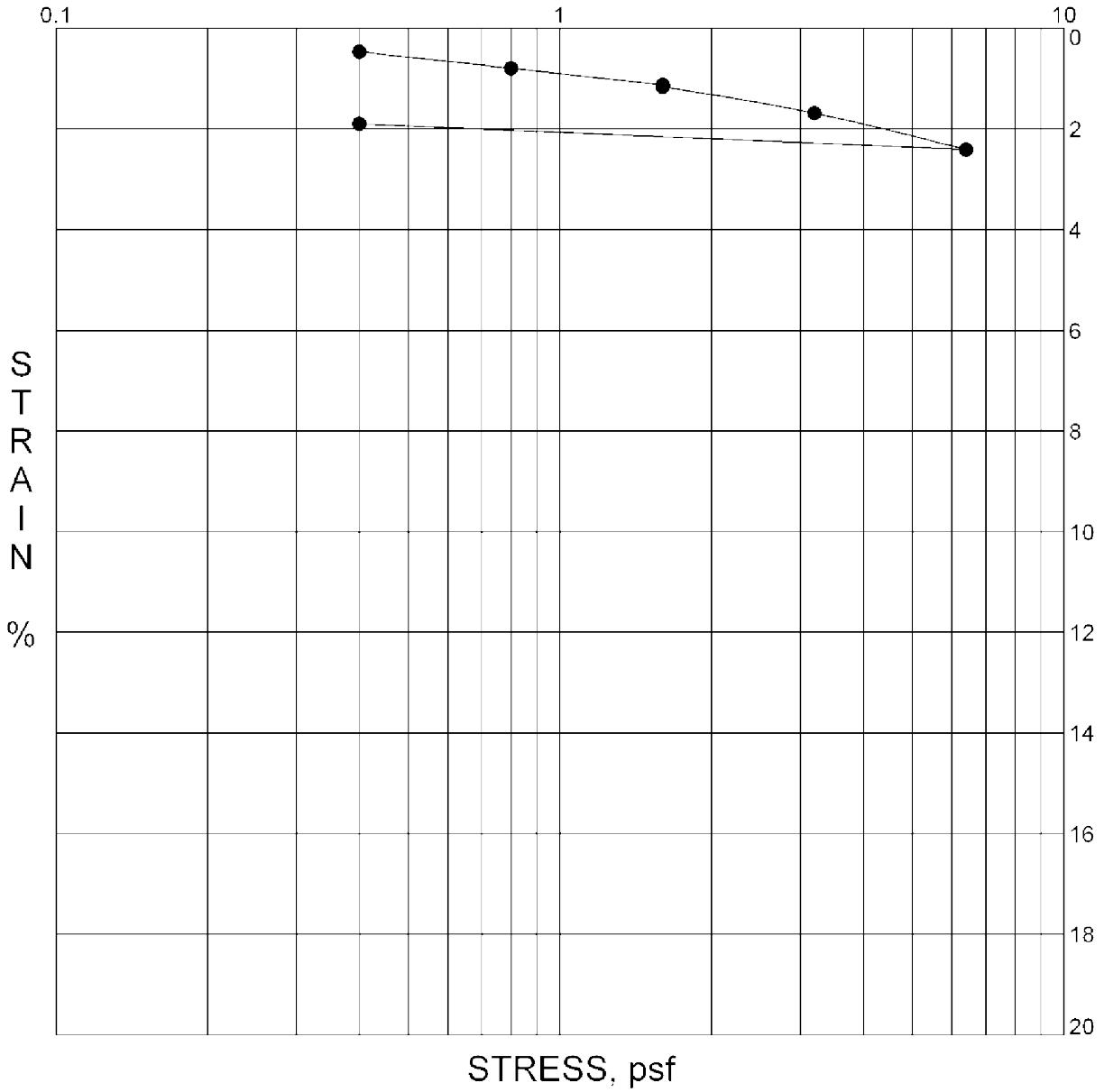
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 11.0	Dry Density: 115.3	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 12

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 35.0 DESCRIPTION: Qal



Test Results

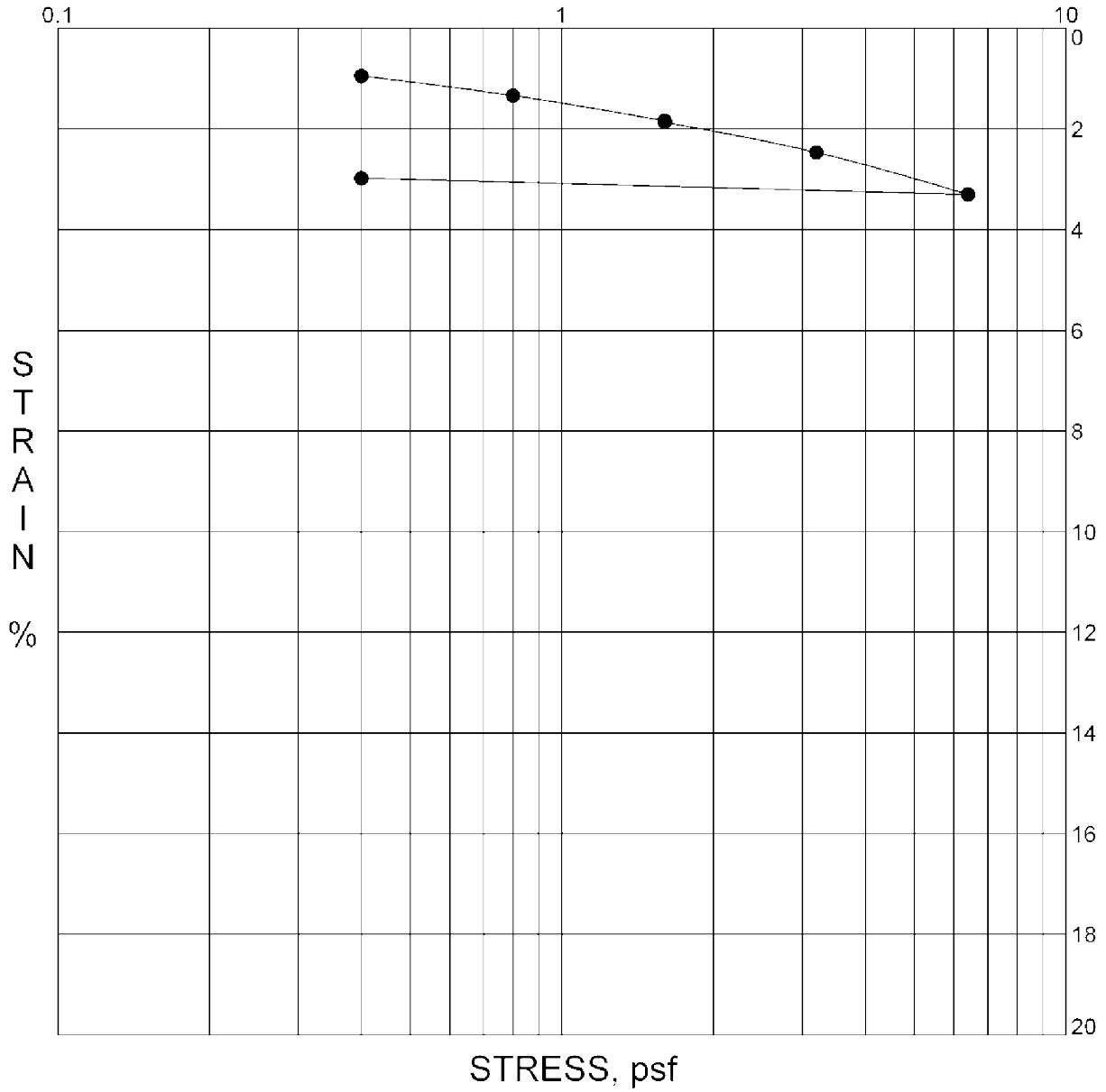
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 13.3	Dry Density: 121.1	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 13

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-4 @ 40.0 DESCRIPTION: Qal



Test Results

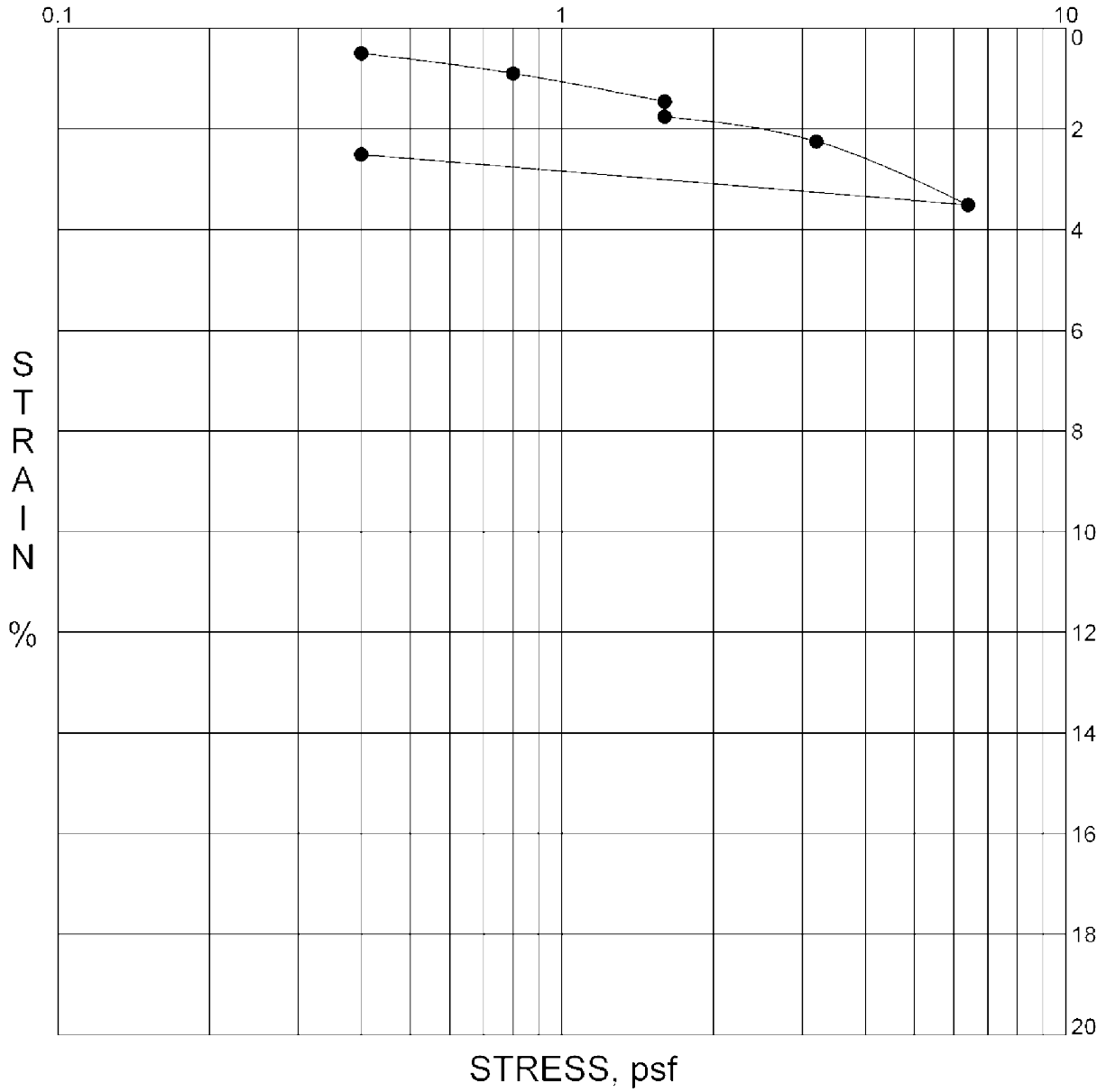
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 16.0	Dry Density: 111.4	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 14

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 22.5 DESCRIPTION: Qal



Test Results

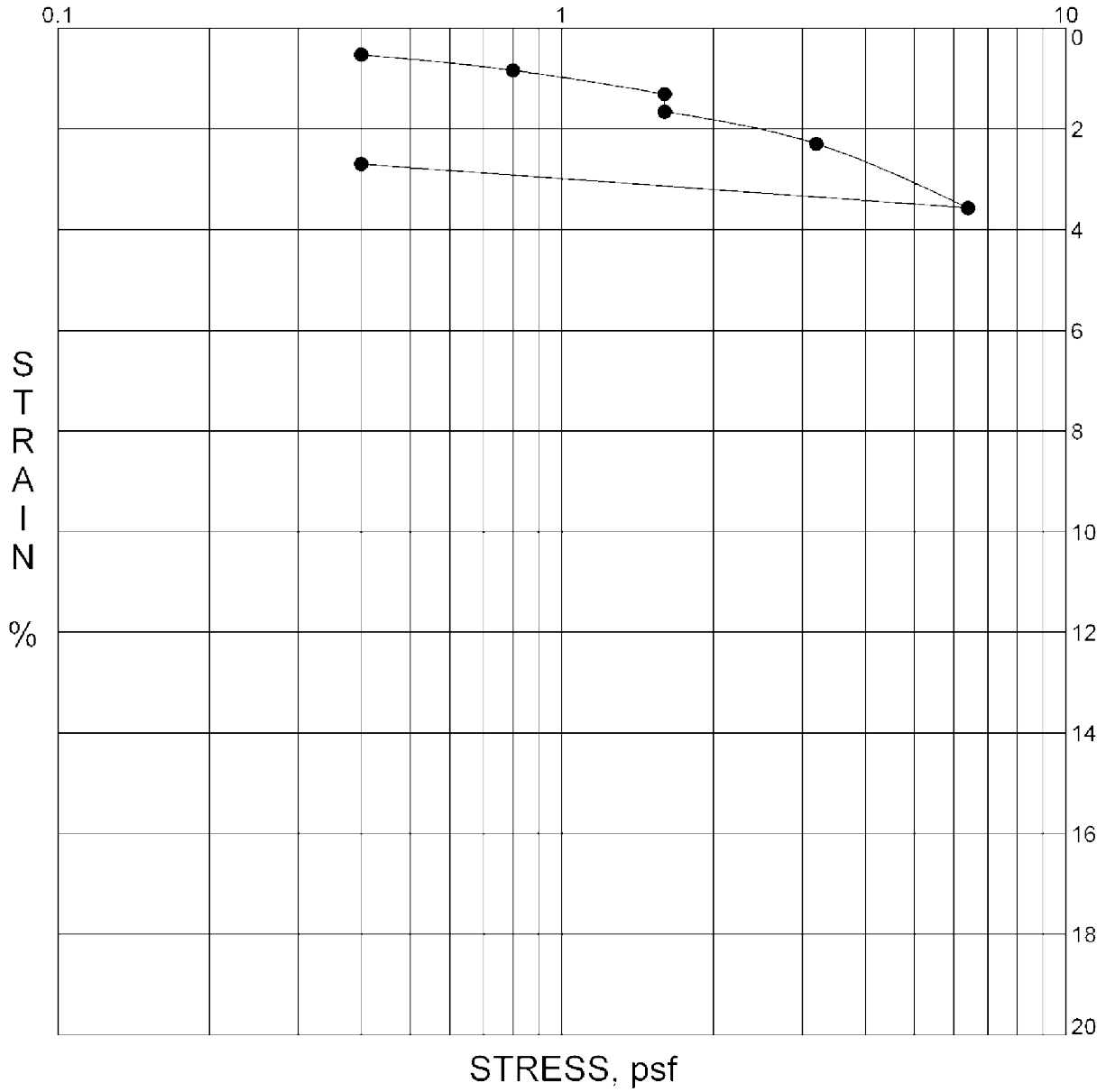
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 15.2	Dry Density: 114.0	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 15

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 27.5 DESCRIPTION: Qal



Test Results

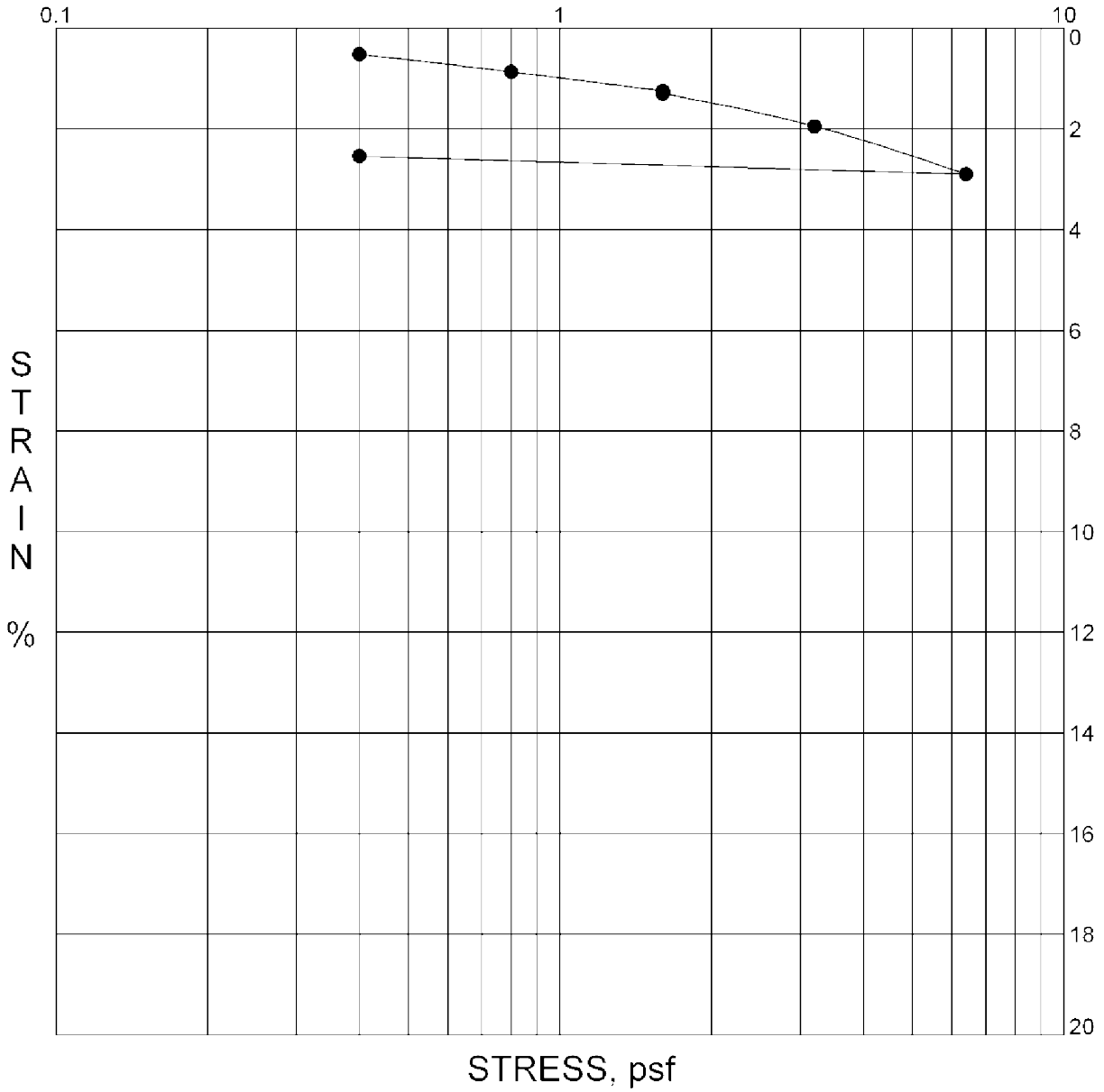
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 7.3	Dry Density: 126.3	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 16

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 32.5 DESCRIPTION: Qal



Test Results

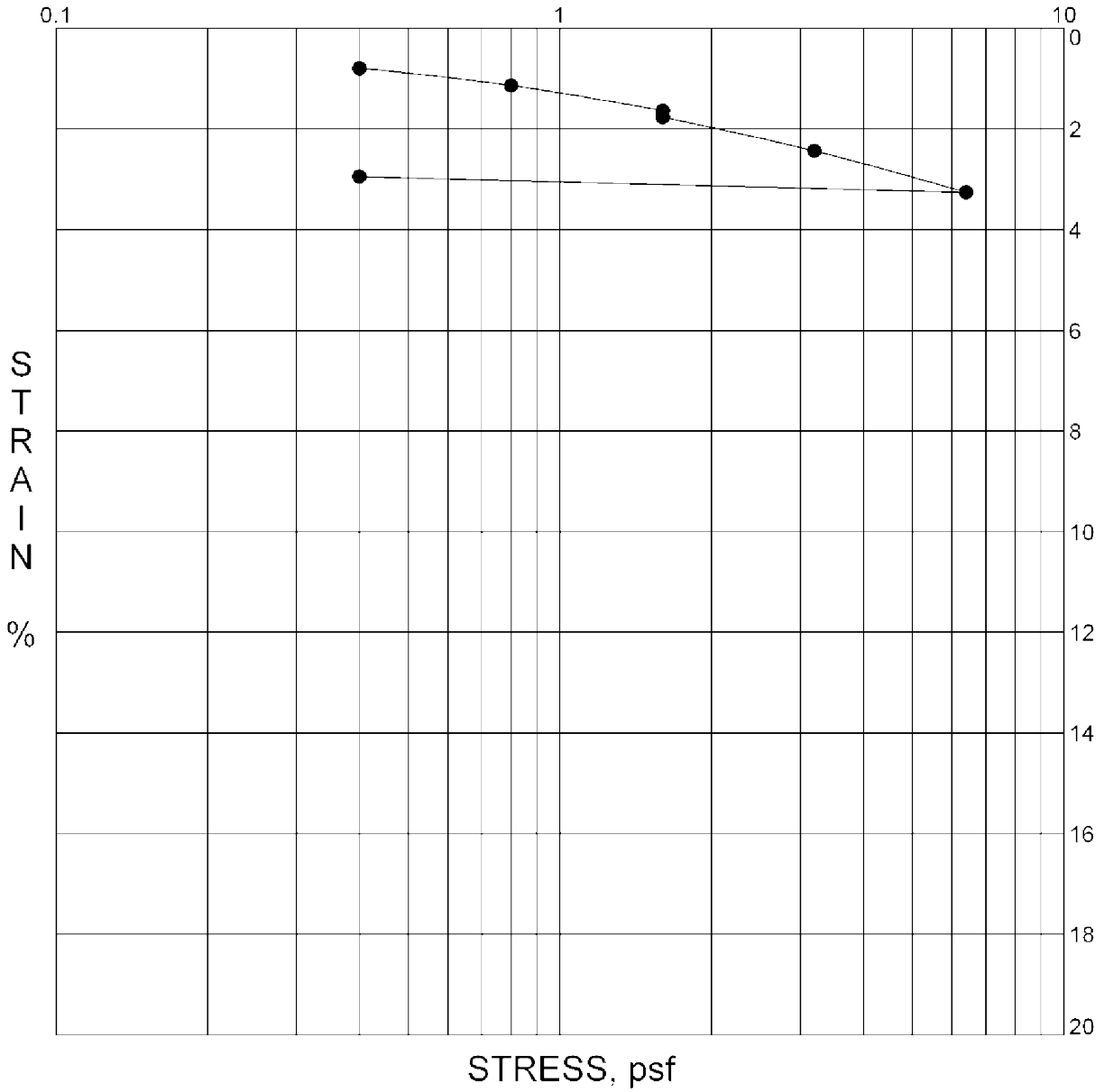
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 11.3	Dry Density: 121.3	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 17

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-5 @ 37.5 DESCRIPTION: Qal



Test Results

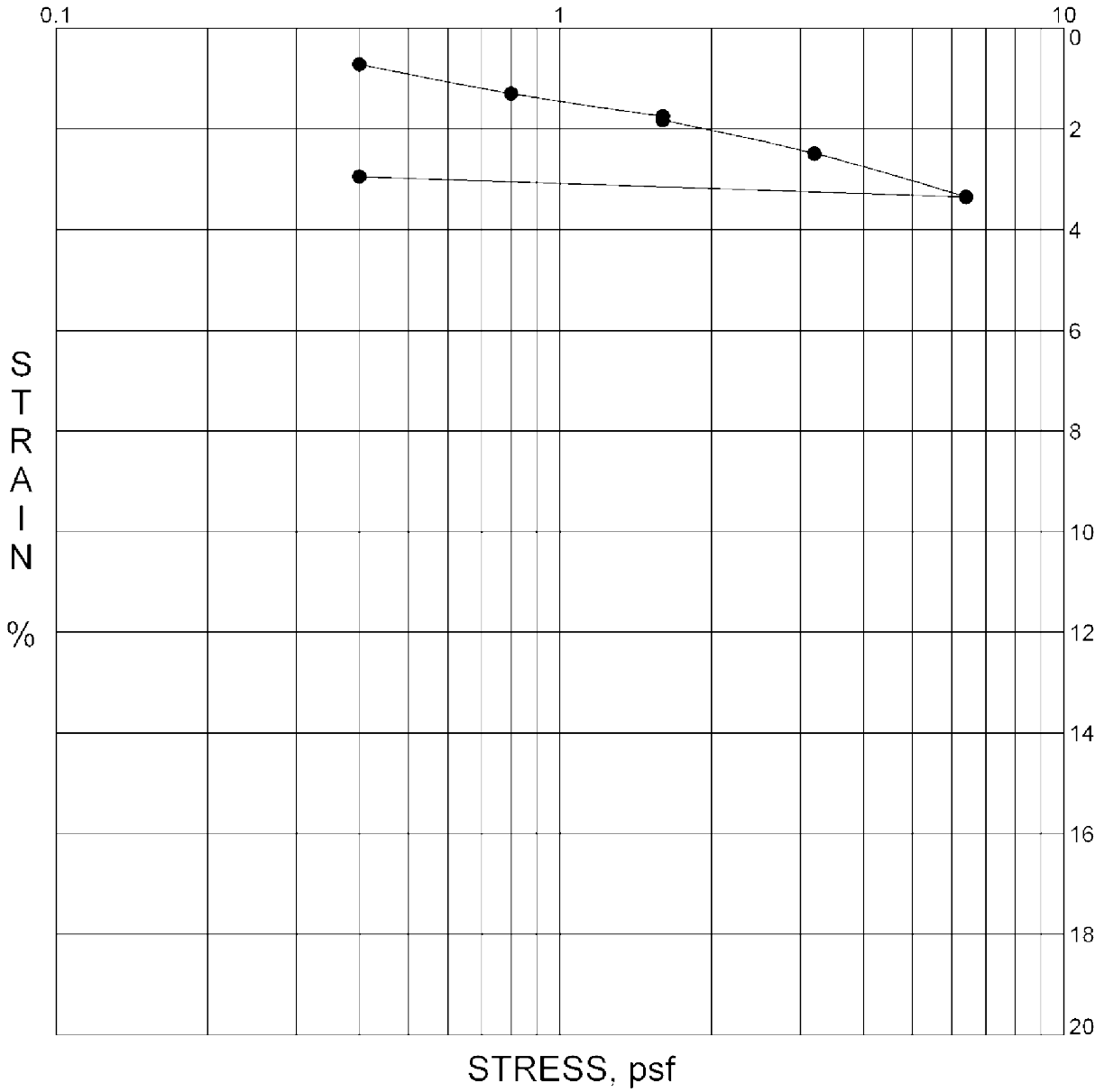
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 8.3	Dry Density: 134.2	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 18

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-6 @ 25.0 DESCRIPTION: Qal



Test Results

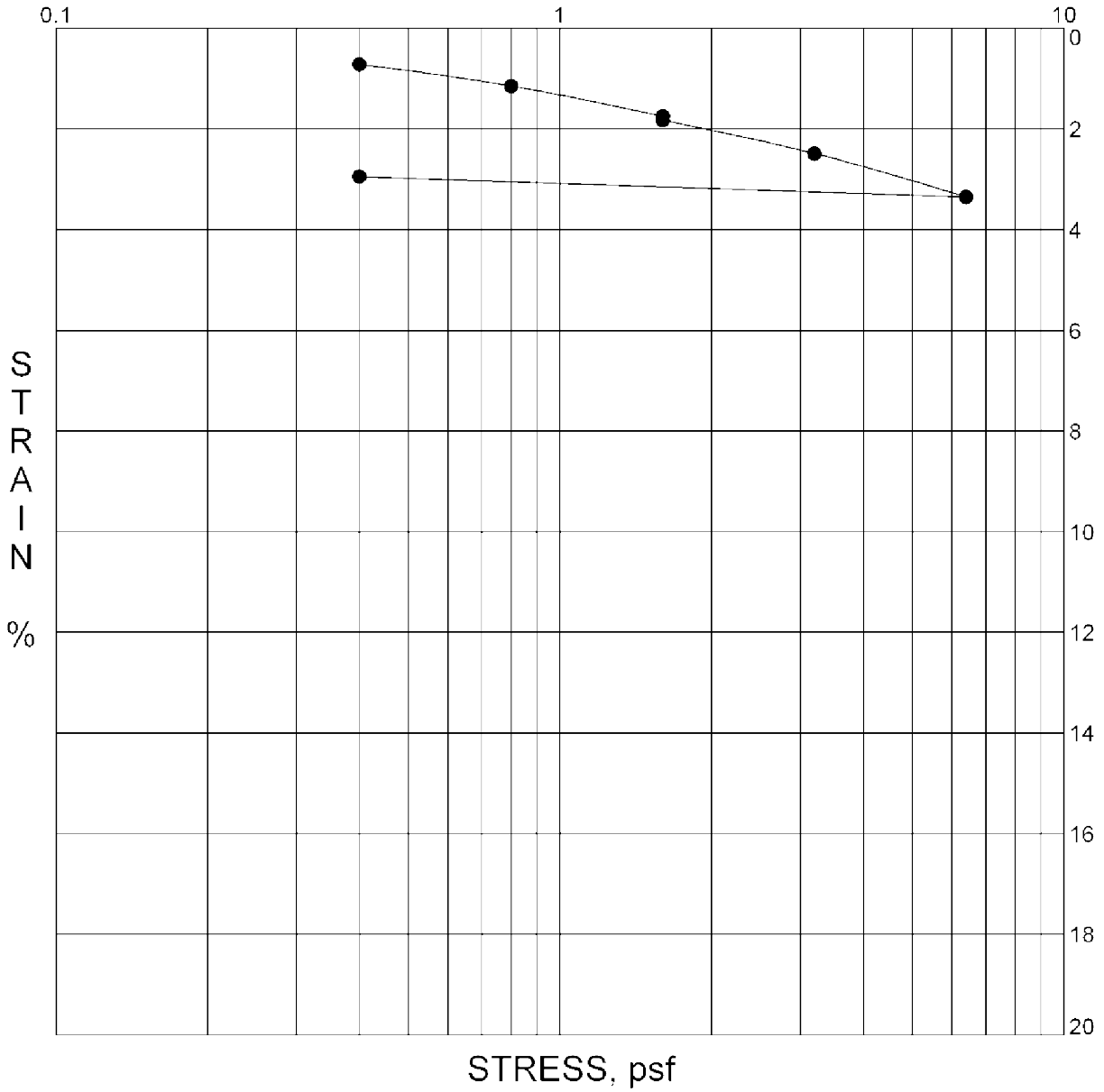
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 7.6	Dry Density: 117.2	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 19

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-6 @ 30.0 DESCRIPTION: Qal



Test Results

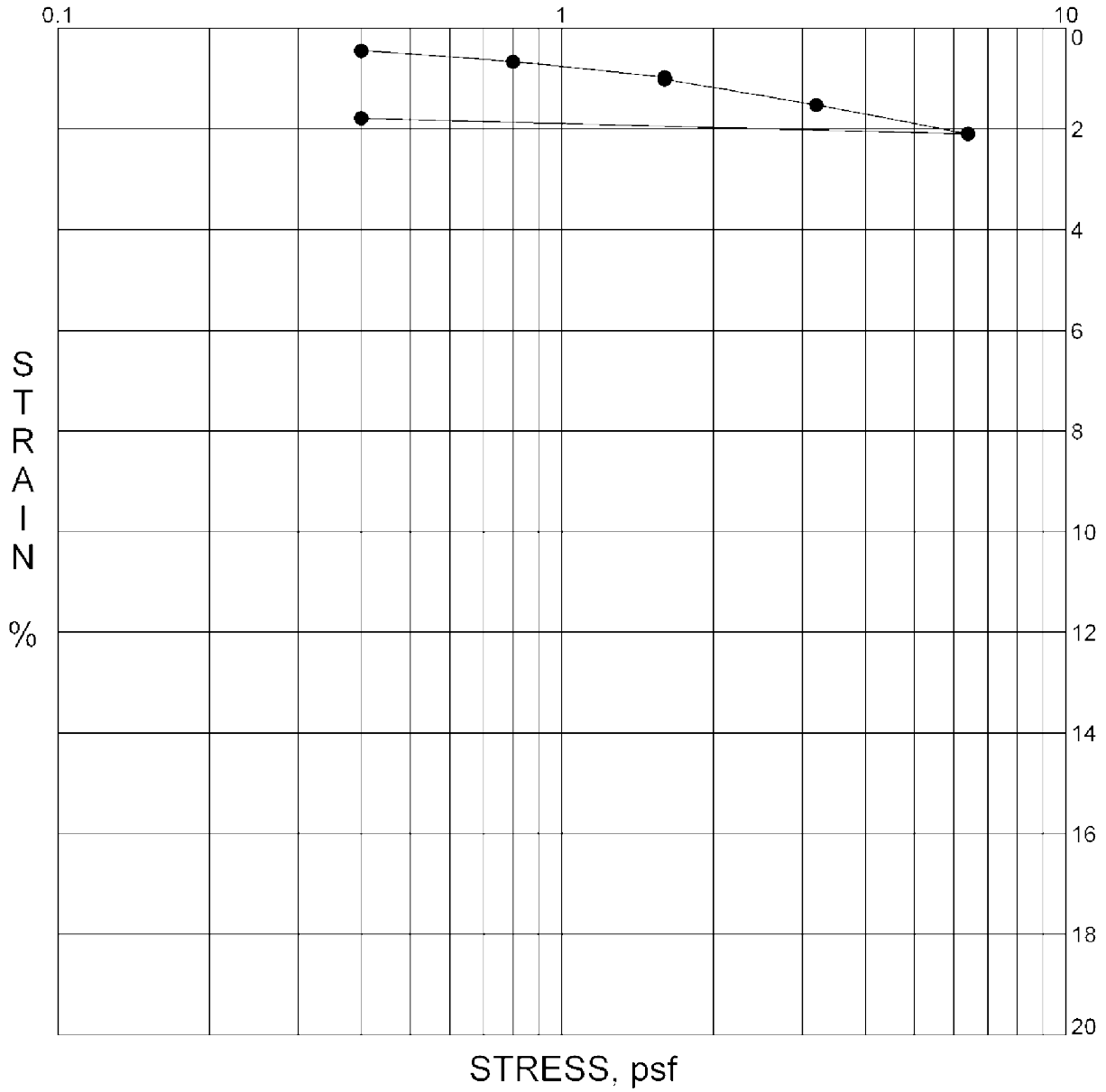
Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 11.3	Dry Density: 124.7	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 20

PROJECT LOCATION: Santa Monica Blvd/La Cienega Blvd PROJECT NO.: 5779

SAMPLE LOCATION: B-6 @ 35.0 DESCRIPTION: Qal

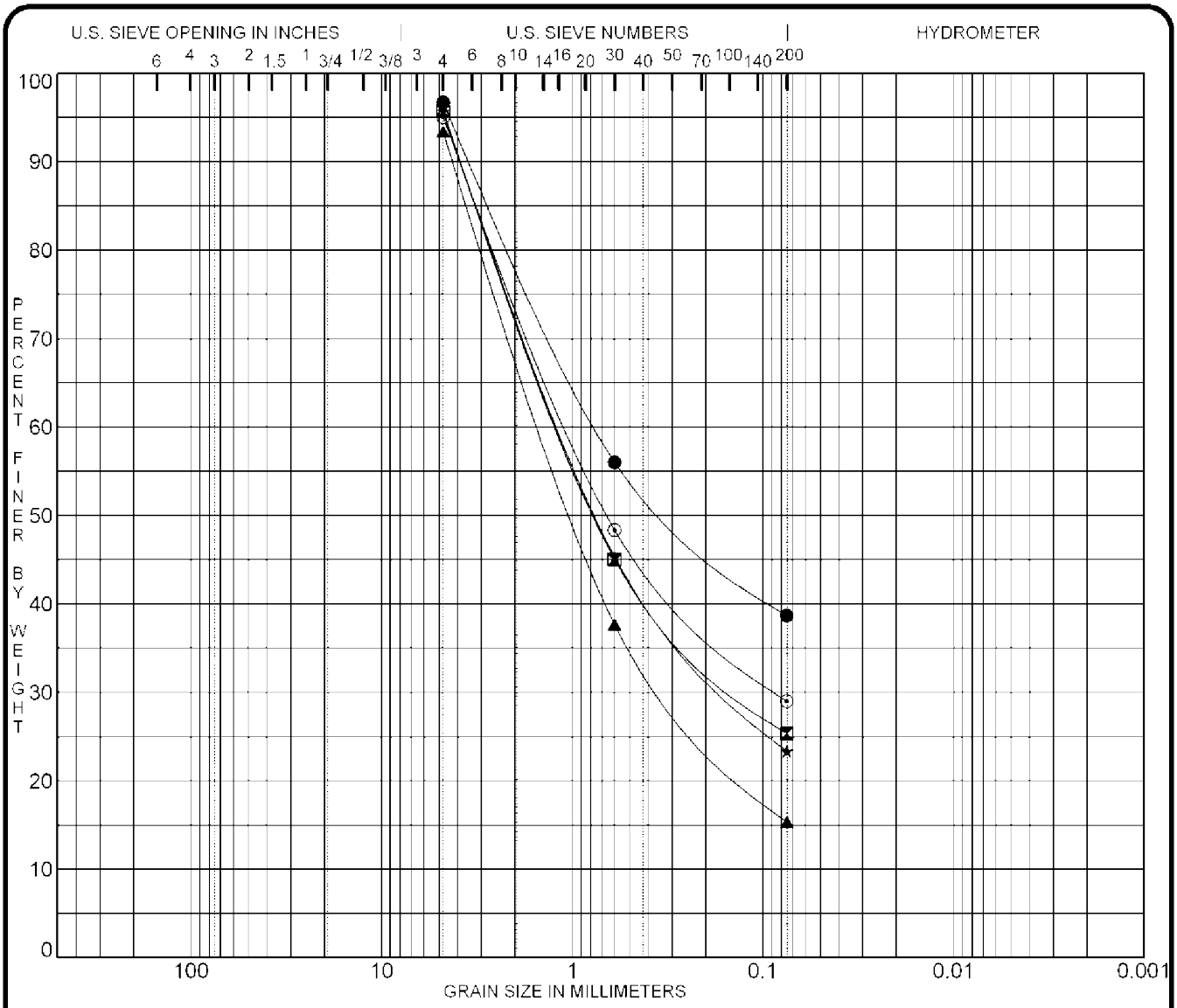


Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 12.5	Dry Density: 112.3	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C 21



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

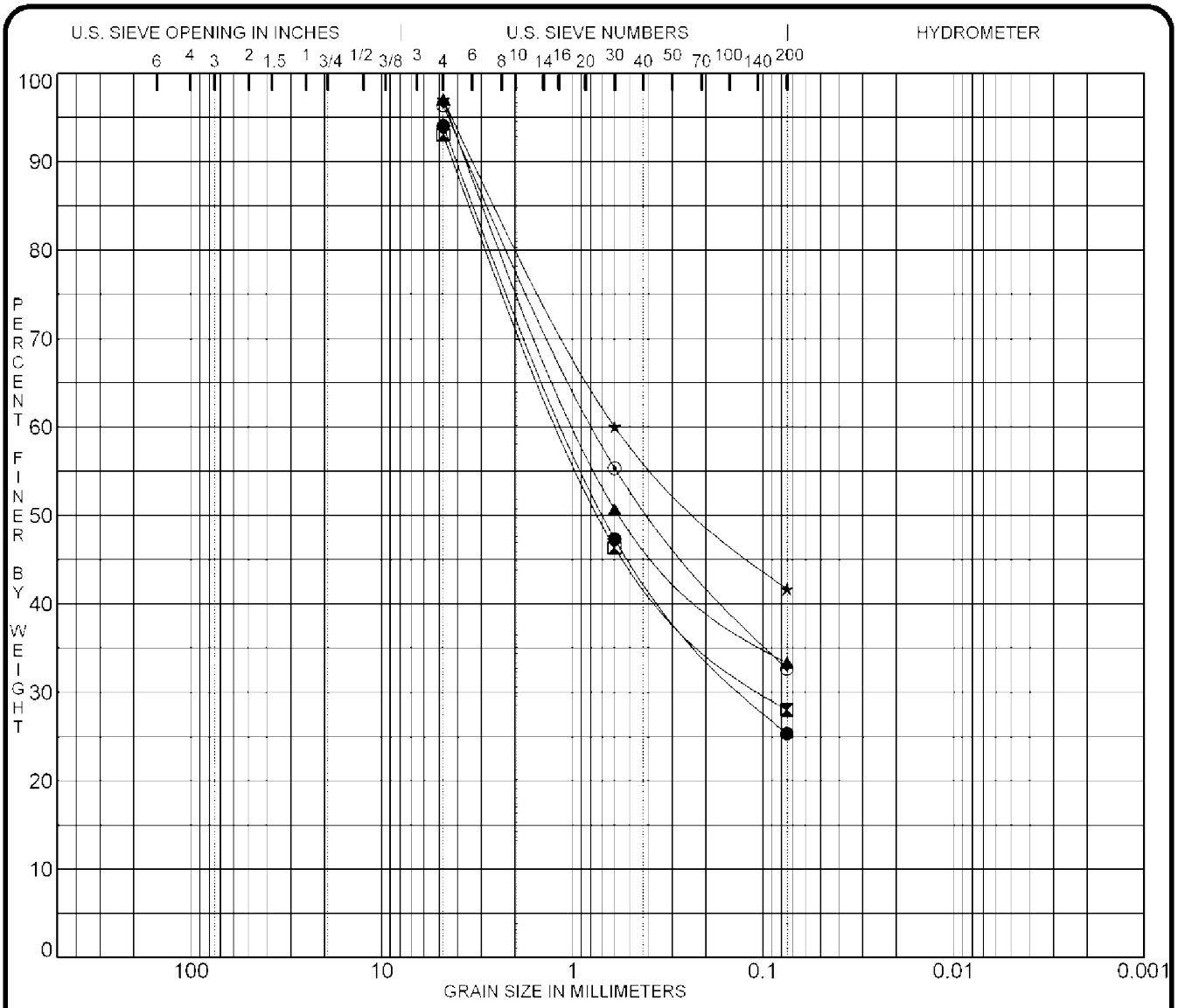
	Specimen Identification		USCS Classification	MC%	LL	PL	PI	Cc	Cu
●	B-1	5.0	Qal		29	22	8		
⧗	B-1	15.0	Qal		29	20	8		
▲	B-1	25.0	Qal						
★	B-1	35.0	Qal						
⊙	B-1	45.0	Qal		28	21	7		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-1	5.0	4.75	0.74			0.0	58.0	38.7	
⧗	B-1	15.0	4.75	1.11	0.123		0.0	70.3	25.3	
▲	B-1	25.0	4.75	1.38	0.294		0.0	78.0	15.3	
★	B-1	35.0	4.75	1.10	0.141		0.0	72.3	23.3	
⊙	B-1	45.0	4.75	1.01	0.084		0.0	66.0	29.0	

PROJECT - 8500 Santa Monica and 951 - 956 La Cienega Blvd

GRADATION CURVES

GeoConcepts



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

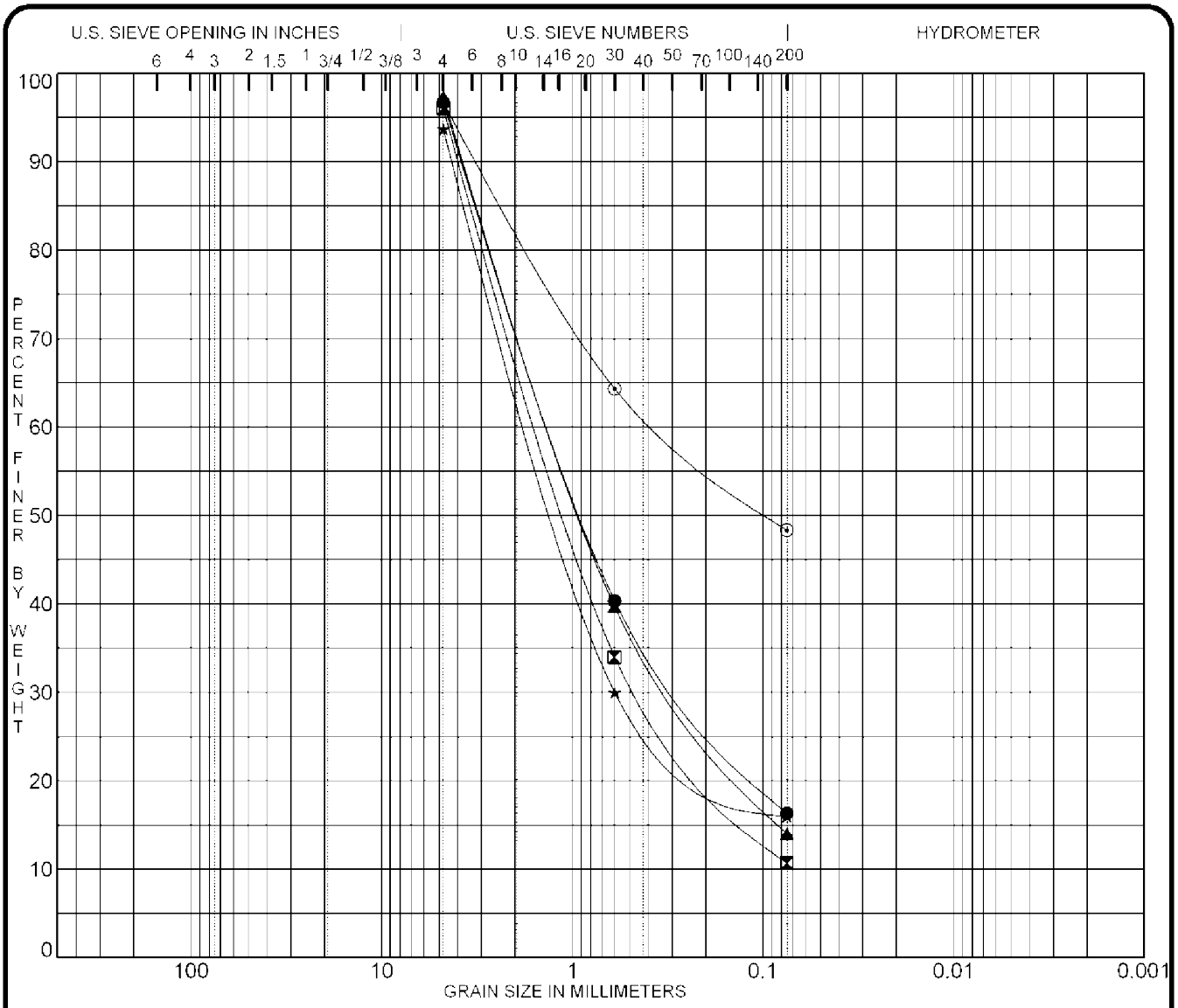
	Specimen Identification		USCS Classification	MC%	LL	PL	PI	Cc	Cu
●	B-1	55.0	Qal						
⧗	B-1	65.0	Qal						
▲	B-1	75.0	Qal						
★	B-3	5.0	Qal		40	22	18		
⊙	B-3	15.0	Qal		28	27	1		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-1	55.0	4.75	1.05	0.117		0.0	68.7	25.3	
⧗	B-1	65.0	4.75	1.10	0.094		0.0	65.0	28.0	
▲	B-1	75.0	4.75	0.91			0.0	63.7	33.3	
★	B-3	5.0	4.75	0.60			0.0	55.3	41.7	
⊙	B-3	15.0	4.75	0.76			0.0	63.7	32.7	

PROJECT - 8500 Santa Monica and 951 - 956 La Cienega Blvd

GRADATION CURVES

GeoConcepts



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

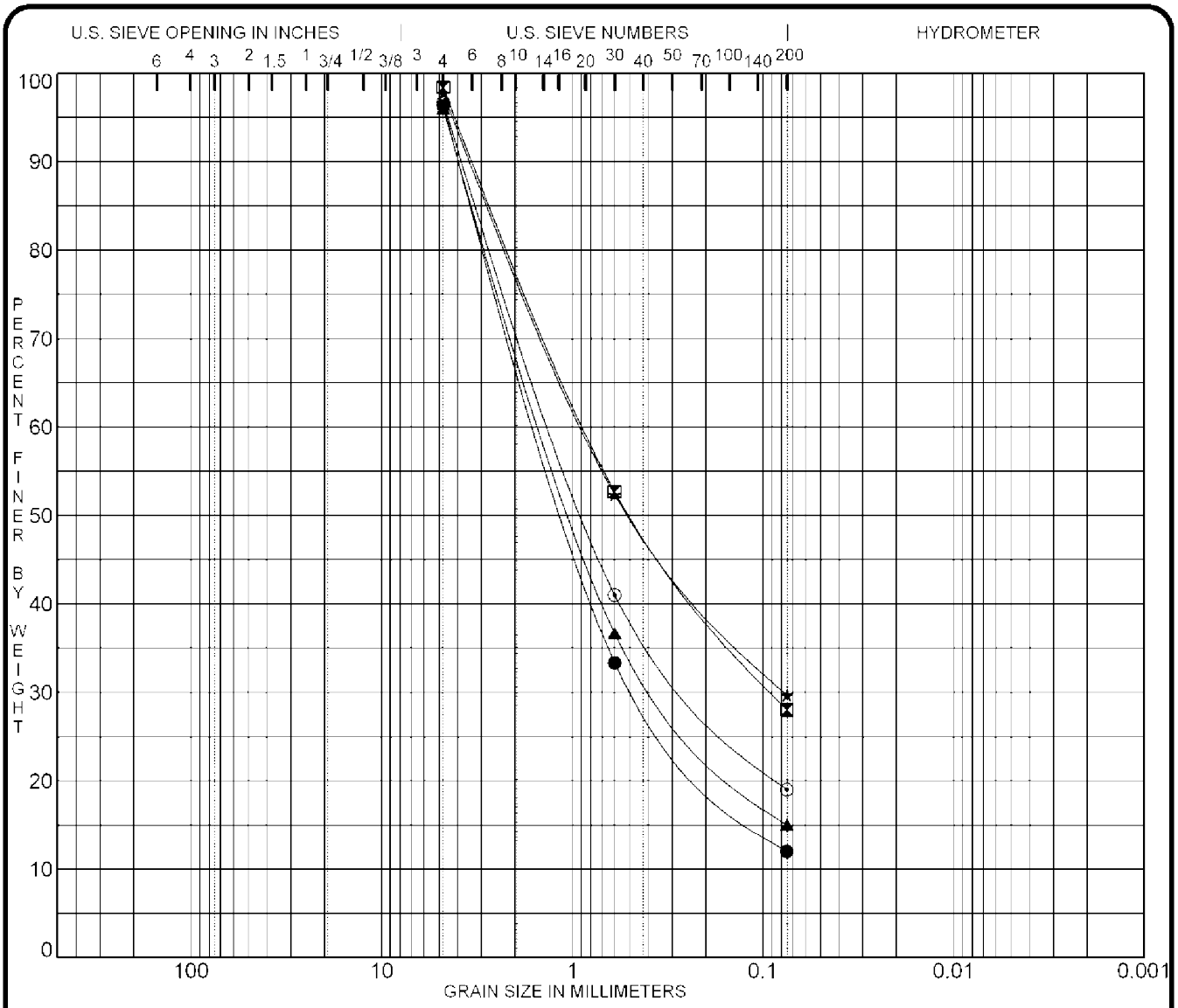
	Specimen Identification		USCS Classification	MC%	LL	PL	PI	Cc	Cu
●	B-3	25.0	Qal						
⧗	B-3	35.0	Qal		24	19	6	1.75	20.2
▲	B-3	40.0	Qal						
★	B-3	60.0	Qal	11					
⊙	B-5	5.0	Qal		38	22	15		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-3	25.0	4.75	1.24	0.245		0.0	80.3	16.3	
⧗	B-3	35.0	4.75	1.43	0.420		0.0	85.3	10.7	
▲	B-3	40.0	4.75	1.24	0.274		0.0	83.3	14.0	
★	B-3	60.0	4.75	1.59	0.600		0.0	77.7	16.0	
⊙	B-5	5.0	4.75	0.34			0.0	48.3	48.3	

PROJECT - 8500 Santa Monica and 951 - 956 La Cienega Blvd

GRADATION CURVES

GeoConcepts



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

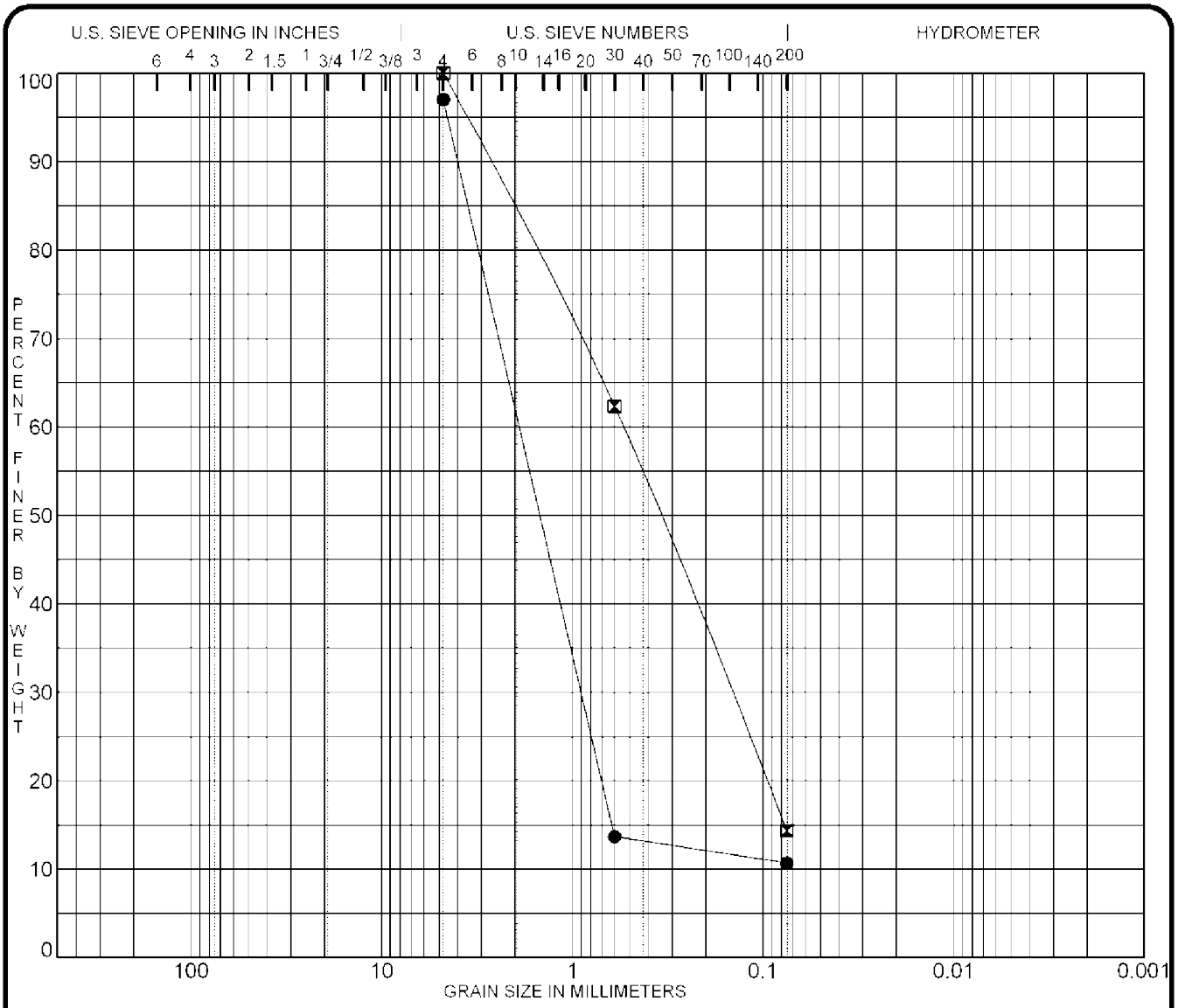
	Specimen Identification		USCS Classification	MC%	LL	PL	PI	Cc	Cu
●	B-5	15.0	Qal					2.11	23.3
⧗	B-5	25.0	Qal		26	19	7		
▲	B-5	35.0	Qal						
★	B-5	45.0	Qal						
⊙	B-5	50.0	Qal						

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-5	15.0	4.75	1.44	0.434		0.0	84.3	12.0	
⧗	B-5	25.0	4.75	0.84	0.089		0.0	70.3	28.0	
▲	B-5	35.0	4.75	1.35	0.316		0.0	81.0	15.0	
★	B-5	45.0	4.75	0.85	0.077		0.0	68.0	29.7	
⊙	B-5	50.0	4.75	1.22	0.212		0.0	77.7	19.0	

PROJECT - 8500 Santa Monica and 951 - 956 La Cienega Blvd

GRADATION CURVES

GeoConcepts



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	Specimen Identification		USCS Classification	MC%	LL	PL	PI	Cc	Cu
●	B-5	60.0	Qal					9.05	40.1
⧗	B-5	70.0	Qal						

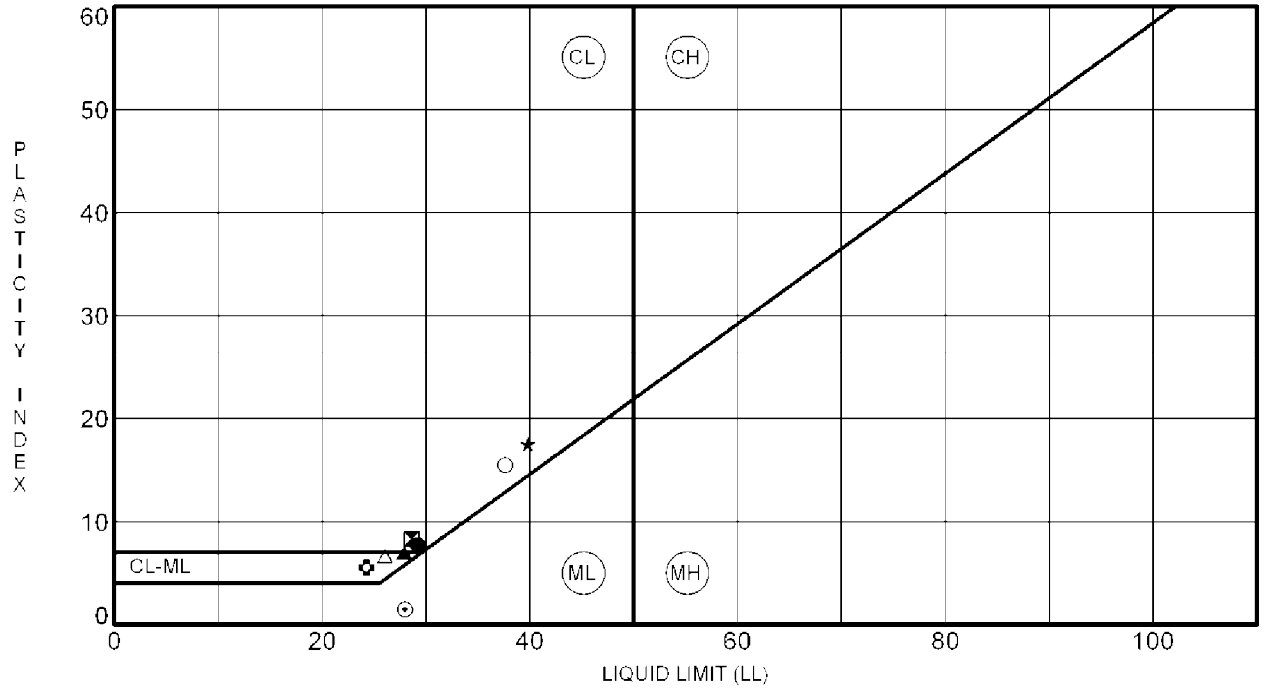
	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-5	60.0	4.75	1.90	0.900		0.0	86.3	10.7	
⧗	B-5	70.0	4.75	0.54	0.148		0.0	85.7	14.3	

PROJECT - 8500 Santa Monica and 951 - 956 La Cienega Blvd

GRADATION CURVES

GeoConcepts

PROJECT LOCATION: 8500 Santa Monica and 951 - 956 La Cienega Blvd PROJECT NO.: 5779



Specimen Identification			LL	PL	PI	Fines	Classification
●	B-1	5.0	29	22	7	38.7	SILTY, CLAYEY SAND SC-SM
⊠	B-1	15.0	29	20	9	25.3	CLAYEY SAND SC
▲	B-1	45.0	28	21	7	29.0	SILTY, CLAYEY SAND SC-SM
★	B-3	5.0	40	22	18	41.7	CLAYEY SAND SC
⊙	B-3	15.0	28	27	1	32.7	SILTY SAND SM
✿	B-3	35.0	24	19	5	10.7	WELL-GRADED SAND with SILTY CLAY SW-SC
○	B-5	5.0	38	22	16	48.3	CLAYEY SAND SC
△	B-5	25.0	26	19	7	28.0	SILTY, CLAYEY SAND SC-SM

ATTERBERG LIMITS' RESULTS

Figure A.1

APPENDIX III

ANALYSES

Lateral Design

Liquefaction

Seismic Evaluation

Passive Pressure of Piles

PASSIVE PRESSURE-TRIAL WEDGE

CALCULATE THE PASSIVE EARTH PRESSURE USING THE TRIAL WEDGE METHOD. BOTH COHESIVE AND FRICTIONAL RESISTANCE ARE ASSUMED ALONG THE BASE AND SIDES OF THE PASSIVE FAILURE WEDGE. THE LATERAL EARTH PRESSURE ON THE SIDES OF THE WEDGE IS THE AT-REST PRESSURE Ko (Ko = 1-SIN(PHI)).

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	SAFETY FACTOR (fs):	1.5
SHEAR DIAGRAM:	B 2@5	SLOPE ANGLE:	0 degrees
COHESION:	175 psf	Cd Base (C/fs):	116.7 psf
PHI ANGLE:	32 degrees	PhiD = atan(tan(phi)fs) =	22.6 degrees
DENSITY:	130 pcf	INITIAL SEARCH DEPTH:	1 feet
PASSIVE WEDGE BOUNDARY CONDITIONS		FINAL SEARCH DEPTH:	21 feet
WEDGE WIDTH:	1 feet	POINT SURCHARGE:	0
COHESION:	175 psf	Cd Sides (C/fs):	116.7 psf
PHI ANGLE:	32 degrees	PhiD = atan(tan(phi)/fs) =	22.6 degrees

TRIAL DEPTH* (feet)	CRITICAL FAILURE ANGLE** (degrees)	TOTAL EXTERNAL SURCHARGE (kips)	WEIGHT TRIAL WEDGE (kips)	TOTAL PASSIVE FORCE (pounds)	PASSIVE FORCE AT DEPTH (plf)	CHANGE Pp PER DEPTH INCREASE (plf)
1	36	0.0	0.09	813.2	1,626.4	1,626.4
2	37	0.0	0.35	2,457.3	2,457.3	830.9
3	37	0.0	0.78	4,959.4	3,306.3	849.0
4	38	0.0	1.33	8,316.8	4,158.4	852.1
5	38	0.0	2.08	12,531.4	5,012.5	854.2
6	38	0.0	3.00	17,603.3	5,867.8	855.2
7	38	0.0	4.08	23,532.6	6,723.6	855.8
8	38	0.0	5.32	30,319.3	7,579.8	856.2
9	38	0.0	6.74	37,963.3	8,436.3	856.5
10	39	0.0	8.03	46,463.7	9,292.7	856.4
11	39	0.0	9.71	55,818.1	10,148.7	856.0
12	39	0.0	11.56	66,029.2	11,004.9	856.1
13	39	0.0	13.57	77,096.9	11,861.1	856.2
14	39	0.0	15.73	89,021.2	12,717.3	856.3
15	39	0.0	18.06	101,802.2	13,573.6	856.3
16	39	0.0	20.55	115,439.7	14,430.0	856.3
17	39	0.0	23.20	129,933.9	15,286.3	856.4
18	39	0.0	26.01	145,284.7	16,142.7	856.4
19	39	0.0	28.98	161,492.1	16,999.2	856.4
20	39	0.0	32.11	178,556.1	17,855.6	856.4
21	39	0.0	35.40	196,476.8	18,712.1	856.5

* NUMBER TRIAL WEDGES ANALYZED PER FOOT OF EMBEDMENT DEPTH = 45 TRIALS

** ANGLES ARE MEASURED FROM THE HORIZONTAL (NEGATIVE ANGLES ARE DOWNWARD TOWARD THE SLOPE)

CONCLUSIONS: CALCULATIONS INDICATE THAT THE ALLOWABLE PASSIVE EARTH PRESSURE MAY BE COMPUTED PER THE ABOVE TABLE.

Hydrostatic Retaining Walls (30 Feet High with Level Backslope)

RETAINING WALL

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL	Qal	WALL HEIGHT	30 feet
SHEAR DIAGRAM:	B-2@5	BACKSLOPE ANGLE:	0 degrees
COHESION:	175 psf	SURCHARGE:	0 pounds
PHI ANGLE:	32 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	75 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1.5	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK	5 feet
CD (C/FS):	116.7 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 22.6 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	56	degrees
AREA OF TRIAL FAILURE WEDGE	295.8	square feet
TOTAL EXTERNAL SURCHARGE	0.0	pounds
WEIGHT OF TRIAL FAILURE WEDGE	22182.7	pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116	trials
LENGTH OF FAILURE PLANE	30.4	feet
DEPTH OF TENSION CRACK	4.8	feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	17.0	feet
CALCULATED HORIZONTAL THRUST ON WALL	**10697.1**	**pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**23.8**	**pcf**
DESIGN EQUIVALENT FLUID PRESSURE		**pcf**

Hydrostatic Seismic Retaining Walls (30 Feet High with Level Backslope)

RETAINING WALL

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL	Qal	WALL HEIGHT	30 feet
SHEAR DIAGRAM:	B-2@5	BACKSLOPE ANGLE:	0 degrees
COHESION:	175 psf	SURCHARGE:	0 pounds
PHI ANGLE:	32 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	75 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK	5 feet
CD (C/FS):	175.0 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 32.0 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.34 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	46 degrees
AREA OF TRIAL FAILURE WEDGE	421.8 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	31632.5 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116 trials
LENGTH OF FAILURE PLANE	34.5 feet
DEPTH OF TENSION CRACK	5.1 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	24.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**13357.6 pounds**

Hydrostatic At Rest Pressure for Retaining Walls

AT REST PRESSURE CALCULATION

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	COHESION:	175	psf
SHEAR DIAGRAM:	B-2@5	PHI ANGLE:	32	degrees
		DENSITY:	75	pcf

CALCULATED RESULTS

AT REST PRESSURE	36	pcf

CONCLUSIONS:

THE CALCULATED PRESSURE DUE TO AT REST CONDITIONS ARE PRESENTED IN THE TABLE.

Shoring Piles (30 Feet High with Level Backslope)

SHORING PILE

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	RETAINED LENGTH	30 feet
SHEAR DIAGRAM:	B-2@5	BACKSLOPE ANGLE:	0 degrees
COHESION:	175 psf	SURCHARGE:	0 pounds
PHI ANGLE:	32 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	130 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
PILE FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	140.0 psf	FINAL TENSION CRACK:	40 feet
PHID = ATAN(TAN(PHI)/FS) =	26.6 degrees		
HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h)	0 %g		
VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v)	0 %g		

CALCULATED RESULTS

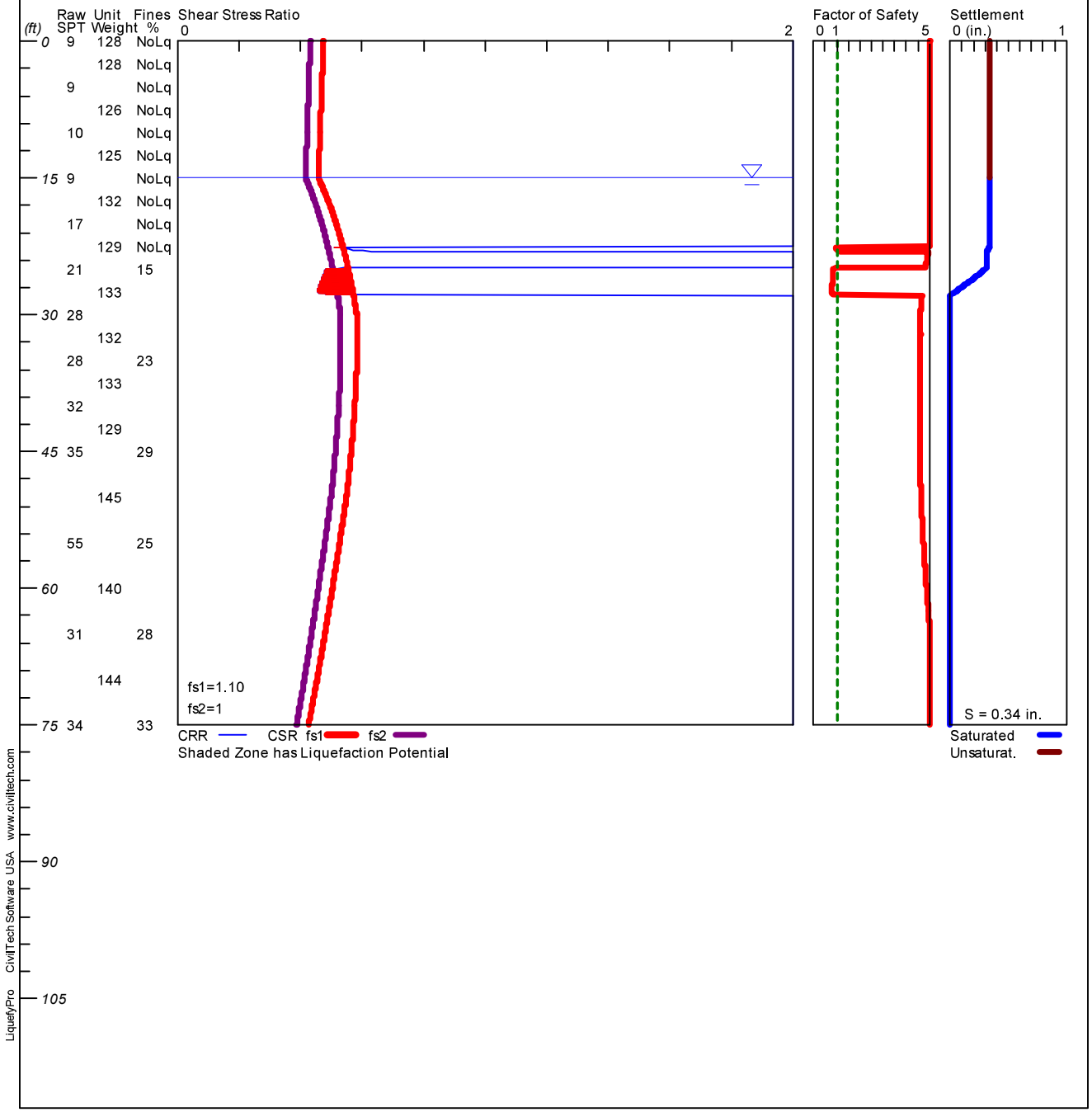
CRITICAL FAILURE ANGLE	59 degrees
AREA OF TRIAL FAILURE WEDGE	267.0 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	34706.4 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116 trials
LENGTH OF FAILURE PLANE	31.1 feet
DEPTH OF TENSION CRACK	3.4 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	16.0 feet
CALCULATED THRUST ON PILE	**17449.6 pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**38.8 pcf**
DESIGN EQUIVALENT FLUID PRESSURE	**pcf**

LIQUEFACTION ANALYSIS

8500 Santa Monica Blvd and 951-956 La Cienega Blvd

Hole No.=B-1 Water Depth=15 ft

Magnitude=6.69
Acceleration=0.664g



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**********************************************************************************************************
                                  LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                        Copyright by CivilTech Software
                                             www.civiltech.com
**********************************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  2/20/2020      12:26:36 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\5779 B-1.liq
       Title:  8500 Santa Monica Blvd and 951-956 La Cienega Blvd
       Subtitle:  5779

 Input Data:
       Surface Elev.=
       Hole No.=B-1
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 15.00 ft
       Water Table during In-Situ Testing= 18.00 ft
       Max. Acceleration=0.66 g
       Earthquake Magnitude=6.69
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                    Ce = 1.25
       7. Borehole Diameter,                                          Cb= 1
       8. Sampling Method,                                           Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    9.00    128.00  NoLiq
       2.50    9.00    128.00  NoLiq
       5.00    9.00    128.00  NoLiq
       7.50    9.00    126.00  NoLiq
       10.00   10.00   126.00  NoLiq
       12.50   10.00   125.00  NoLiq
       15.00   9.00    125.00  NoLiq
       17.50   9.00    132.00  NoLiq
       20.00   17.00   132.00  NoLiq
       22.50   17.00   129.00  NoLiq
       25.00   21.00   129.00  15.00
       27.50   21.00   133.00  15.00
       30.00   28.00   133.00  15.00
       32.50   28.00   132.00  15.00
       35.00   28.00   132.00  23.00
       37.50   28.00   133.00  23.00
       40.00   32.00   133.00  23.00
       42.50   32.00   129.00  23.00
       45.00   35.00   129.00  29.00
       47.50   35.00   129.00  29.00
       50.00   35.00   145.00  29.00
       52.50   35.00   145.00  29.00
       55.00   55.00   145.00  25.00
       57.50   55.00   145.00  25.00
       60.00   55.00   140.00  25.00
       62.50   55.00   140.00  25.00
       65.00   31.00   140.00  28.00
       67.50   31.00   140.00  28.00
       70.00   31.00   144.00  28.00
       72.50   31.00   144.00  28.00
       75.00   34.00   144.00  33.00
       ____________________________________
```

Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=5.00 ft

Peak Ground Acceleration (PGA), a_max = 0.66g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	128.00	0.000	128.00	0.000	1.00	0.000	0.664	0.43	1.10	0.47
5.00	128.00	0.302	128.00	0.302	0.99	0.000	0.664	0.43	1.10	0.47
10.00	126.00	0.601	126.00	0.601	0.98	0.000	0.664	0.42	1.10	0.46
15.00	125.00	0.897	62.60	0.897	0.97	0.000	0.664	0.42	1.10	0.46
20.00	132.00	1.205	69.60	1.058	0.95	0.000	0.664	0.47	1.10	0.52
25.00	129.00	1.512	66.60	1.217	0.94	0.000	0.664	0.50	1.10	0.56
30.00	133.00	1.823	70.60	1.381	0.93	0.000	0.664	0.53	1.10	0.58
35.00	132.00	2.136	69.60	1.546	0.89	0.000	0.664	0.53	1.10	0.58
40.00	133.00	2.450	70.60	1.712	0.85	0.000	0.664	0.52	1.10	0.58
45.00	129.00	2.757	66.60	1.872	0.81	0.000	0.664	0.51	1.10	0.56
50.00	145.00	3.071	82.60	2.039	0.77	0.000	0.664	0.50	1.10	0.55
55.00	145.00	3.413	82.60	2.234	0.73	0.000	0.664	0.48	1.10	0.53
60.00	140.00	3.753	77.60	2.426	0.69	0.000	0.664	0.46	1.10	0.50
65.00	140.00	4.084	77.60	2.610	0.65	0.000	0.664	0.44	1.10	0.48
70.00	144.00	4.417	81.60	2.795	0.60	0.000	0.664	0.41	1.10	0.45
75.00	144.00	4.757	81.60	2.988	0.56	0.000	0.664	0.39	1.10	0.43

CSR is based on water table at 15.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	9.00	1.50	0.75	0.000	1.70	17.21	NoLiq	7.20	24.41	0.27
5.00	9.00	1.50	0.75	0.302	1.70	17.21	NoLiq	7.20	24.41	0.27
10.00	10.00	1.50	0.85	0.601	1.29	16.44	NoLiq	7.20	23.64	0.26
15.00	9.00	1.50	0.95	0.897	1.06	13.54	NoLiq	7.20	20.74	0.22
20.00	17.00	1.50	0.95	1.146	0.93	22.63	NoLiq	7.20	29.83	0.43
25.00	21.00	1.50	0.95	1.305	0.88	26.19	15.00	2.40	28.59	0.36
30.00	28.00	1.50	1.00	1.470	0.82	34.65	15.00	2.40	37.05	2.00
35.00	28.00	1.50	1.00	1.635	0.78	32.85	23.00	4.32	37.17	2.00
40.00	32.00	1.50	1.00	1.801	0.75	35.77	23.00	4.32	40.09	2.00
45.00	35.00	1.50	1.00	1.961	0.71	37.49	29.00	5.76	43.25	2.00
50.00	35.00	1.50	1.00	2.127	0.69	36.00	29.00	5.76	41.76	2.00
55.00	55.00	1.50	1.00	2.322	0.66	54.13	25.00	4.80	58.93	2.00
60.00	55.00	1.50	1.00	2.515	0.63	52.03	25.00	4.80	56.83	2.00
65.00	31.01	1.50	1.00	2.698	0.61	28.32	28.00	5.52	33.84	2.00
70.00	31.00	1.50	1.00	2.884	0.59	27.38	28.00	5.52	32.90	2.00
75.00	34.00	1.50	1.00	3.076	0.57	29.08	33.00	6.72	35.80	2.00

CRR is based on water table at 18.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.69:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	0.27	1.00	0.27	1.34	2.00	0.47	5.00 ^
5.00	0.20	0.27	1.00	0.27	1.34	2.00	0.47	5.00 ^
10.00	0.39	0.26	1.00	0.26	1.34	2.00	0.46	5.00 ^
15.00	0.58	0.22	1.00	0.22	1.34	2.00	0.46	5.00 ^
20.00	0.74	0.43	1.00	0.43	1.34	2.00	0.52	5.00 ^
25.00	0.85	0.36	1.00	0.36	1.34	0.48	0.56	0.87 *
30.00	0.96	2.00	1.00	2.00	1.34	2.68	0.58	4.60
35.00	1.06	2.00	1.00	1.99	1.34	2.67	0.58	4.58
40.00	1.17	2.00	0.98	1.96	1.34	2.62	0.58	4.55
45.00	1.27	2.00	0.96	1.93	1.34	2.58	0.56	4.57
50.00	1.38	2.00	0.95	1.90	1.34	2.54	0.55	4.63
55.00	1.51	2.00	0.93	1.86	1.34	2.50	0.53	4.74
60.00	1.63	2.00	0.92	1.83	1.34	2.45	0.50	4.87
65.00	1.75	2.00	0.90	1.80	1.34	2.41	0.48	5.00
70.00	1.87	2.00	0.89	1.77	1.34	2.37	0.45	5.00
75.00	2.00	2.00	0.87	1.74	1.34	2.34	0.43	5.00

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:
Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	24.41	NoLiq	0.00	24.41
5.00	-	-	-	24.41	NoLiq	0.00	24.41
10.00	-	-	-	23.64	NoLiq	0.00	23.64
15.00	-	-	-	20.74	NoLiq	0.00	20.74
20.00	-	-	-	29.83	NoLiq	0.00	29.83
25.00	-	-	-	28.59	15.00	0.00	28.59
30.00	-	-	-	37.05	15.00	0.00	37.05
35.00	-	-	-	37.17	23.00	0.00	37.17
40.00	-	-	-	40.09	23.00	0.00	40.09
45.00	-	-	-	43.25	29.00	0.00	43.25
50.00	-	-	-	41.76	29.00	0.00	41.76
55.00	-	-	-	58.93	25.00	0.00	58.93
60.00	-	-	-	56.83	25.00	0.00	56.83
65.00	-	-	-	33.84	28.00	0.00	33.84
70.00	-	-	-	32.90	28.00	0.00	32.90
75.00	-	-	-	35.80	33.00	0.00	35.80

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.43	1.00	0.43	5.00	32.90	35.73	100.00	0.000	0.0E0	0.000	0.000
70.00	0.45	1.00	0.45	5.00	28.00	32.90	97.02	0.000	0.0E0	0.000	0.000
65.00	0.48	1.00	0.48	5.00	28.00	33.84	99.45	0.000	0.0E0	0.000	0.000
60.00	0.50	1.00	0.50	4.87	25.00	56.83	100.00	0.000	0.0E0	0.000	0.000
55.00	0.53	1.00	0.53	4.74	25.00	58.93	100.00	0.000	0.0E0	0.000	0.000
50.00	0.55	1.00	0.55	4.63	29.00	41.76	100.00	0.000	0.0E0	0.000	0.000
45.00	0.56	1.00	0.56	4.57	29.00	43.25	100.00	0.000	0.0E0	0.000	0.000
40.00	0.58	1.00	0.58	4.55	23.00	40.09	100.00	0.000	0.0E0	0.000	0.000
35.00	0.58	1.00	0.58	4.58	23.00	37.17	100.00	0.000	0.0E0	0.000	0.000
30.00	0.58	1.00	0.58	4.60	15.00	37.05	100.00	0.000	0.0E0	0.000	0.000
25.00	0.56	1.00	0.56	0.87	15.00	28.59	86.97	0.769	4.6E-3	0.301	0.301
20.00	0.52	1.00	0.52	5.00	NoLiq	29.83	89.67	0.000	0.0E0	0.043	0.344
15.00	0.46	1.00	0.46	5.00	NoLiq	20.74	71.87	0.000	0.0E0	0.000	0.344

Settlement of Saturated Sands=0.344 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
14.95	0.89	0.58	20.79	0.46	936.65	4.4E-4	0.4531	0.4242	0.84	0.3543	0.00E0	0.000	0.000
10.00	0.60	0.39	23.64	0.46	801.62	3.5E-4	0.1502	0.1189	0.84	0.0993	0.00E0	0.000	0.000
5.00	0.30	0.20	24.41	0.47	574.60	2.5E-4	0.0706	0.0536	0.84	0.0448	0.00E0	0.000	0.000
0.00	0.00	0.00	24.41	0.47	3.30	1.4E-6	0.0010	0.0008	0.84	0.0006	0.00E0	0.000	0.000

Settlement of Unsaturated Sands

Settlement of Unsaturated Sands=0.000 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=0.344 in.
Differential Settlement=0.172 to 0.227 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density
sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

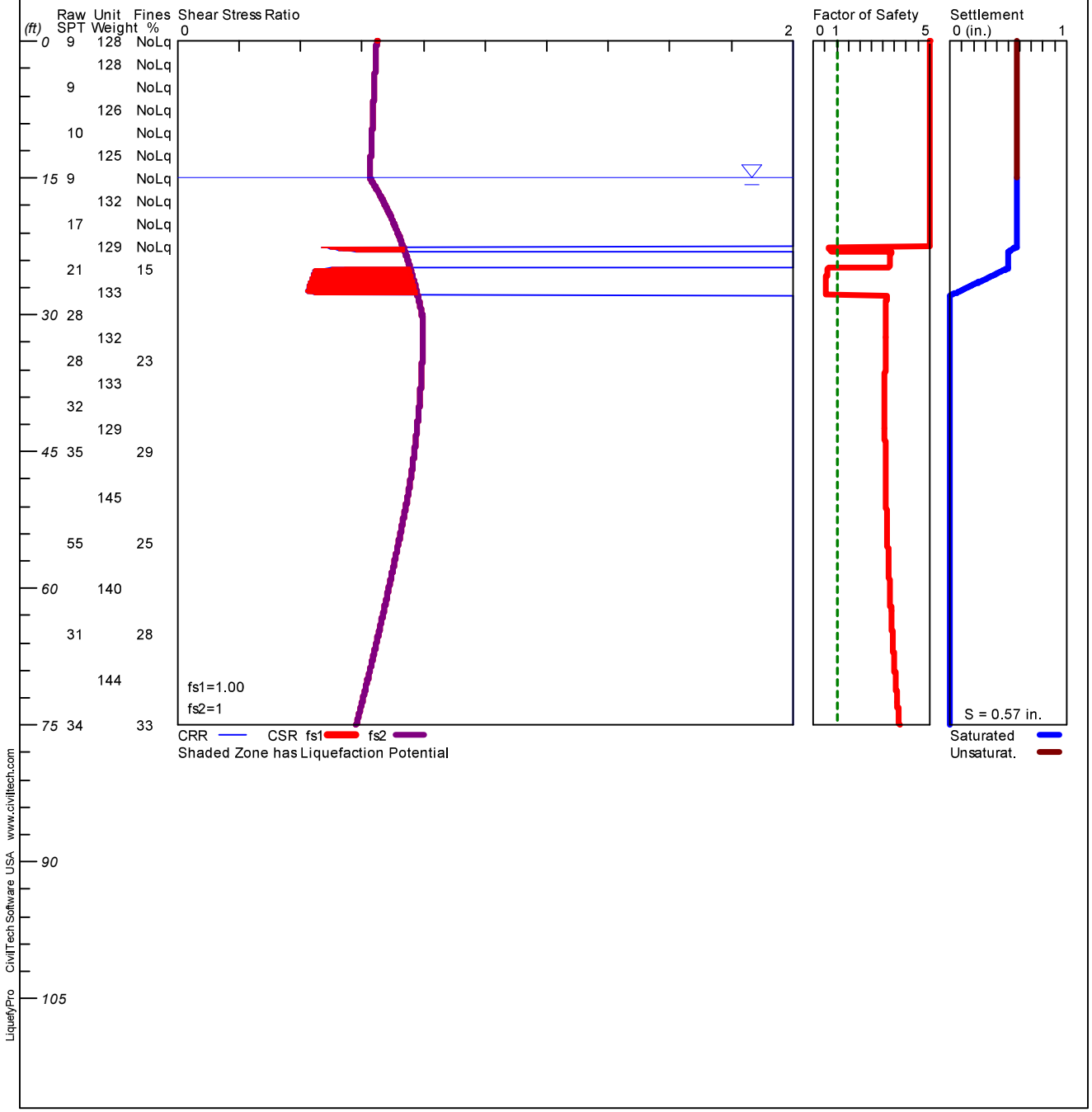
Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

LIQUEFACTION ANALYSIS

8500 Santa Monica Blvd and 951-956 La Cienega Blvd

Hole No.=B-1 Water Depth=15 ft

Magnitude=6.91
Acceleration=0.996g



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**********************************************************************************************
                                LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                     Copyright by CivilTech Software
                                          www.civiltech.com
**********************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  2/20/2020      12:25:50 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\5779 B-1.liq
       Title:  8500 Santa Monica Blvd and 951-956 La Cienega Blvd
       Subtitle:  5779

 Input Data:
       Surface Elev.=
       Hole No.=B-1
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 15.00 ft
       Water Table during In-Situ Testing= 18.00 ft
       Max. Acceleration=1 g
       Earthquake Magnitude=6.91
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                    Ce = 1.25
       7. Borehole Diameter,                                         Cb= 1
       8. Sampling Method,                                          Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.0
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    9.00    128.00  NoLiq
       2.50    9.00    128.00  NoLiq
       5.00    9.00    128.00  NoLiq
       7.50    9.00    126.00  NoLiq
       10.00   10.00   126.00  NoLiq
       12.50   10.00   125.00  NoLiq
       15.00   9.00    125.00  NoLiq
       17.50   9.00    132.00  NoLiq
       20.00   17.00   132.00  NoLiq
       22.50   17.00   129.00  NoLiq
       25.00   21.00   129.00  15.00
       27.50   21.00   133.00  15.00
       30.00   28.00   133.00  15.00
       32.50   28.00   132.00  15.00
       35.00   28.00   132.00  23.00
       37.50   28.00   133.00  23.00
       40.00   32.00   133.00  23.00
       42.50   32.00   129.00  23.00
       45.00   35.00   129.00  29.00
       47.50   35.00   129.00  29.00
       50.00   35.00   145.00  29.00
       52.50   35.00   145.00  29.00
       55.00   55.00   145.00  25.00
       57.50   55.00   145.00  25.00
       60.00   55.00   140.00  25.00
       62.50   55.00   140.00  25.00
       65.00   31.00   140.00  28.00
       67.50   31.00   140.00  28.00
       70.00   31.00   144.00  28.00
       72.50   31.00   144.00  28.00
       75.00   34.00   144.00  33.00

       ____________________________________
```

Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=5.00 ft

Peak Ground Acceleration (PGA), a_max = 1.00g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	128.00	0.000	128.00	0.000	1.00	0.000	0.996	0.65	1.00	0.65
5.00	128.00	0.302	128.00	0.302	0.99	0.000	0.996	0.64	1.00	0.64
10.00	126.00	0.601	126.00	0.601	0.98	0.000	0.996	0.63	1.00	0.63
15.00	125.00	0.897	62.60	0.897	0.97	0.000	0.996	0.62	1.00	0.62
20.00	132.00	1.205	69.60	1.058	0.95	0.000	0.996	0.70	1.00	0.70
25.00	129.00	1.512	66.60	1.217	0.94	0.000	0.996	0.76	1.00	0.76
30.00	133.00	1.823	70.60	1.381	0.93	0.000	0.996	0.79	1.00	0.79
35.00	132.00	2.136	69.60	1.546	0.89	0.000	0.996	0.80	1.00	0.80
40.00	133.00	2.450	70.60	1.712	0.85	0.000	0.996	0.79	1.00	0.79
45.00	129.00	2.757	66.60	1.872	0.81	0.000	0.996	0.77	1.00	0.77
50.00	145.00	3.071	82.60	2.039	0.77	0.000	0.996	0.75	1.00	0.75
55.00	145.00	3.413	82.60	2.234	0.73	0.000	0.996	0.72	1.00	0.72
60.00	140.00	3.753	77.60	2.426	0.69	0.000	0.996	0.69	1.00	0.69
65.00	140.00	4.084	77.60	2.610	0.65	0.000	0.996	0.65	1.00	0.65
70.00	144.00	4.417	81.60	2.795	0.60	0.000	0.996	0.62	1.00	0.62
75.00	144.00	4.757	81.60	2.988	0.56	0.000	0.996	0.58	1.00	0.58

CSR is based on water table at 15.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	9.00	1.50	0.75	0.000	1.70	17.21	NoLiq	7.20	24.41	0.27
5.00	9.00	1.50	0.75	0.302	1.70	17.21	NoLiq	7.20	24.41	0.27
10.00	10.00	1.50	0.85	0.601	1.29	16.44	NoLiq	7.20	23.64	0.26
15.00	9.00	1.50	0.95	0.897	1.06	13.54	NoLiq	7.20	20.74	0.22
20.00	17.00	1.50	0.95	1.146	0.93	22.63	NoLiq	7.20	29.83	0.43
25.00	21.00	1.50	0.95	1.305	0.88	26.19	15.00	2.40	28.59	0.36
30.00	28.00	1.50	1.00	1.470	0.82	34.65	15.00	2.40	37.05	2.00
35.00	28.00	1.50	1.00	1.635	0.78	32.85	23.00	4.32	37.17	2.00
40.00	32.00	1.50	1.00	1.801	0.75	35.77	23.00	4.32	40.09	2.00
45.00	35.00	1.50	1.00	1.961	0.71	37.49	29.00	5.76	43.25	2.00
50.00	35.00	1.50	1.00	2.127	0.69	36.00	29.00	5.76	41.76	2.00
55.00	55.00	1.50	1.00	2.322	0.66	54.13	25.00	4.80	58.93	2.00
60.00	55.00	1.50	1.00	2.515	0.63	52.03	25.00	4.80	56.83	2.00
65.00	31.01	1.50	1.00	2.698	0.61	28.32	28.00	5.52	33.84	2.00
70.00	31.00	1.50	1.00	2.884	0.59	27.38	28.00	5.52	32.90	2.00
75.00	34.00	1.50	1.00	3.076	0.57	29.08	33.00	6.72	35.80	2.00

CRR is based on water table at 18.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.91:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	0.27	1.00	0.27	1.23	2.00	0.65	5.00 ^
5.00	0.20	0.27	1.00	0.27	1.23	2.00	0.64	5.00 ^
10.00	0.39	0.26	1.00	0.26	1.23	2.00	0.63	5.00 ^
15.00	0.58	0.22	1.00	0.22	1.23	2.00	0.62	5.00 ^
20.00	0.74	0.43	1.00	0.43	1.23	2.00	0.70	5.00 ^
25.00	0.85	0.36	1.00	0.36	1.23	0.44	0.76	0.59 *
30.00	0.96	2.00	1.00	2.00	1.23	2.47	0.79	3.10
35.00	1.06	2.00	1.00	1.99	1.23	2.46	0.80	3.09
40.00	1.17	2.00	0.98	1.96	1.23	2.42	0.79	3.07
45.00	1.27	2.00	0.96	1.93	1.23	2.38	0.77	3.09
50.00	1.38	2.00	0.95	1.90	1.23	2.34	0.75	3.13
55.00	1.51	2.00	0.93	1.86	1.23	2.30	0.72	3.20
60.00	1.63	2.00	0.92	1.83	1.23	2.26	0.69	3.29
65.00	1.75	2.00	0.90	1.80	1.23	2.22	0.65	3.40
70.00	1.87	2.00	0.89	1.77	1.23	2.18	0.62	3.53

75.00	2.00	2.00	0.87	1.74	1.23	2.15	0.58	3.70

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:
Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	24.41	NoLiq	0.00	24.41
5.00	-	-	-	24.41	NoLiq	0.00	24.41
10.00	-	-	-	23.64	NoLiq	0.00	23.64
15.00	-	-	-	20.74	NoLiq	0.00	20.74
20.00	-	-	-	29.83	NoLiq	0.00	29.83
25.00	-	-	-	28.59	15.00	0.00	28.59
30.00	-	-	-	37.05	15.00	0.00	37.05
35.00	-	-	-	37.17	23.00	0.00	37.17
40.00	-	-	-	40.09	23.00	0.00	40.09
45.00	-	-	-	43.25	29.00	0.00	43.25
50.00	-	-	-	41.76	29.00	0.00	41.76
55.00	-	-	-	58.93	25.00	0.00	58.93
60.00	-	-	-	56.83	25.00	0.00	56.83
65.00	-	-	-	33.84	28.00	0.00	33.84
70.00	-	-	-	32.90	28.00	0.00	32.90
75.00	-	-	-	35.80	33.00	0.00	35.80

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.58	1.00	0.58	3.70	32.90	35.73	100.00	0.000	0.0E0	0.000	0.000
70.00	0.62	1.00	0.62	3.53	28.00	32.90	97.02	0.000	0.0E0	0.000	0.000
65.00	0.65	1.00	0.65	3.40	28.00	33.84	99.45	0.000	0.0E0	0.000	0.000
60.00	0.69	1.00	0.69	3.29	25.00	56.83	100.00	0.000	0.0E0	0.000	0.000
55.00	0.72	1.00	0.72	3.20	25.00	58.93	100.00	0.000	0.0E0	0.000	0.000
50.00	0.75	1.00	0.75	3.13	29.00	41.76	100.00	0.000	0.0E0	0.000	0.000
45.00	0.77	1.00	0.77	3.09	29.00	43.25	100.00	0.000	0.0E0	0.000	0.000
40.00	0.79	1.00	0.79	3.07	23.00	40.09	100.00	0.000	0.0E0	0.000	0.000
35.00	0.80	1.00	0.80	3.09	23.00	37.17	100.00	0.000	0.0E0	0.000	0.000
30.00	0.79	1.00	0.79	3.10	15.00	37.05	100.00	0.000	0.0E0	0.000	0.000
25.00	0.76	1.00	0.76	0.59	15.00	28.59	86.97	1.300	7.8E-3	0.480	0.480
20.00	0.70	1.00	0.70	5.00	NoLiq	29.83	89.67	0.000	0.0E0	0.092	0.572
15.00	0.62	1.00	0.62	5.00	NoLiq	20.74	71.87	0.000	0.0E0	0.000	0.572

Settlement of Saturated Sands=0.572 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
14.95	0.89	0.58	20.79	0.62	936.65	6.0E-4	1.0000	0.9363	0.90	0.8452	0.00E0	0.000	0.000
10.00	0.60	0.39	23.64	0.63	801.62	4.7E-4	0.7348	0.5818	0.90	0.5252	0.00E0	0.000	0.000
5.00	0.30	0.20	24.41	0.64	574.60	3.4E-4	1.0000	0.7591	0.90	0.6852	0.00E0	0.000	0.000
0.00	0.00	0.00	24.41	0.65	3.30	2.0E-6	0.0010	0.0008	0.90	0.0007	0.00E0	0.000	0.000

Settlement of Unsaturated Sands

Settlement of Unsaturated Sands=0.000 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=0.572 in.
Differential Settlement=0.286 to 0.377 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density
sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.

SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for

Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.

2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth

International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.

3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,

Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

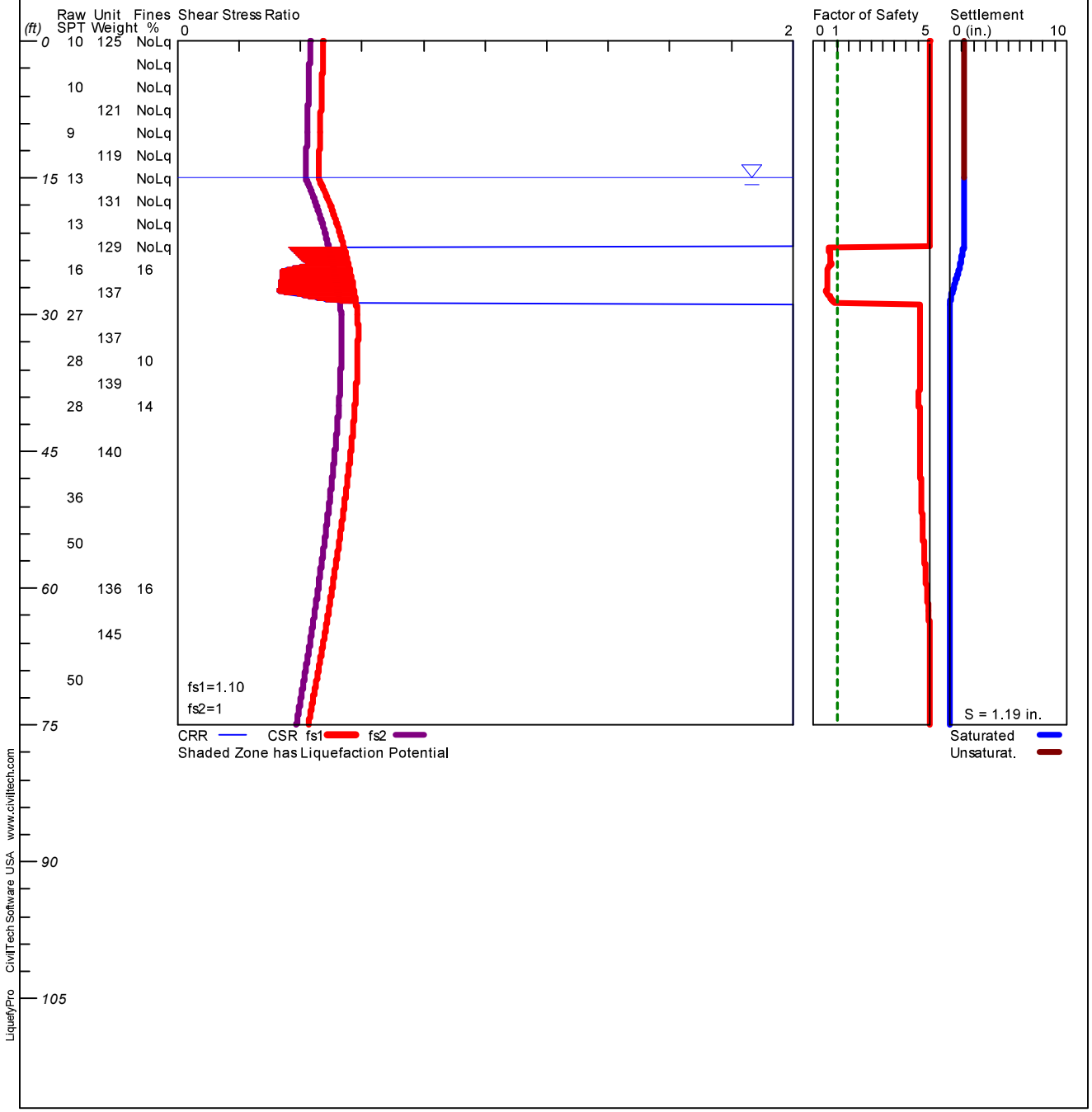
Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

LIQUEFACTION ANALYSIS

8500 Santa Monica Blvd and 951-956 La Cienega Blvd

Hole No.=B-3 Water Depth=15 ft

Magnitude=6.69
Acceleration=0.664g



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**********************************************************************************************************
                                  LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                        Copyright by CivilTech Software
                                             www.civiltech.com
**********************************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  2/20/2020      2:49:54 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\5779 B-3.liq
       Title:  8500 Santa Monica Blvd and 951-956 La Cienega Blvd
       Subtitle:  5779

 Input Data:
       Surface Elev.=
       Hole No.=B-3
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 15.00 ft
       Water Table during In-Situ Testing= 18.00 ft
       Max. Acceleration=0.66 g
       Earthquake Magnitude=6.69
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                    Ce = 1.25
       7. Borehole Diameter,                                          Cb= 1
       8. Sampling Method,                                          Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    10.00   125.00  NoLiq
       2.50    10.00   125.00  NoLiq
       5.00    10.00   125.00  NoLiq
       7.50    10.00   121.00  NoLiq
       10.00   9.00    121.00  NoLiq
       12.50   9.00    119.00  NoLiq
       15.00   13.00   119.00  NoLiq
       17.50   13.00   131.00  NoLiq
       20.00   13.00   131.00  NoLiq
       22.50   13.00   129.00  NoLiq
       25.00   16.00   129.00  16.00
       27.50   16.00   137.00  16.00
       30.00   27.00   137.00  16.00
       32.50   27.00   137.00  16.00
       35.00   28.00   137.00  10.00
       37.50   28.00   139.00  10.00
       40.00   28.00   139.00  14.00
       42.50   28.00   139.00  14.00
       45.00   28.00   140.00  14.00
       47.50   28.00   140.00  14.00
       50.00   36.00   140.00  14.00
       52.50   36.00   140.00  14.00
       55.00   50.00   140.00  14.00
       57.50   50.00   140.00  14.00
       60.00   50.00   136.00  16.00
       62.50   50.00   136.00  16.00
       65.00   50.00   145.00  16.00
       67.50   50.00   145.00  16.00
       70.00   50.00   145.00  16.00
       72.50   50.00   145.00  16.00
       75.00   50.00   145.00  16.00
       ____________________________________
```

Output Results:

Calculation segment, dz=0.050 ft
User defined Print Interval, dp=5.00 ft

Peak Ground Acceleration (PGA), a_max = 0.66g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	125.00	0.000	125.00	0.000	1.00	0.000	0.664	0.43	1.10	0.47
5.00	125.00	0.295	125.00	0.295	0.99	0.000	0.664	0.43	1.10	0.47
10.00	121.00	0.584	121.00	0.584	0.98	0.000	0.664	0.42	1.10	0.46
15.00	119.00	0.866	56.60	0.866	0.97	0.000	0.664	0.42	1.10	0.46
20.00	131.00	1.168	68.60	1.021	0.95	0.000	0.664	0.47	1.10	0.52
25.00	129.00	1.474	66.60	1.179	0.94	0.000	0.664	0.51	1.10	0.56
30.00	137.00	1.793	74.60	1.351	0.93	0.000	0.664	0.53	1.10	0.59
35.00	137.00	2.117	74.60	1.527	0.89	0.000	0.664	0.53	1.10	0.59
40.00	139.00	2.444	76.60	1.707	0.85	0.000	0.664	0.52	1.10	0.58
45.00	140.00	2.773	77.60	1.888	0.81	0.000	0.664	0.51	1.10	0.56
50.00	140.00	3.104	77.60	2.072	0.77	0.000	0.664	0.50	1.10	0.55
55.00	140.00	3.435	77.60	2.255	0.73	0.000	0.664	0.48	1.10	0.53
60.00	136.00	3.763	73.60	2.436	0.69	0.000	0.664	0.46	1.10	0.50
65.00	145.00	4.090	82.60	2.615	0.65	0.000	0.664	0.44	1.10	0.48
70.00	145.00	4.432	82.60	2.810	0.60	0.000	0.664	0.41	1.10	0.45
75.00	145.00	4.775	82.60	3.006	0.56	0.000	0.664	0.39	1.10	0.43

CSR is based on water table at 15.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	10.00	1.50	0.75	0.000	1.70	19.13	NoLiq	7.20	26.33	0.31
5.00	10.00	1.50	0.75	0.295	1.70	19.13	NoLiq	7.20	26.33	0.31
10.00	9.00	1.50	0.85	0.584	1.31	15.02	NoLiq	7.20	22.22	0.24
15.00	13.00	1.50	0.95	0.866	1.07	19.91	NoLiq	7.20	27.11	0.32
20.00	13.00	1.50	0.95	1.109	0.95	17.59	NoLiq	7.20	24.79	0.28
25.00	16.00	1.50	0.95	1.268	0.89	20.25	16.00	2.64	22.89	0.25
30.00	27.00	1.50	1.00	1.439	0.83	33.76	16.00	2.64	36.40	2.00
35.00	28.00	1.50	1.00	1.616	0.79	33.04	10.00	1.20	34.24	2.00
40.00	28.00	1.50	1.00	1.795	0.75	31.35	14.00	2.16	33.51	2.00
45.00	28.00	1.50	1.00	1.977	0.71	29.87	14.00	2.16	32.03	2.00
50.00	36.00	1.50	1.00	2.160	0.68	36.74	14.00	2.16	38.90	2.00
55.00	50.00	1.50	1.00	2.344	0.65	48.99	14.00	2.16	51.15	2.00
60.00	50.00	1.50	1.00	2.525	0.63	47.20	16.00	2.64	49.84	2.00
65.00	50.00	1.50	1.00	2.704	0.61	45.61	16.00	2.64	48.25	2.00
70.00	50.00	1.50	1.00	2.899	0.59	44.05	16.00	2.64	46.69	2.00
75.00	50.00	1.50	1.00	3.094	0.57	42.64	16.00	2.64	45.28	2.00

CRR is based on water table at 18.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.69:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	0.31	1.00	0.31	1.34	2.00	0.47	5.00 ^
5.00	0.19	0.31	1.00	0.31	1.34	2.00	0.47	5.00 ^
10.00	0.38	0.24	1.00	0.24	1.34	2.00	0.46	5.00 ^
15.00	0.56	0.32	1.00	0.32	1.34	2.00	0.46	5.00 ^
20.00	0.72	0.28	1.00	0.28	1.34	2.00	0.52	5.00 ^
25.00	0.82	0.25	1.00	0.25	1.34	0.34	0.56	0.60 *
30.00	0.94	2.00	1.00	2.00	1.34	2.68	0.59	4.57
35.00	1.05	2.00	1.00	2.00	1.34	2.67	0.59	4.57
40.00	1.17	2.00	0.98	1.96	1.34	2.63	0.58	4.55
45.00	1.29	2.00	0.96	1.93	1.34	2.58	0.56	4.58
50.00	1.40	2.00	0.95	1.89	1.34	2.53	0.55	4.64
55.00	1.52	2.00	0.93	1.86	1.34	2.49	0.53	4.74
60.00	1.64	2.00	0.91	1.83	1.34	2.45	0.50	4.87
65.00	1.76	2.00	0.90	1.80	1.34	2.41	0.48	5.00
70.00	1.88	2.00	0.88	1.77	1.34	2.37	0.45	5.00
75.00	2.01	2.00	0.87	1.74	1.34	2.33	0.43	5.00

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:
Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	26.33	NoLiq	0.00	26.33
5.00	-	-	-	26.33	NoLiq	0.00	26.33
10.00	-	-	-	22.22	NoLiq	0.00	22.22
15.00	-	-	-	27.11	NoLiq	0.00	27.11
20.00	-	-	-	24.79	NoLiq	0.00	24.79
25.00	-	-	-	22.89	16.00	0.00	22.89
30.00	-	-	-	36.40	16.00	0.00	36.40
35.00	-	-	-	34.24	10.00	0.00	34.24
40.00	-	-	-	33.51	14.00	0.00	33.51
45.00	-	-	-	32.03	14.00	0.00	32.03
50.00	-	-	-	38.90	14.00	0.00	38.90
55.00	-	-	-	51.15	14.00	0.00	51.15
60.00	-	-	-	49.84	16.00	0.00	49.84
65.00	-	-	-	48.25	16.00	0.00	48.25
70.00	-	-	-	46.69	16.00	0.00	46.69
75.00	-	-	-	45.28	16.00	0.00	45.28

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.43	1.00	0.43	5.00	16.00	45.29	100.00	0.000	0.0E0	0.000	0.000
70.00	0.45	1.00	0.45	5.00	16.00	46.69	100.00	0.000	0.0E0	0.000	0.000
65.00	0.48	1.00	0.48	5.00	16.00	48.25	100.00	0.000	0.0E0	0.000	0.000
60.00	0.50	1.00	0.50	4.87	16.00	49.84	100.00	0.000	0.0E0	0.000	0.000
55.00	0.53	1.00	0.53	4.74	14.00	51.15	100.00	0.000	0.0E0	0.000	0.000
50.00	0.55	1.00	0.55	4.64	14.00	38.90	100.00	0.000	0.0E0	0.000	0.000
45.00	0.56	1.00	0.56	4.58	14.00	32.03	94.84	0.000	0.0E0	0.000	0.000
40.00	0.58	1.00	0.58	4.55	14.00	33.51	98.58	0.000	0.0E0	0.000	0.000
35.00	0.59	1.00	0.59	4.57	10.00	34.24	100.00	0.000	0.0E0	0.000	0.000
30.00	0.59	1.00	0.59	4.57	16.00	36.40	100.00	0.000	0.0E0	0.000	0.000
25.00	0.56	1.00	0.56	0.60	16.00	22.89	75.77	1.886	1.1E-2	0.775	0.775
20.00	0.52	1.00	0.52	5.00	NoLiq	24.79	79.31	0.000	0.0E0	0.413	1.188
15.00	0.46	1.00	0.46	5.00	NoLiq	27.11	83.87	0.000	0.0E0	0.000	1.188

Settlement of Saturated Sands=1.188 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
14.95	0.86	0.56	27.02	0.46	1004.06	3.9E-4	0.2612	0.1729	0.84	0.1444	0.00E0	0.000	0.000
10.00	0.58	0.38	22.22	0.46	773.60	3.5E-4	0.1537	0.1320	0.84	0.1102	0.00E0	0.000	0.000
5.00	0.30	0.19	26.33	0.47	582.27	2.4E-4	0.0599	0.0411	0.84	0.0343	0.00E0	0.000	0.000
0.00	0.00	0.00	26.33	0.47	3.39	1.4E-6	0.0010	0.0007	0.84	0.0006	0.00E0	0.000	0.000

Settlement of Unsaturated Sands

Settlement of Unsaturated Sands=0.000 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=1.188 in.
Differential Settlement=0.594 to 0.784 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density
sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

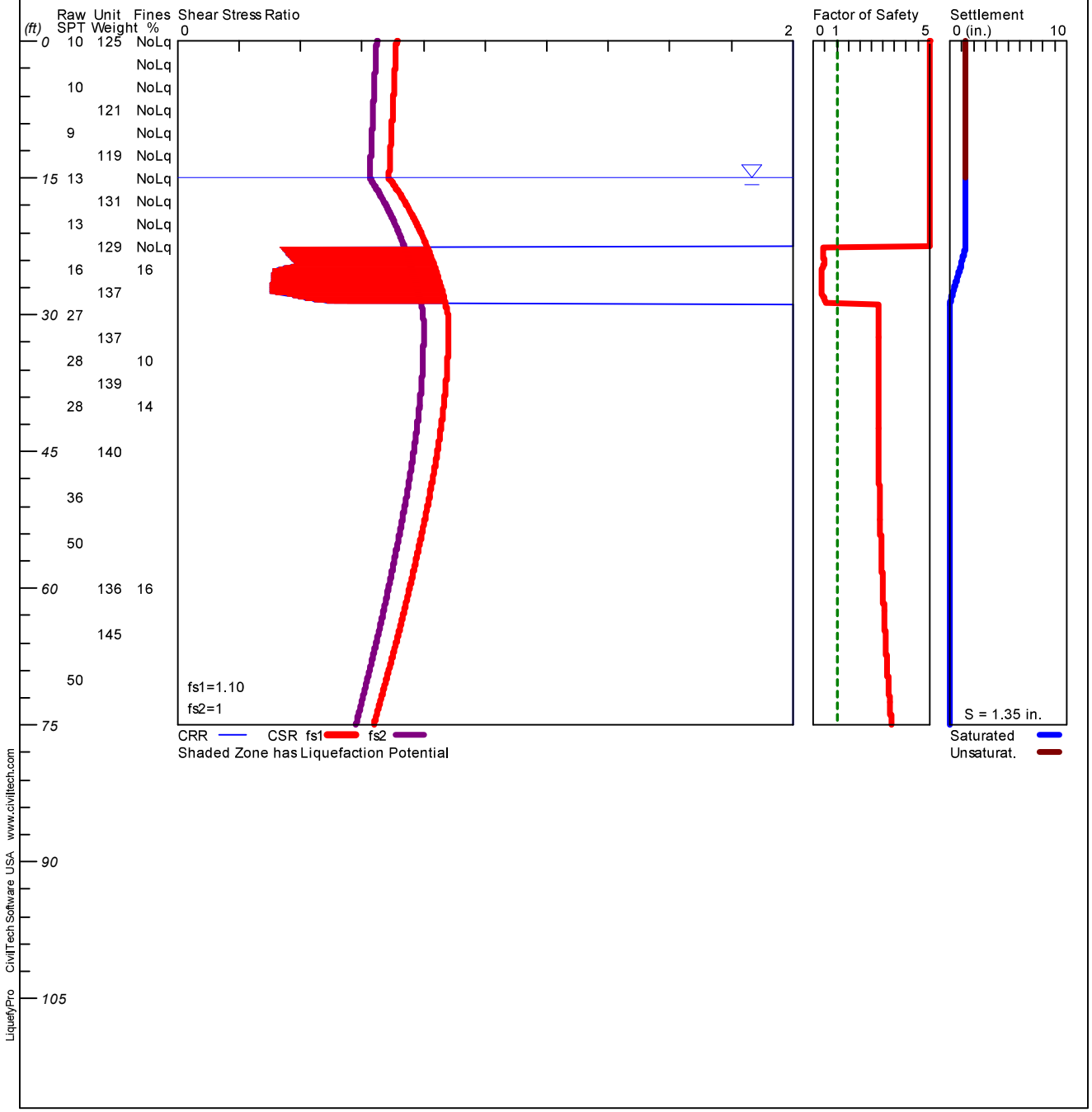
Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

LIQUEFACTION ANALYSIS

8500 Santa Monica Blvd and 951-956 La Cienega Blvd

Hole No.=B-3 Water Depth=15 ft

Magnitude=6.91
Acceleration=0.996g



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**********************************************************************************************************
                                  LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                       Copyright by CivilTech Software
                                            www.civiltech.com
**********************************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  2/20/2020      2:50:16 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\5779 B-3.liq
       Title:  8500 Santa Monica Blvd and 951-956 La Cienega Blvd
       Subtitle:  5779

 Input Data:
       Surface Elev.=
       Hole No.=B-3
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 15.00 ft
       Water Table during In-Situ Testing= 18.00 ft
       Max. Acceleration=1 g
       Earthquake Magnitude=6.91
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                    Ce = 1.25
       7. Borehole Diameter,                                          Cb= 1
       8. Sampling Method,                                          Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    10.00   125.00  NoLiq
       2.50    10.00   125.00  NoLiq
       5.00    10.00   125.00  NoLiq
       7.50    10.00   121.00  NoLiq
       10.00   9.00    121.00  NoLiq
       12.50   9.00    119.00  NoLiq
       15.00   13.00   119.00  NoLiq
       17.50   13.00   131.00  NoLiq
       20.00   13.00   131.00  NoLiq
       22.50   13.00   129.00  NoLiq
       25.00   16.00   129.00  16.00
       27.50   16.00   137.00  16.00
       30.00   27.00   137.00  16.00
       32.50   27.00   137.00  16.00
       35.00   28.00   137.00  10.00
       37.50   28.00   139.00  10.00
       40.00   28.00   139.00  14.00
       42.50   28.00   139.00  14.00
       45.00   28.00   140.00  14.00
       47.50   28.00   140.00  14.00
       50.00   36.00   140.00  14.00
       52.50   36.00   140.00  14.00
       55.00   50.00   140.00  14.00
       57.50   50.00   140.00  14.00
       60.00   50.00   136.00  16.00
       62.50   50.00   136.00  16.00
       65.00   50.00   145.00  16.00
       67.50   50.00   145.00  16.00
       70.00   50.00   145.00  16.00
       72.50   50.00   145.00  16.00
       75.00   50.00   145.00  16.00
       ____________________________________
```

Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=5.00 ft

Peak Ground Acceleration (PGA), a_max = 1.00g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	125.00	0.000	125.00	0.000	1.00	0.000	0.996	0.65	1.10	0.71
5.00	125.00	0.295	125.00	0.295	0.99	0.000	0.996	0.64	1.10	0.70
10.00	121.00	0.584	121.00	0.584	0.98	0.000	0.996	0.63	1.10	0.70
15.00	119.00	0.866	56.60	0.866	0.97	0.000	0.996	0.62	1.10	0.69
20.00	131.00	1.168	68.60	1.021	0.95	0.000	0.996	0.71	1.10	0.78
25.00	129.00	1.474	66.60	1.179	0.94	0.000	0.996	0.76	1.10	0.84
30.00	137.00	1.793	74.60	1.351	0.93	0.000	0.996	0.80	1.10	0.88
35.00	137.00	2.117	74.60	1.527	0.89	0.000	0.996	0.80	1.10	0.88
40.00	139.00	2.444	76.60	1.707	0.85	0.000	0.996	0.79	1.10	0.87
45.00	140.00	2.773	77.60	1.888	0.81	0.000	0.996	0.77	1.10	0.84
50.00	140.00	3.104	77.60	2.072	0.77	0.000	0.996	0.74	1.10	0.82
55.00	140.00	3.435	77.60	2.255	0.73	0.000	0.996	0.72	1.10	0.79
60.00	136.00	3.763	73.60	2.436	0.69	0.000	0.996	0.69	1.10	0.75
65.00	145.00	4.090	82.60	2.615	0.65	0.000	0.996	0.65	1.10	0.72
70.00	145.00	4.432	82.60	2.810	0.60	0.000	0.996	0.62	1.10	0.68
75.00	145.00	4.775	82.60	3.006	0.56	0.000	0.996	0.58	1.10	0.64

CSR is based on water table at 15.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	10.00	1.50	0.75	0.000	1.70	19.13	NoLiq	7.20	26.33	0.31
5.00	10.00	1.50	0.75	0.295	1.70	19.13	NoLiq	7.20	26.33	0.31
10.00	9.00	1.50	0.85	0.584	1.31	15.02	NoLiq	7.20	22.22	0.24
15.00	13.00	1.50	0.95	0.866	1.07	19.91	NoLiq	7.20	27.11	0.32
20.00	13.00	1.50	0.95	1.109	0.95	17.59	NoLiq	7.20	24.79	0.28
25.00	16.00	1.50	0.95	1.268	0.89	20.25	16.00	2.64	22.89	0.25
30.00	27.00	1.50	1.00	1.439	0.83	33.76	16.00	2.64	36.40	2.00
35.00	28.00	1.50	1.00	1.616	0.79	33.04	10.00	1.20	34.24	2.00
40.00	28.00	1.50	1.00	1.795	0.75	31.35	14.00	2.16	33.51	2.00
45.00	28.00	1.50	1.00	1.977	0.71	29.87	14.00	2.16	32.03	2.00
50.00	36.00	1.50	1.00	2.160	0.68	36.74	14.00	2.16	38.90	2.00
55.00	50.00	1.50	1.00	2.344	0.65	48.99	14.00	2.16	51.15	2.00
60.00	50.00	1.50	1.00	2.525	0.63	47.20	16.00	2.64	49.84	2.00
65.00	50.00	1.50	1.00	2.704	0.61	45.61	16.00	2.64	48.25	2.00
70.00	50.00	1.50	1.00	2.899	0.59	44.05	16.00	2.64	46.69	2.00
75.00	50.00	1.50	1.00	3.094	0.57	42.64	16.00	2.64	45.28	2.00

CRR is based on water table at 18.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.91:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	0.31	1.00	0.31	1.23	2.00	0.71	5.00 ^
5.00	0.19	0.31	1.00	0.31	1.23	2.00	0.70	5.00 ^
10.00	0.38	0.24	1.00	0.24	1.23	2.00	0.70	5.00 ^
15.00	0.56	0.32	1.00	0.32	1.23	2.00	0.69	5.00 ^
20.00	0.72	0.28	1.00	0.28	1.23	2.00	0.78	5.00 ^
25.00	0.82	0.25	1.00	0.25	1.23	0.31	0.84	0.37 *
30.00	0.94	2.00	1.00	2.00	1.23	2.47	0.88	2.80
35.00	1.05	2.00	1.00	2.00	1.23	2.46	0.88	2.80
40.00	1.17	2.00	0.98	1.96	1.23	2.42	0.87	2.79
45.00	1.29	2.00	0.96	1.93	1.23	2.37	0.84	2.81
50.00	1.40	2.00	0.95	1.89	1.23	2.33	0.82	2.85
55.00	1.52	2.00	0.93	1.86	1.23	2.29	0.79	2.91
60.00	1.64	2.00	0.91	1.83	1.23	2.25	0.75	2.99
65.00	1.76	2.00	0.90	1.80	1.23	2.22	0.72	3.09
70.00	1.88	2.00	0.88	1.77	1.23	2.18	0.68	3.21
75.00	2.01	2.00	0.87	1.74	1.23	2.15	0.64	3.37

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:
Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	26.33	NoLiq	0.00	26.33
5.00	-	-	-	26.33	NoLiq	0.00	26.33
10.00	-	-	-	22.22	NoLiq	0.00	22.22
15.00	-	-	-	27.11	NoLiq	0.00	27.11
20.00	-	-	-	24.79	NoLiq	0.00	24.79
25.00	-	-	-	22.89	16.00	0.00	22.89
30.00	-	-	-	36.40	16.00	0.00	36.40
35.00	-	-	-	34.24	10.00	0.00	34.24
40.00	-	-	-	33.51	14.00	0.00	33.51
45.00	-	-	-	32.03	14.00	0.00	32.03
50.00	-	-	-	38.90	14.00	0.00	38.90
55.00	-	-	-	51.15	14.00	0.00	51.15
60.00	-	-	-	49.84	16.00	0.00	49.84
65.00	-	-	-	48.25	16.00	0.00	48.25
70.00	-	-	-	46.69	16.00	0.00	46.69
75.00	-	-	-	45.28	16.00	0.00	45.28

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.64	1.00	0.64	3.36	16.00	45.29	100.00	0.000	0.0E0	0.000	0.000
70.00	0.68	1.00	0.68	3.21	16.00	46.69	100.00	0.000	0.0E0	0.000	0.000
65.00	0.72	1.00	0.72	3.09	16.00	48.25	100.00	0.000	0.0E0	0.000	0.000
60.00	0.75	1.00	0.75	2.99	16.00	49.84	100.00	0.000	0.0E0	0.000	0.000
55.00	0.79	1.00	0.79	2.91	14.00	51.15	100.00	0.000	0.0E0	0.000	0.000
50.00	0.82	1.00	0.82	2.85	14.00	38.90	100.00	0.000	0.0E0	0.000	0.000
45.00	0.84	1.00	0.84	2.81	14.00	32.03	94.84	0.000	0.0E0	0.000	0.000
40.00	0.87	1.00	0.87	2.79	14.00	33.51	98.58	0.000	0.0E0	0.000	0.000
35.00	0.88	1.00	0.88	2.80	10.00	34.24	100.00	0.000	0.0E0	0.000	0.000
30.00	0.88	1.00	0.88	2.80	16.00	36.40	100.00	0.000	0.0E0	0.000	0.000
25.00	0.84	1.00	0.84	0.37	16.00	22.89	75.77	1.936	1.2E-2	0.840	0.840
20.00	0.78	1.00	0.78	5.00	NoLiq	24.79	79.31	0.000	0.0E0	0.508	1.349
15.00	0.69	1.00	0.69	5.00	NoLiq	27.11	83.87	0.000	0.0E0	0.000	1.349

Settlement of Saturated Sands=1.349 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
14.95	0.86	0.56	27.02	0.69	1004.06	5.9E-4	1.0000	0.6621	0.90	0.5977	0.00E0	0.000	0.000
10.00	0.58	0.38	22.22	0.70	773.60	5.2E-4	1.0000	0.8587	0.90	0.7752	0.00E0	0.000	0.000
5.00	0.30	0.19	26.33	0.70	582.27	3.6E-4	1.0000	0.6861	0.90	0.6194	0.00E0	0.000	0.000
0.00	0.00	0.00	26.33	0.71	3.39	2.1E-6	0.0010	0.0007	0.90	0.0006	0.00E0	0.000	0.000

Settlement of Unsaturated Sands

Settlement of Unsaturated Sands=0.000 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=5.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=1.349 in.
Differential Settlement=0.674 to 0.890 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density
sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2014 (upd

Spectral Period
Peak Ground Acceleration

Latitude
Decimal degrees
34.0890007

Time Horizon
Return period in years
475

Longitude
Decimal degrees, negative values for western longitudes
-118.3766685

Site Class
259 m/s (Site class D)

Hazard Curve

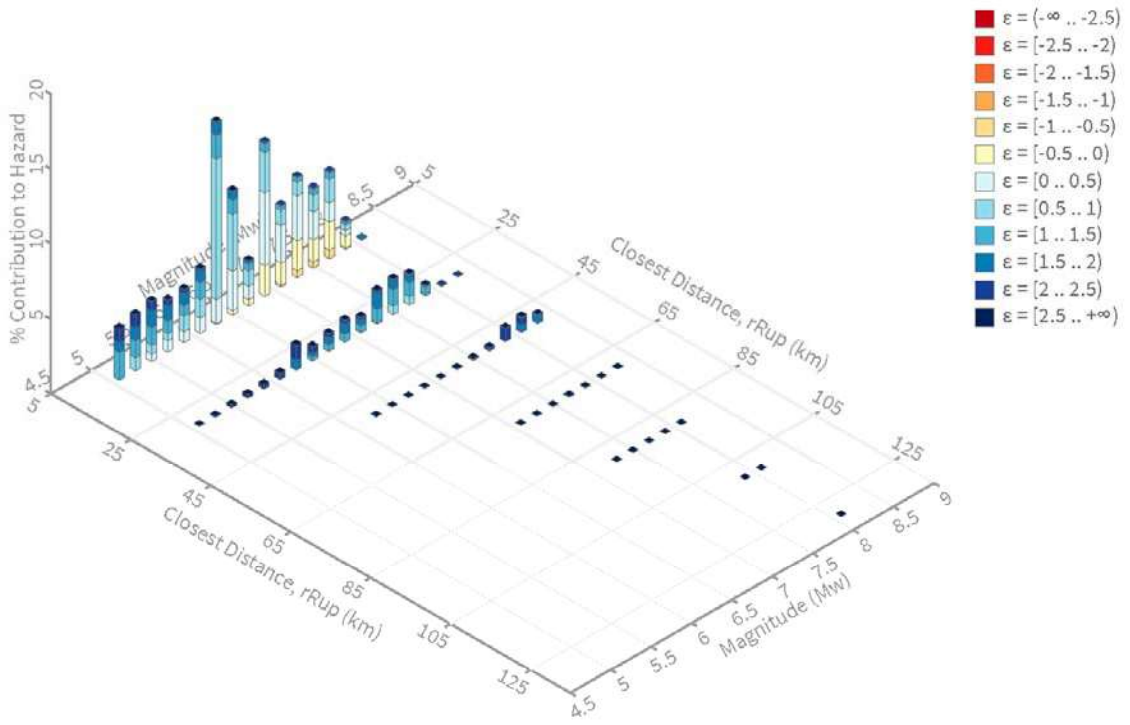
Please select “Edition”, “Location” & “Site Class” above to compute a hazard curve.

Compute Hazard Curve

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 475 yrs
Exceedance rate: 0.0021052632 yr^{-1}
PGA ground motion: 0.53058816 g

Recovered targets

Return period: 504.28188 yrs
Exceedance rate: 0.0019830179 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.1 %

Mean (over all sources)

m: 6.69
r: 11.19 km
ε_0: 0.85 σ

Mode (largest m-r bin)

m: 6.35
r: 6.61 km
ε_0: 0.79 σ
Contribution: 13.5 %

Mode (largest m-r-ε_0 bin)

m: 6.36
r: 5.54 km
ε_0: 0.71 σ
Contribution: 9.37 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

Source Set ↳ Source	Type	r	m	ϵ_0	lon	lat	az	%
UC33brAvg_FM32	System							37.46
Hollywood [2]		2.28	6.94	0.07	118.387°W	34.099°N	317.92	7.93
Newport-Inglewood alt 2 [8]		5.43	6.63	0.61	118.390°W	34.043°N	193.15	5.05
Santa Monica alt 2 [1]		1.22	7.18	-0.10	118.378°W	34.086°N	197.49	4.79
Compton [3]		13.85	7.45	0.10	118.533°W	33.925°N	218.37	2.77
Santa Susana East (connector) [1]		20.58	6.75	1.59	118.419°W	34.292°N	350.16	1.61
San Vicente [1]		3.62	6.75	0.14	118.383°W	34.073°N	197.51	1.55
Puente Hills (LA) [1]		6.99	7.00	0.42	118.325°W	34.054°N	129.51	1.34
San Andreas (Mojave S) [6]		56.81	8.06	2.07	118.120°W	34.554°N	24.47	1.25
UC33brAvg_FM31	System							33.64
Newport-Inglewood alt 1 [8]		5.39	6.57	0.62	118.389°W	34.044°N	192.81	6.73
Hollywood [2]		2.28	7.20	0.02	118.387°W	34.099°N	317.92	5.92
Compton [3]		13.85	7.37	0.14	118.533°W	33.925°N	218.37	3.01
Elysian Park (Upper) [2]		9.41	6.69	0.90	118.294°W	34.121°N	64.73	2.68
Santa Susana East (connector) [1]		20.58	7.16	1.34	118.419°W	34.292°N	350.16	1.80
San Andreas (Mojave S) [6]		56.81	8.06	2.07	118.120°W	34.554°N	24.47	1.25
UC33brAvg_FM32 (opt)	Grid							14.73
PointSourceFinite: -118.377, 34.111		5.67	5.62	0.86	118.377°W	34.111°N	0.00	2.81
PointSourceFinite: -118.377, 34.111		5.67	5.62	0.86	118.377°W	34.111°N	0.00	2.81
PointSourceFinite: -118.377, 34.156		8.72	5.72	1.30	118.377°W	34.156°N	0.00	1.23
PointSourceFinite: -118.377, 34.156		8.72	5.72	1.30	118.377°W	34.156°N	0.00	1.23
UC33brAvg_FM31 (opt)	Grid							14.17
PointSourceFinite: -118.377, 34.111		5.65	5.63	0.85	118.377°W	34.111°N	0.00	2.59
PointSourceFinite: -118.377, 34.111		5.65	5.63	0.85	118.377°W	34.111°N	0.00	2.59
PointSourceFinite: -118.377, 34.156		8.73	5.71	1.30	118.377°W	34.156°N	0.00	1.10
PointSourceFinite: -118.377, 34.156		8.73	5.71	1.30	118.377°W	34.156°N	0.00	1.10

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2014 (upd

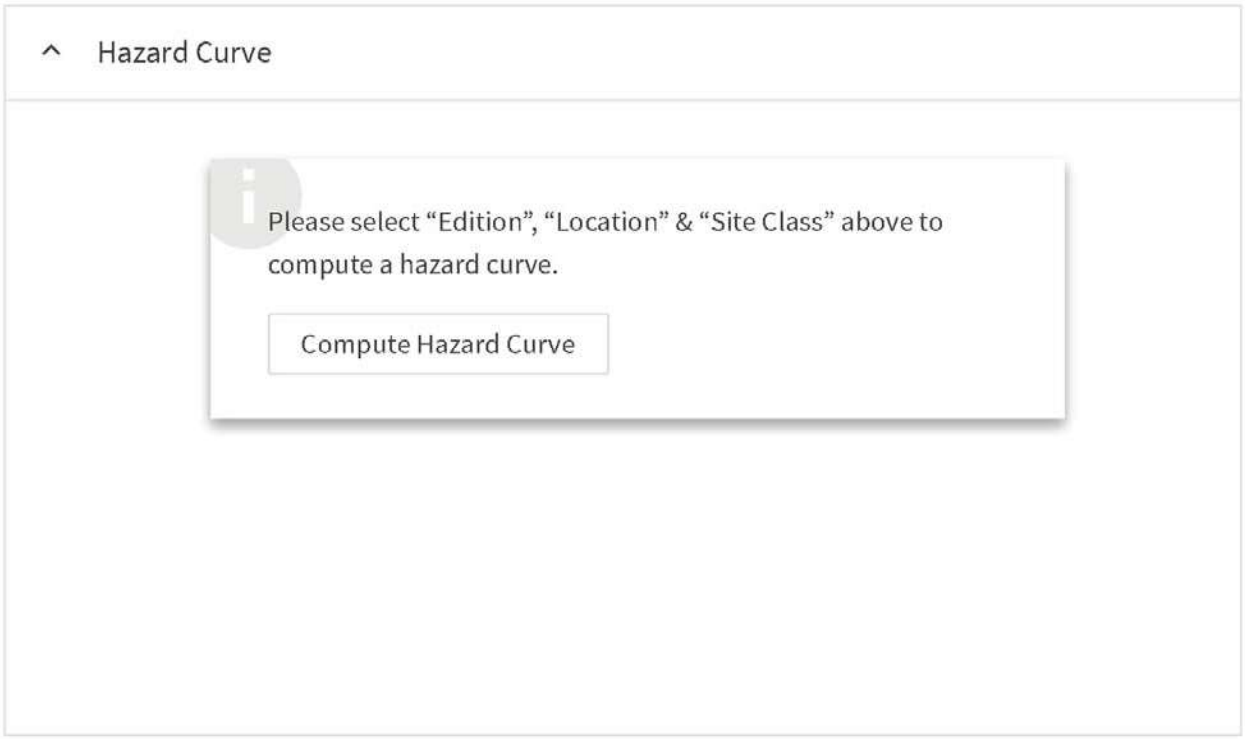
Spectral Period
Peak Ground Acceleration

Latitude
Decimal degrees
34.0890007

Time Horizon
Return period in years
2475

Longitude
Decimal degrees, negative values for western longitudes
-118.3766685

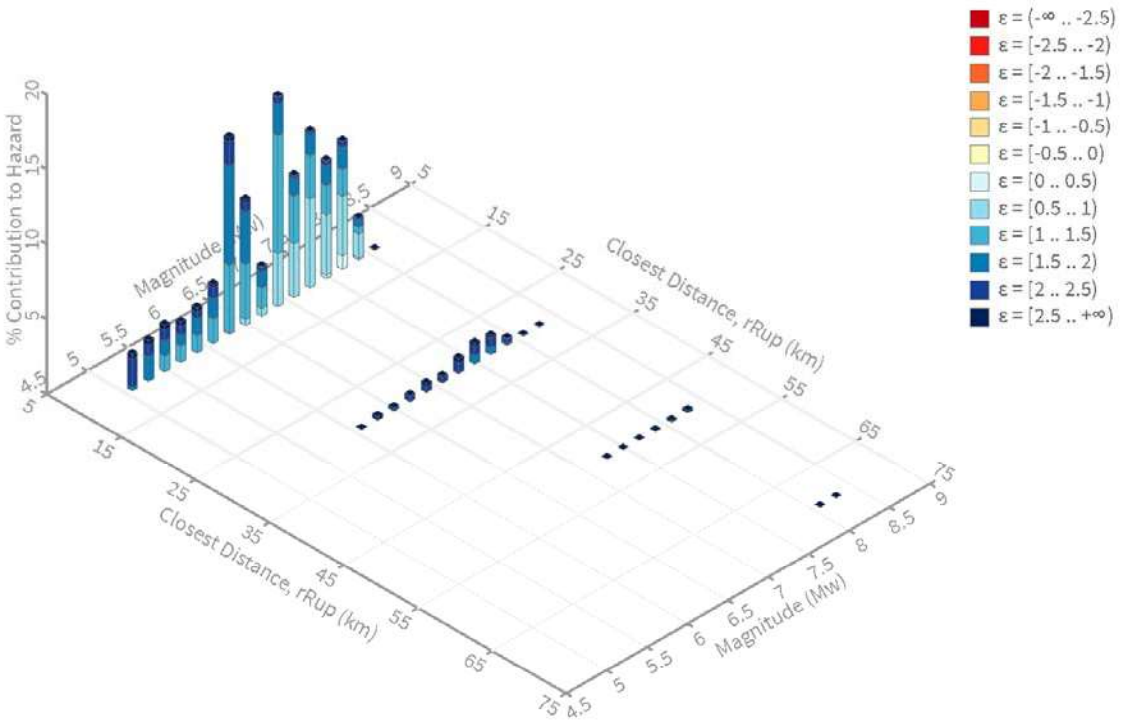
Site Class
259 m/s (Site class D)


Hazard Curve
Please select “Edition”, “Location” & “Site Class” above to compute a hazard curve.
Compute Hazard Curve

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 2475 yrs
Exceedance rate: 0.0004040404 yr^{-1}
PGA ground motion: 0.91292352 g

Recovered targets

Return period: 2984.9779 yrs
Exceedance rate: 0.00033501086 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.03 %

Mean (over all sources)

m: 6.8
r: 7.15 km
ε_0: 1.44 σ

Mode (largest m-r bin)

m: 6.9
r: 4.8 km
ε_0: 1.22 σ
Contribution: 14 %

Mode (largest m-r-ε_0 bin)

m: 6.91
r: 5 km
ε_0: 1.2 σ
Contribution: 7.87 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

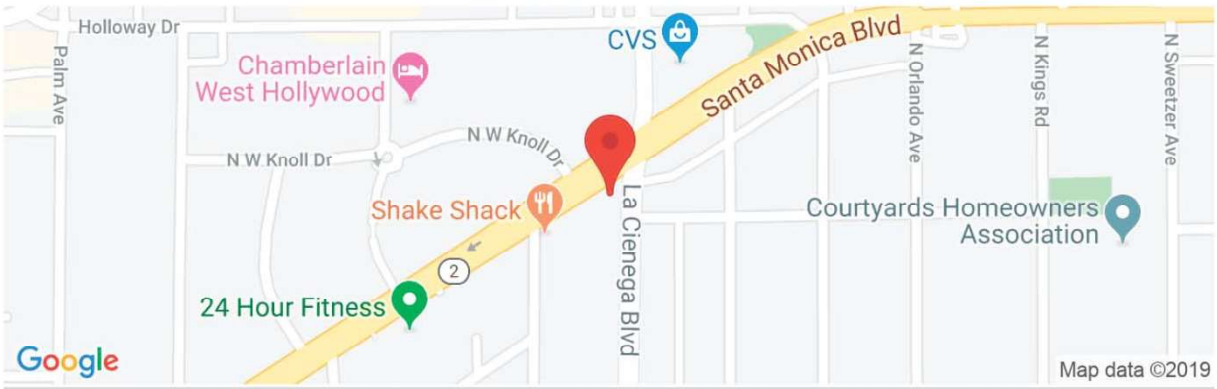
Source Set ↳ Source	Type	r	m	ε_0	lon	lat	az	%
UC33brAvg_FM32	System							44.31
Hollywood [2]		2.28	6.96	1.06	118.387°W	34.099°N	317.92	12.68
Santa Monica alt 2 [1]		1.22	7.21	0.90	118.378°W	34.086°N	197.49	8.59
Newport-Inglewood alt 2 [8]		5.43	6.70	1.56	118.390°W	34.043°N	193.15	5.49
Compton [3]		13.85	7.46	1.06	118.533°W	33.925°N	218.37	4.40
San Vicente [1]		3.62	6.85	1.11	118.383°W	34.073°N	197.51	2.40
Puente Hills (LA) [1]		6.99	7.01	1.43	118.325°W	34.054°N	129.51	1.61
Hollywood [1]		3.09	7.14	1.12	118.360°W	34.107°N	36.77	1.33
North Salt Lake [1]		2.94	6.30	1.29	118.355°W	34.094°N	74.20	1.29
UC33brAvg_FM31	System							34.64
Hollywood [2]		2.28	7.23	0.99	118.387°W	34.099°N	317.92	9.90
Newport-Inglewood alt 1 [8]		5.39	6.62	1.57	118.389°W	34.044°N	192.81	7.29
Compton [3]		13.85	7.37	1.10	118.533°W	33.925°N	218.37	4.65
Elysian Park (Upper) [2]		9.41	6.71	1.87	118.294°W	34.121°N	64.73	2.22
Hollywood [1]		3.09	7.08	1.10	118.360°W	34.107°N	36.77	1.55
Santa Monica alt 1 [0]		4.20	6.52	1.48	118.413°W	34.073°N	242.51	1.17
Santa Susana East (connector) [1]		20.58	7.32	2.15	118.419°W	34.292°N	350.16	1.01
UC33brAvg_FM32 (opt)	Grid							10.82
PointSourceFinite: -118.377, 34.111		5.63	5.66	1.66	118.377°W	34.111°N	0.00	3.21
PointSourceFinite: -118.377, 34.111		5.63	5.66	1.66	118.377°W	34.111°N	0.00	3.21
UC33brAvg_FM31 (opt)	Grid							10.23
PointSourceFinite: -118.377, 34.111		5.61	5.68	1.65	118.377°W	34.111°N	0.00	2.98
PointSourceFinite: -118.377, 34.111		5.61	5.68	1.65	118.377°W	34.111°N	0.00	2.98

OSHPD

8500 Santa Monica Blvd

8500 Santa Monica Blvd, West Hollywood, CA 90069, USA

Latitude, Longitude: 34.0890007, -118.3766685



Date	12/31/2019, 10:09:00 AM
Design Code Reference Document	ASCE7-16
Risk Category	III
Site Class	D - Stiff Soil

Type	Value	Description
S_S	2.114	MCE_R ground motion. (for 0.2 second period)
S_1	0.757	MCE_R ground motion. (for 1.0s period)
S_{MS}	2.114	Site-modified spectral acceleration value
S_{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S_{DS}	1.41	Numeric seismic design value at 0.2 second SA
S_{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F_a	1	Site amplification factor at 0.2 second
F_v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.906	MCE_G peak ground acceleration
F_{PGA}	1.1	Site amplification factor at PGA
PGA_M	0.996	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
SsRT	2.114	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	2.356	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	2.409	Factored deterministic acceleration value. (0.2 second)
S1RT	0.757	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.844	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.788	Factored deterministic acceleration value. (1.0 second)
PGAd	0.99	Factored deterministic acceleration value. (Peak Ground Acceleration)
C_{RS}	0.897	Mapped value of the risk coefficient at short periods

Type	Value	Description
C_{R1}	0.898	Mapped value of the risk coefficient at a period of 1 s

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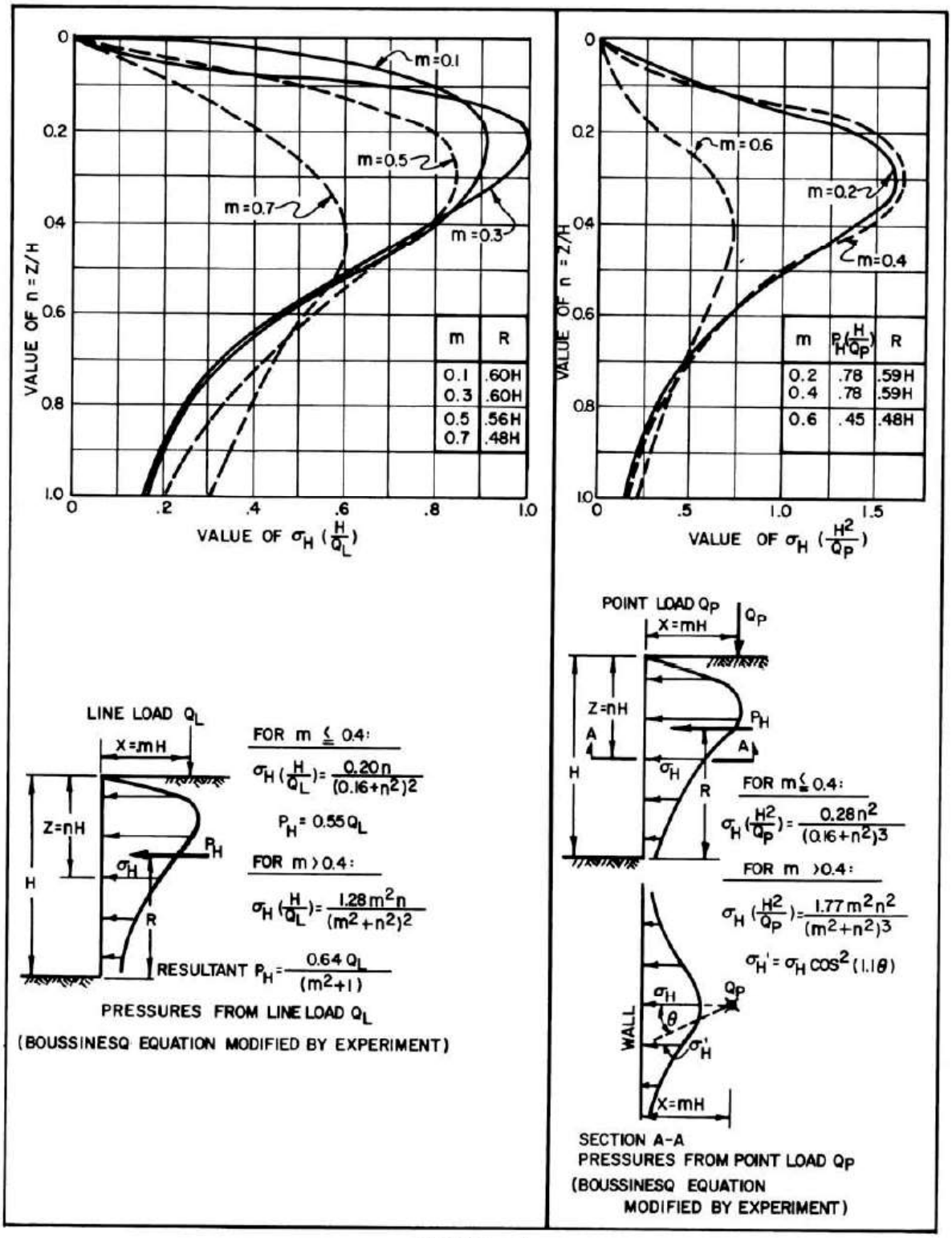

FIGURE 11
Horizontal Pressures on Rigid Wall from Surface Load

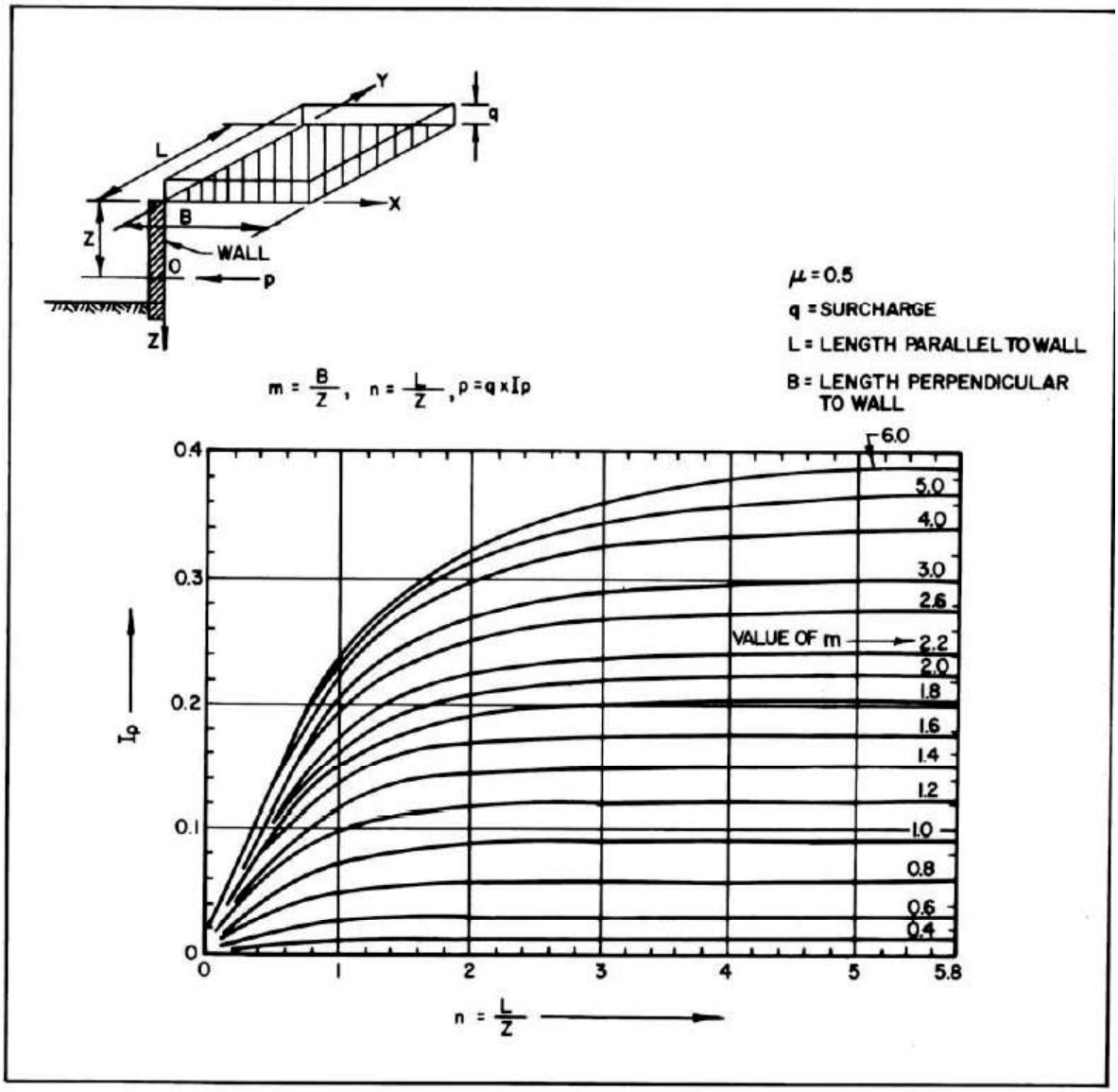

FIGURE 12
Lateral Pressure on an Unyielding Wall due to
Uniform Rectangular Surface Load

APPENDIX IV

REFERENCES

1. Bowles, Joseph, E., Foundation Analysis and Design (McGraw-Hill, New York: 1988).
2. California Department of Conservation, Division of Mines and Geology, 1998, Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada.
3. California Department of Conservation, Division of Mines and Geology, March 25, 1999, State of California Seismic Hazard Zones Map of the Hollywood & Beverly Hills Quadrangle.
4. California Department of Conservation, Division of Mines and Geology, 1998, Seismic Hazard Zone Report for the Hollywood and Beverly Hills 7.5 Minute Quadrangle, Los Angeles County, California. Seismic Hazard Zone Report 026 & 98-14.
5. Lamar, D. L., 1991, Geology of the Elysian Park-Repetto Hills Area, Los Angeles County California: California Division of mines and geology, Special Report 101.
6. Dibblee, T. W., 1991, Geologic Map of the Beverly Hills and Van Nuys (south 1/2) Quadrangle, Los Angeles County, California: Dibblee Geological Foundation.
7. Dibblee, T. W. Jr., 1991, Geologic Map of the Hollywood and Burbank (South 1/2) Quadrangles, Los Angeles County, California: Dibblee Geological Foundation.
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9. Monahan, Edward J., PE, Construction of and on Compacted Fills (Wiley & Sons, New York: 1986).
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12. Poulos, H. G., and Davis, E. H., Pile Foundation Analysis and Design (Wiley & Sons, New York: 1980).
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14. Terzaghi, Karl, Peck, Ralph B., Mesri, Gholamreza, Soil Mechanics in Engineering Practice (Wiley & Sons, New York: 1996).

Appendix E

Historic Resource Evaluation

951 La Cienega Boulevard and 961-971 La Cienega Boulevard

Los Angeles, California Historic Resource Evaluation

June 26, 2023

Submitted by:

Kaplan Chen Kaplan
2526 Eighteenth Street
Santa Monica, CA 90405

David Kaplan, Principal
Pam O'Connor, Architectural Historian

Table of Contents

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EXECUTIVE SUMMARY AND PURPOSE

This report, completed by Kaplan Chen Kaplan (KCK), presents the findings of the historic resource assessment conducted for properties at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard located in the Hollywood Community Plan Area of the City of Los Angeles. The purpose of this evaluation is to determine whether these properties contain historical resources as defined by the California Environmental Quality Act (CEQA). The subject properties are proposed to be demolished.

The building at 951 La Cienega Boulevard was constructed in 1939 as one of a pair of buildings on a single lot; the northernmost building was demolished in 1967. There is no master architect or master builder associated with the buildings. The remaining building is a vernacular commercial structure. The building has been remodeled and is not an excellent example of the vernacular commercial property type. The building is not related to the early development of the tract or area. The building is not associated with the productive life of any historic individuals or merchants or to the commercial growth and development of Los Angeles. There is no evidence of any historic events associated with the property.

The building at 961-971 La Cienega Boulevard was constructed in 1946 as stores and offices. There is no master architect or master builder associated with construction of the building. The building has been remodeled several times and is not an excellent example of the vernacular commercial property type. The building is not related to the early development of the tract or area. The building is not associated with the productive life of any historic individuals or merchants or to the commercial growth and development of Los Angeles. There is no evidence of any historic events associated with the property

Based on the research and evidence presented in the report below, the buildings at 951 N. La Cienega Boulevard and 961-971 La Cienega Boulevard do not meet the criteria to be eligible for the National Register of Historic Places, or to the California Register of Historical Resources, or as a City of Los Angele Historic Cultural Monument.

The findings of the KCK report are the result of thorough research, field observations and building evaluations using current technical guidance from national, state, and local historic preservation agencies. The properties at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard do not meet the criteria to be eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument as an individual resource. There is no eligible historic district that includes the 900 block of La Cienega Boulevard.
.
As neither of the properties are eligible as individual historic resources or as contributing buildings to an eligible historic district, demolition of the buildings would not result in any direct or indirect adverse impacts to any historical resources.

A proposed project will not have any adverse impact on any historic resources.

.

SUMMARY OF RESEARCH AND METHODOLOGY

A comprehensive methodology for researching the development history of properties and evaluation of the research to determine potential historic eligibility included conducting the following activities:

- Field review of in November 2021 and May 2023
- Field review of adjacent area in November 2021 and May 2023
- Photography of subject properties and adjacent area
- Building Permit Research
- Assessor data research
- ZIMAS records research
- Research online databases and sources
- Research Los Angeles Public Library online resources
- Review of City Directories
- Review of aerial and topographic maps
- Research online photographic databases
- Research historic newspaper databases
- Review of SurveyLA findings and HistoricPlacesLA.org
- Review of SurveyLA Historic Contexts
- Evaluation of properties in accordance with federal, state and local eligibility criteria

All of the field data and research data were analyzed and evaluated by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and by an architect who meets the Professional Qualification Standards for Historic Architect.

REGULATORY FRAMEWORK

The importance of historic resources has been recognized by federal, state, and local governments through programs and legislation that identify and recognize buildings, structures, object, landscapes and districts that possess historic significance.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) considers historical resources part of the environment. A project that may cause a substantial adverse effect on the significance of an historical resource may have a significant effect on the environment. A property that is eligible for listing in the California Register of Historical Resources, is listed in a local register of historical resources, or has been identified as historically significant in an historic resources survey that meets specific criteria is considered a historical resource under CEQA. In order to determine if a property is a potential historical resource, it must be evaluated for its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources and/or as a local historical resource.

National Register of Historic Places

.

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide "used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment."[1] Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is evaluated using established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Are associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yield, or may be likely to yield, information important in prehistory or history.

Significance of Association National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons, provides guidance on evaluating potential historic association with people who have "made contributions or played a role that can be justified as significant." For association with leaders or prominent families it is necessary "to explain their significant accomplishments" and they "must be compared to those of others who were active, successful, prosperous, or influential in the same field." Most properties nominated for associations with significant persons also are nominated for other reasons and a majority of properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

National Register Bulletin 32 adds that the fact that we value certain professions or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant. Associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property. The contribution must be distinctive: it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others.

Integrity. Properties may be eligible for inclusion on the National Register as individual resources and/or as contributors to an historic district. *National Register Bulletin 15: How to Apply National Register Criteria for Evaluation* states that in addition to meeting at least one of the four criteria, a resource should be evaluated to assess its integrity. For individual resources to qualify for inclusion they must represent an important aspect of an area's history and possess integrity. An historic district must retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."

[1] 36 Code of Federal Regulations, Section 60.

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The seven aspects of integrity are location, design, feeling, association, setting, workmanship and materials. To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a resource to be evaluated as significant for its design, a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."

Historic Context. A resource must also be significant within an historic context. *National Register Bulletin 15* states that an historic context explains "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear." To be determined eligible for listing on the National Register a property must possess significance within a historic context and possess integrity.

Historic District. According to *National Register Bulletin 15,* an historic district derives its importance from being a unified entity whose identity as a district "results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment." An historic district is "a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations...the boundaries must be based upon a shared relationship among the properties constituting the district."[2]

California Register of Historical Resources

The California Register, based on the National Register, is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected." A building, site, structure, object, or historic district may be eligible for inclusion on the California Register if it meets one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
2. It is associated with the lives of persons important to local, California, or national history
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison states that in addition to meeting one of the criteria of significance, a resource must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and "integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. " Historical resources that "have been rehabilitated or restored may be evaluated for listing."

[2] National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, pp. 5-6, https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf

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Series 6 Guidance also states, “Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.” Historical resources that do not retain sufficient integrity to qualify for the National Register may still be eligible for listing in the California Register: “a resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.”[3]

City of Los Angeles Historic-Cultural Monument

A City of Los Angeles Historic-Cultural Monument is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, or local history;
2. Is associated with the lives of historic personages important to national, state, city, or local history
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose individual genius influenced his or her age.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ)

Historic District in the City of Los Angeles are known as an Historic Preservation Overlay Zone (HPOZ), a significant concentration, linkage, or continuity of sites, buildings, structures, objects, landscape or natural feature united historically or aesthetically by plan or physical development. The criteria for the designation of an HPOZ are:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

An HPOZ boundary and its contributing resources are identified through a Historic Resources Survey conducted for the HPOZ.

PROJECT LOCATION AND SETTING

[3]California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison, p. 3.

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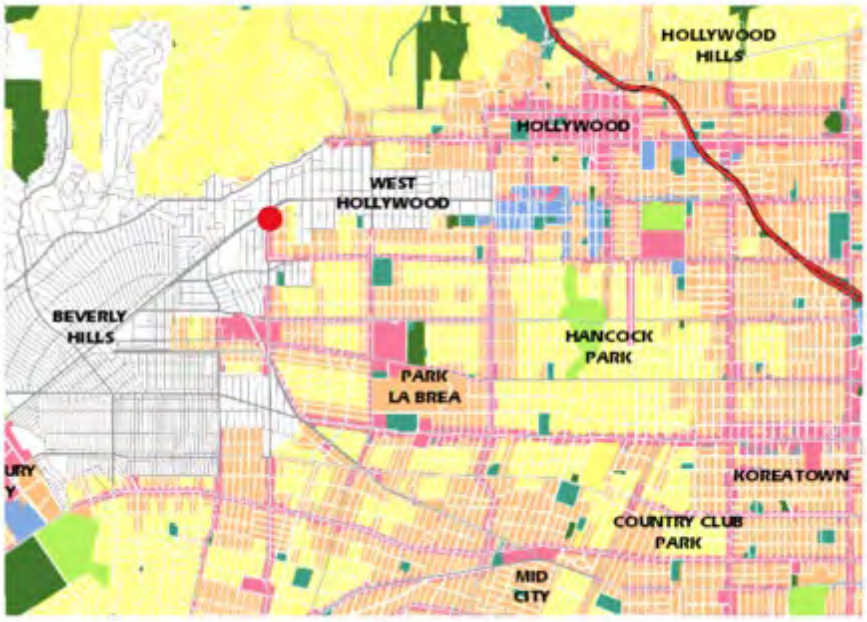
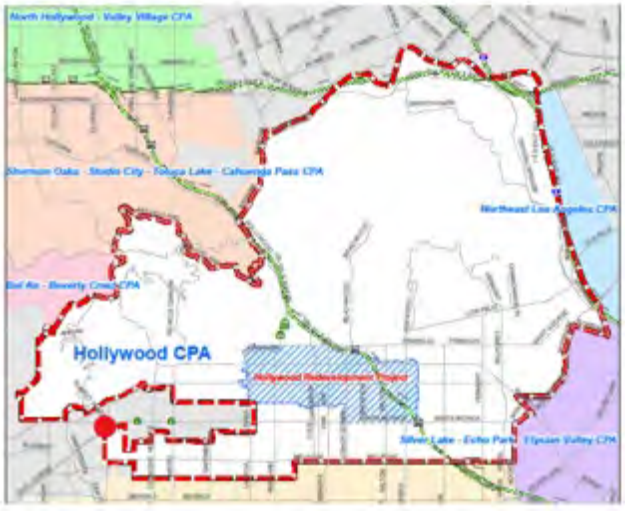
The subject properties at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard are located in the western area of the City of Los Angeles. The properties lie at one of the northwestern corners of the Hollywood Community Plan Area where the City of Los Angeles meets the City of West Hollywood.



Location Map (ZIMAS)



Hollywood Community Plan Area

The subject properties are located near the intersection of La Cienega Boulevard and Santa Monica Boulevard. Both streets are major arterial boulevards with two travel lanes in each direction, a middle left-turn lane, and parking lane on each side of the street. The intersection is controlled by a traffic signal. The parcels that face Santa Monica Boulevard are in the City of West Hollywood while the parcels that face La Cienega Boulevard are in the City of Los Angeles.

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Intersection of Santa Monica Boulevard and La Cienega Boulevard

At this intersection, La Cienega Boulevard jogs slightly to the east, north of Santa Monica Boulevard; Santa Monica Boulevard is aligned in a southwest to northeast orientation. Both boulevards are lined with commercial properties, predominantly of one- or two-stories. Several properties in both cities contain large billboard signs.

Due to the configuration of the intersection, the parcels at the corners are irregular in shape. The first parcel within the City of Los Angeles, 961-971 La Cienega Boulevard, is irregular in shape due to the shape of the intersection. The other parcels along La Cienega Boulevard that are in the City of Los Angeles are rectangular in shape. The area is generally flat, however some parcels on the west side of La Cienega Boulevard have a slight grade change rising to the west.

The 900 block of La Cienega Boulevard is zoned C4-1VL with a General Plan Land Use designation of Neighborhood Office Commercial. The Assessor Parcel Numbers (APN) are: 951 La Cienega Boulevard, 4337-001-010; 959 La Cienega Boulevard, 4337-001-011; and 961-971 La Cienega Boulevard, 4337-001-012.

DEVELOPMENT HISTORY OF THE 900 BLOCK OF LA CIENEGA BOULEVARD

The subject properties, 951 La Cienega Boulevard and 961 La Cienega Boulevard are 4769 located in Tract 4769 which was subdivided and recorded in 1922 for the title Insurance and Trust Company. The Tract was bounded on the east by then Melrose Avenue, today's La Cienega Boulevard. The north boundary was Sherman Avenue, today known as Santa Monica Boulevard. The eastern border is the west side of Westbourne Drive and the south border is today's Melrose Avenue. Slightly south of Santa Monica Boulevard is a short street called Rugby Drive. Sherwood Drive bisects the Tract running east-west.

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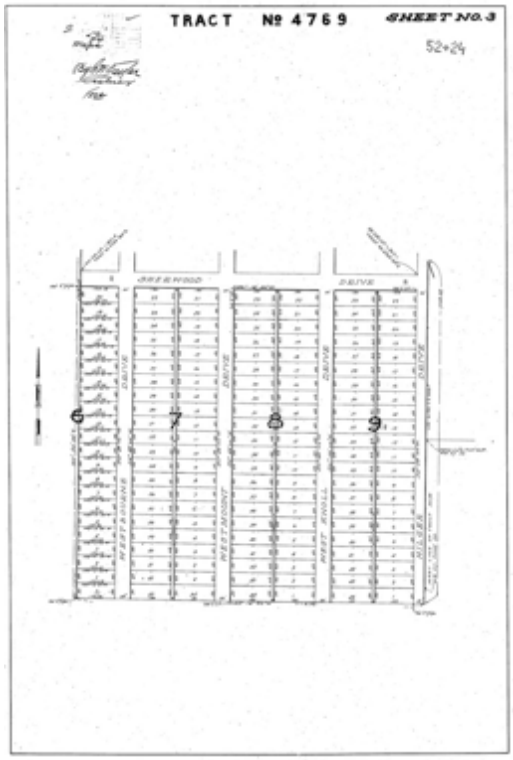


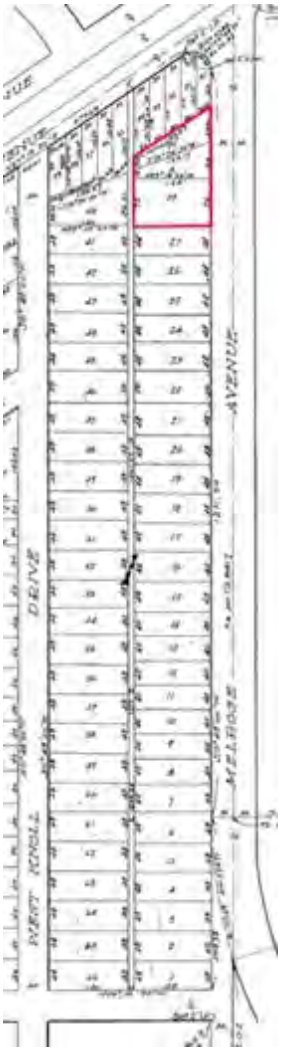
Tract 4769[4]

Within Tract 4769 is the west side of La Cienega Boulevard (former Melrose Avenue) that includes the subject properties. The east side of La Cienega Boulevard, across from Tract 4769, if Tract 5191 which also was subdivided and recorded in 1921. The owner of Tract 5191 was the California Trust Company.

The northern boundary of Tracts 4769 conforms with the angled orientation of Santa Monica Boulevard. The Tract is divided into nine “blocks” with varying number of parcels within each block. All the parcels run east-west except for those facing Santa Monica Boulevard and Rugby Drive.

The subject properties are located at the very north end of Block 1, facing La Cienega Boulevard (former Melrose Avenue). The parcels along Santa Monica Boulevard are trapezoidal in shape as are the first parcels to their south, including one of the subject properties (961-971 La Cienega Boulevard), and are larger in size.

[4] Larger images of Tract Map pages in Attachments



Block 1 of Tract 4769, Subdivided, 1922

Block 1 of Tract 4769, 2021 (Google Earth)

The other parcels in Tract 4769 along La Cienega Boulevard are rectangular in shape and generally 45-feet wide and 110-feet deep.

Sanborn Maps show the development history of the area around the subject properties. The 1926 Sanborn Map shows the beginnings of the development pattern for the area with a commercial building having been built on the north side of Santa Monica Boulevard and dwellings along one of the interior streets of the Tract 4769.

The 1950 Sanborn Map shows that further commercial development had occurred along La Cienega Boulevard and Santa Monica Boulevard in the

intervening years while the interior streets of the Tract had been developed with single-family dwellings and duplexes.

1926 Sanborn Map excerpt

1950 Sanborn Map excerpt

1969 Sanborn Map excerpt

2021 Satellite view (Google Earth)

The 1950 Sanborn Map shows the two buildings that had been constructed on Lot 28 in Block 1 of Tract 4769, one of the subject parcels, in 1939. That parcel

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was 72 feet wide and 125 feet deep. The buildings, known as 951 La Cienega Boulevard and 955 La Cienega Boulevard, had similar footprints. Each building was generally rectangular in plan, slightly set back from the street and each had two storefronts facing La Cienega Boulevard and a long area behind the storefronts that went to the rear lot line.

The 1950 Sanborn Map also shows the other subject parcels, Lot 29 and Lot A, of Block 1 of Tract 4769. These two parcels were consolidated into a single lot, trapezoidal in shape with a street-facing (east) width of 72-feet and a rear (west) width of 37-feet. The angled north side of the parcel is 150-feet long and the straight south side of the parcel is 125-feet long. In 1946, a trapezoidal shaped building with five storefronts was constructed on the property. The building was setback from the street and took up most of the width of the consolidated parcel.

The 1969 Sanborn Map shows the intersection of La Cienega Boulevard and Santa Monica Boulevard being close to having every parcel developed with a commercial building. The parcel directly north of the subject parcels, at 8500 Santa Monica Boulevard, contained a restaurant constructed in 1954. And the parcels to the south of the subject parcels had been more intensely developed with commercial buildings.

The 1969 Sanborn Map also shows that one of the buildings on Lot 28, the northern building on that parcel (955 La Cienega) had been demolished (1967) and that area was used for parking.

The pattern of development of Tract 4769 and the adjacent area throughout the 20th Century is reflected in the land use today. The parcels on the arterial streets of La Cienega Boulevard and Santa Monica Boulevards continue to feature commercial buildings, with numerous parcels having been developed or redeveloped with larger commercial buildings in recent decades. The area around this intersection has also evolved to allow tall, large billboards on parcels in both the City of Los Angeles and the City of West Hollywood.

PROPERTY HISTORY AND DESCRIPTION

951 La Cienega Boulevard

In 1939, a store building was constructed at 951 La Cienega Boulevard for property owner Blanche Matlock . The one story 28-foot by 110-foot building was constructed on the south half of the 72 foot by 125-foot parcel to be a “store.” There was no architect for the building; the contractor was D. Witherbee. A companion building was constructed on the north half of the parcel; that building was demolished in 1967.

In 1947 a building permit was taken out to “remove old walls and partitions and to restore building to the original condition.” According to the permit the building had been used as a “picture studio” between 1944 and 1947.

In 1958, Edward Scofield, an attorney with offices in the building took out a permit to remodel the store front with himself listed as the contractor. Later in 1958 he took out

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another permit to stucco over the brick on the south and north sides of the building. In1963 Scofield added a 12-foot-tall plastic sign to the northeast front corner of the building. The building was being used for offices.

The property at 951 La Cienega Boulevard was owned by the flamboyant entertainer/pianist Liberace between 1965 and 1974. He "operated an antique store there for six years but sold the property about 1974 after realizing he was saving more of the antiques than he was selling."[5] An article in the *Sacramento Bee* observed that Liberace's "villa" had been his favorite "'toy' until last week when he unveiled his newest venture, a million-dollar salon offering antiques and objets d'art." The article describes "his 'master touches' outside the salon included green outdoor carpeting, two fountains, baby blue curtains, burnished gold candelabra and imitation gas lamps. In the window sat a plaster likeness of Liberace in a sequined robe seated at a piano."[6] In 1966 a Calvin Bernstein, a commercial photographer who was a tenant in the building at 951 La Cienega Boulevard sued Liberace. Bernstein contended that the building "no longer looks like an office building."[7]

951 La Cienega Boulevard, c1966[8]

Subsequent remodeling of the building removed exterior and interior elements of Liberace's antique store's design.

In 1970 International Artists took out a permit to cover an existing wall with lath and plaster. The use of the building was as a showroom and warehouse.

In 1972 then owner Innerspace added an 11-foot-tall pole sign in the south planter box in the front of the building. In 1979, the use of the building was as a retail store. Owners Fred and Kate Hauswirth took out a permit for a "storefront remodel" and to "enlarge window alongside of building." The building was to remain as a retail store.

In 1983, a permit was taken out by owners, Celebrity Cleaners, for a sign. City Directories show that Celebrity Cleaners occupied the building from 1983 until 2014.In 2016 a permit was taken to reroof the building for owner Hauswirth SMLC LP; the existing use of the building was "retail store or business."

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[5] "Liberace Called Tune in His Many Real Estate Ventures: Pianist Relied on gut Feeling but Made Profit," *Los Angeles Times,* November 29, 1987.
[6] "Liberace Antique Store – Need Secondhand Candelabra?," *Sacramento Bee,* May 29, 1966.
[7] "Liberace 'Nude' Hit in Suit," *Los Angeles Evening Citizen News,*
[8] "Liberace Antique Salon New 'Toy,'" uncited newspaper article at https://oldshowbiz.tumblr.com/post/184358245149/liberaces-antique-shop-on-la-cienega-blvd

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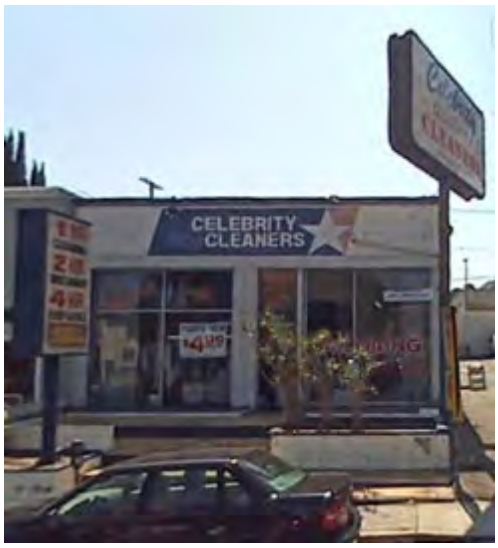
Plan view of 951 La Cienega Boulevard parcel (Google Earth, 2021)

The building is a 2,370 square foot, one-story commercial building. The building is long and narrow. It is rectangular in plan except that the front section of the building projects out slightly to the north.

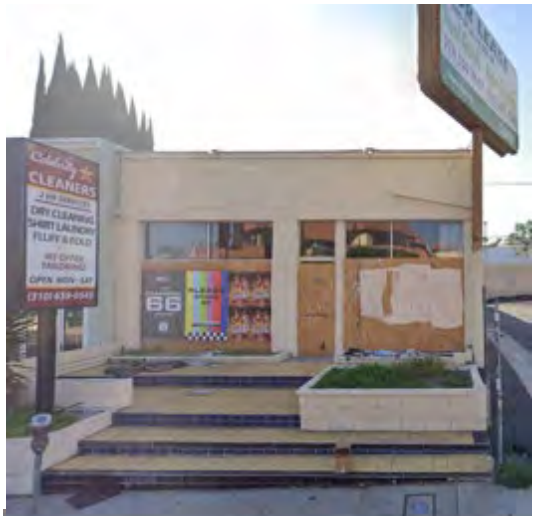
The building is set back from the public sidewalk. The area in front of the building consists of concrete steps leading up to the entry platform. There are two stepped planters with stucco walls on the south side and a larger planter with stucco walls on the north side. There is a tall pole sign adjacent to the north planter and a shorter pole sign in one of the south side planters.

The building is stucco clad. It has a flat roof with a parapet along the front elevation. There are no architectural details on the front elevation other than its fenestration. The front façade's fenestration is asymmetrical. In the north half of the front façade is a tall metal framed display window and to its south is the entry door with a transom window that reaches the same height as the display window. On the south half of the building was a similar group of windows. In 2019 a section of the lower portion of the southside windows were covered. In early 2021 the windows were boarded up and later in 2021 a construction wall was built around the building.



Front, east elevation, 2007 (Google Maps)

East, front elevation, c2019 (Google Maps)



East, front elevation, 2021 (Google Maps)

The south side of the building abuts the building to its south. The long north side of the building faces a surface parking lot. At the east end of this elevation, around the corner from the front façade, is another tall expanse of window. Next to it, to the west is another storefront. Smaller windows are positioned along the west half of the north elevation.

Front (east) and side (north) elevations, 2007 (Google Maps)

Front (east) and side (north) elevations, March 2021 (Google Maps)

City Directory Data

City Directories and building permits provide data on occupants of the subject buildings. The following information was identified regarding occupants/businesses of the building at 951 La Cienega Boulevard.

951 La Cienega Boulevard

Year	***Name***
1942	Edward Courtwright, upholsterer
1942	Master Dry Cleaning Co.
1954	Rodney Gilliam Co.
1954	Joseph Deutsch, CPA
1954	Down River Casting

1954	Huron Factory Service Co, manufacturing agents
1954	John Meredith Studio
1954	Mort Goodman, advertising
1954	National Industries Inc.
1954	World Telefilm Sales
1954-1965	Edward Scofield, attorney
1958	Mark Anthony Co, contractors
1958	Exclusive Fan Mail Service
1958	Natalie Best Public Relations
1958	Davenport & Fritzell
1958	June Hope personal management
1958	Arthur Messick, photography
1962	Bez Frank, photography
1962-1965	Jan Kerwin
1962-1965	Carbon Copy House
1962-1965	The Donaldson Agency
1965-1967	Calvin Bernstein, photography
1965-c1971	Liberace – antiques salon
19751965	Inner-space
1976	Delphi Custom Stereo
1980	Vahdat & Moaddab Oriental Rugs
1985-2009	Celebrity Cleaners

959 La Cienega Boulevard

In 1939, a store building was constructed at 955-957 La Cienega Boulevard for property owner Blanche Matlock. A one-story 28-foot by 110-foot building was constructed on the north half of the 72-foot by 125-foot parcel as a “store.” There was no architect for the building; the contractor was D. Witherbee. In 1967 a permit was applied for to demolish the building. Today this area is paved and functions as a surface parking lot.

Plan view of 959 La Cienega Boulevard parcel (Google Earth, 2021)

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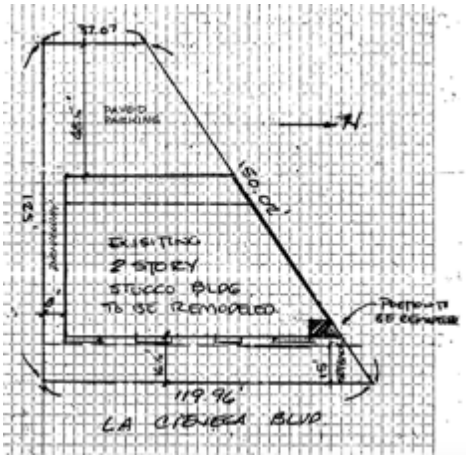
961-971 La Cienega Boulevard

In 1946 a building permit was applied for to construct a “store and office building at 961-969 ½ La Cienega Boulevard. The owner was Francis J. Lexington with L.L. Jones as architect and Saunder and Davis as the contractor.[9] The building was 60-feet by 90 ½-feet and was trapezoidal in plan, conforming to the two consolidated parcels on which it is sited. The building was two stories with stucco exterior walls. The following year a neon sign was erected on the building.

In 1949 the Apex Film Company added an 11 x 14-foot “projection room” for “viewing commercial non-flammable films. Filming is for private purposes only.” The architect was C.J. Smale and A.V. Perkinson was the contractor.

A 1954 permit lists the building use as “stores and apartments” with Pacific Outdoor Advertising Inc. listed as the owner. The permit was to install non-electric “poster panels” on the roof of the building. J.R. Straley was the engineer and Electrical Products Corp was the contractor.

In 1956 a permit listed the owner as Nat. Handel, Embassy Buildings Company for a six-foot by 11-foot addition; the sketch on the back notes “existing two-story stucco building to be remodeled.” The architect was Peter J. Candreva, the Engineers were Iwata and Jenkins and the owner was listed as the contractor.



City of Los Angeles Building Permit LA39505, 1956

A 1960 permit lists the present use of the building as “offices” with the owner as Ben K. Brown. The permit was for interior office remodeling of the first floor. Candreva and Jarrett, who later had their offices in the building, were the architects for the project. Another permit for interior remodeling of the first floor was applied for in 1963 for owner Brown with the firm of Candreva, Jarrett and Joyce as architect and Lee Brothers Construction Co. as the contractor.

[9] A building permit for the same address for the same owner was taken out a year earlier, but a subsequent permit was filed for construction of the building in 1947.

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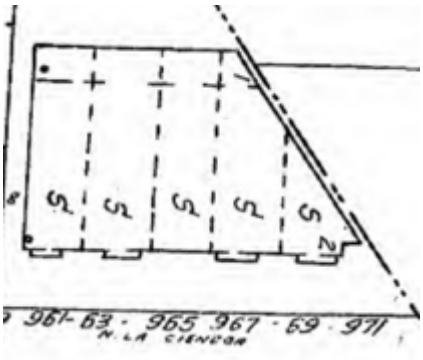
In 1970 owners Foster and Kleiser applied for a permit to add a roof sign; the engineer was K. Kelly. In 1982 Sunset Outdoor Advertising, listed as the owner, applied to add a pole sign with J. Hajek as the engineer and Heath and Company as the installer. In 1998 towners Fred and Kate Hauswirth had the existing roof sign demolished and applied for a sign permit to install a “double face ‘V’ 14-foot by 48-foot off-site billboard single pole sign. Modification to allow max. 45-foot high to top of sign.” In 2010 owners Fred and Kate Hauswirth applied for a permit to tear off the existing roof and install a new roof.



Building Sketch, 1950 Sanborn Map

Plan view of 961-971 La Cienega Blvd. parcel (Google Earth, 2021)

In plan view the building is trapezoidal in shape with its longest elevation facing La Cienega Boulevard where it is set back from the street. A large double-faced billboard is sited next to the southeast corner of the building.

The building is two stories and 9,247 square-feet. It is stucco-clad with a flat roof. The 1950 Sanborn Map footprint of the building shows five stores/storefronts. The three southernmost stores are the same width and depth; the next storefront to the north is shorter due to the angled north side of the parcel and the farthest north store front is even shorter. However, the depth of these stores are not apparent from the front (east) elevation of the building.

The 1950 Sanborn Map footprint shows that all but the middle storefront has a slightly projecting element that is shorter than the storefront. The current building configuration has four stepped parapets, with the northernmost being wider than the other three. Under each of the parapets at the second-floor level are a tripartite window consisting of a middle fixed pane flanked on each side with a double-hung window. The areas between the parapets do not contain windows except for the middle area between the pairs of parapets. That upper story has a tripartite window of similar configuration but an additional pair of sliding windows are positioned directly to that window’s south. The northernmost parapet is longer and has an additional window at its north end; that window is a different configuration with five long narrow windows banded together.

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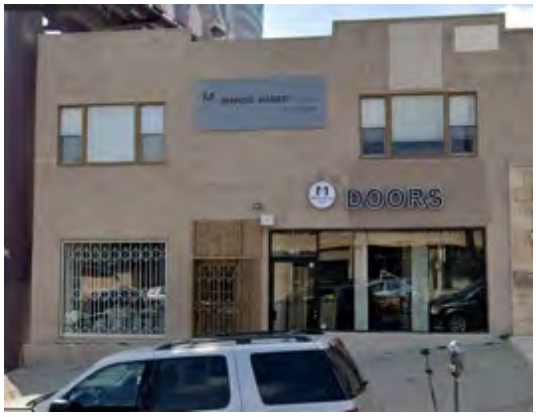
Front (east) elevation with billboard and construction fence in front

Front (east) elevation with billboard (Google Maps, c2019)



South section of east elevation with two of the parapets

Middle section of east elevation with one of the parapets and stone veneer on first floor

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North section of east elevation with longer parapet; stone veneer around one storefront

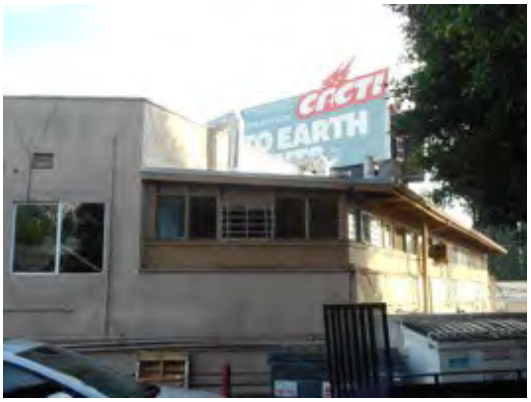
South elevation with double-sided billboard

There is great variation along the first floor of the building; there is no consistent pattern of fenestration. Each storefront has a different size and configuration of display windows and entries. The area to the north of the second parapet has stone veneer applied on the first level. This area is articulated by arches above the windows and doors.

Front (east) elevation with billboard (Google Maps, early c2021)

The south is utilitarian with multiple windows of varying sizes. The north elevation has only two metal framed windows towards its rear. The rear of the building has a lower one-story section with shed roof. It has a stucco base and wood cladding with a band of windows along its north and west elevations.

North side elevation



Rear section of north side elevation and west elevation

City Directory Data

City Directories and building permits provide data on occupants of the subject buildings. The following information was identified regarding occupants of the building at 961-971 La Cienega Boulevard.

961-971 La Cienega Boulevard

Year	***Name***
1954	Crown Pictures International
1954	Southern Developers Inc, contractors
1954	Anderson Gursky & Associates, CPA
1954	Commodore Productions
1954	Arnold Productions
1954	Irving Ramer & Co., insurance
1954-1970	Samuel Singer and Associates
1954-1958	Joseph A. Bower, general contractor
1954-1958	David Olin, advertising
1954-1958	Laurence Rodson, CPA
1958	Kessler Carpets
1958	Empire Services Co.

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1958	Stanley Diamond & Tilem, attorneys
1958	Pacific Development Co.
1958	Ray Potts and Associates
1958	U.S. Guano Corp.
1958	The Shafer Agency, advertising
1958	Fibure Magic Salons Main Office
1958	The Weil Agency
1958	Bruce Kaump, art service
1958-1962	D.W. Maimone & J.G. Little Co, aerial survey
1962	Pacific Builders Review
1962	Food for Survival
1962	Herbert Golden, attorney
1962	Gilmor Records
1962	Gilbert Martin Advertising
1962	Roll-a-Unit
1962	Beneficial Standard Life Insurance Co.
1962	Ban Brown
1962	Fairmont Hill Co.
1962-1965	Mariani & Cummings Engineering
1962-1965	Candreva & Jarrett Architects
1962-1965	Ben-Ami Shulman, designer
1962-1967	Laguna Beach Country Club
1962-1971	Robert Marks, engineer and structural engineering
1965	International Village
1965	United Credit Card Company
1965	Ben Brown
1965	Greentree Productions Inc.
1970	The August Organization
1970	Bernard Lippman, attorney
1970	Artist Studio
1970	Media-Ed Inc.
1970	National Production Inc.
1970	Paradox Music Group
1970	Eddie Singleton
1970-1975	International Artists Ltd.
1971	Unitel Inc.
1971	Jeron Enterprises
1975	Great American Film Factory
1975-1976	Dandelion Associates, public relations/advertising
1975-1981	Jamie James Agency, public relations
1976	Pacific Realty Exchange Corp
1976	United Capital Planners
1976	Michael Gilman
1976	The Committee
1980	Gil Roberts Management
1980	House of Sheba
1980	Kumqua Corp.
1980	National Audience Demographic Marketing

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1980	Never A Dull Moment
1980	Starlight Travel Company of New York
1980	T.J. Stevens Construction Co.
1980-1981	California Star Travel Inc.
1981	American Computer Systems
1981	Brando Crespi Associates
1985	ERA Associates
1985	Lauren Bright
1985	Cross Communications
1985	The Investment Matchmaker Inc.
1985	Phillip Jackson
1985	The Nail Beautique
1985	Nail Elegance de Beaute
1985	Production Services Inc.
1985	Jack Stander, Herbalife distributor
1985	Steve Kibbons & Associates
1985-1986	California Coin Xchange
1985-1990	Pacific Stamp Center
1985-1991	Dalton Inc.

REVIEW OF PREVIOUS SURVEYS

The parcels at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard are in the Hollywood Community Plan Area. The *Historic Resources Survey Report Hollywood Community Plan Area* was published in 2011 and revised in 2015. Neither of the subject buildings were identified either as eligible individually or as a contributor to an historic district to the National Register of Historic Places, or the California Register of Historical Resources or as a City of Los Angeles Historic-Cultural Monument.

In 2016 the City of West Hollywood conducted a historic resources survey of their commercial area*,* the *City of West Hollywood Commercial Historic Resources Survey*, that included parcels along the 8500 block of Santa Monica Boulevard. The 8500 block of Santa Monica Boulevard is adjacent to the subject property at 961-971 La Cienega Boulevard. The West Hollywood survey did not identify any building on the 8500 blocks of Santa Monica Boulevard as eligible individually or as a contributor to an historic district to the National Register of Historic Places, or the California Register of Historical Resources or as a City of West Hollywood landmark.

SURVEYLA CITYWIDE HISTORIC CONTEXT STATEMENTS

Los Angeles' citywide historic context statement provides the framework for identification and evaluation of historic resources. SurveyLA does not have an architectural context for Commercial Vernacular buildings. The following historic contexts will be used to evaluate the subject properties.

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Context 1: Resources Associated with Significant Persons in Los Angeles

Summary Statement of Significance: Significant properties are directly associated with the productive life of a significant person who made important individual contributions to one or more areas of significance as it relates to Los Angeles history.

Period of Significance: 1781-1980

Period of Significance Justification: The timeframe established for SurveyLA's citywide historic context

Area(s) of Significance: May include, and not be limited to**:** Ethnic Heritage (various), Agriculture, Commerce, Community Planning and Development, Communications, Entertainment/Recreation, Exploration/Settlement, Industry, Art, Performing Arts, Health/Medicine, Education, Industry, Literature, Politics/Government, Military, Religion, and Social History

Criteria: NR: B CR: 2 Local: 2

Associated Property Types: Commercial Residential Industrial Institutional Cultural Landscape Site

Property Type Description: Properties associated with significant persons in Los Angeles history are common to all contexts and themes of the citywide context and comprise one of the largest groups of historic resources identified through SurveyLA. They include all resource types and cover the full period of significance for the citywide context.

Eligibility Standards:

- Directly associated with the productive life of a significant person who made important individual contributions to one or more areas of significance as it relates to Los Angeles history
- Individual must be proven to have made an important contribution to Los Angeles History
- Individual must have lived in or used the property during the period in which he or she achieved significance
- Contributions of individuals must be compared to those of others who were active, successful, or influential in the same field
- Each property associated with someone important should be compared with other properties associated with that individual to identify those resources that are good representatives of the person's historic contributions
- For residential property types, the individual must have resided in the property during the period in which he/she achieved significance
- For multi-family residential properties, the apartment or room occupied by the person must be readable from the period of significance
- Properties associated with the lives of living persons *may* be eligible, if the person's active life in their field of endeavor is over and sufficient time has elapsed to assess both their field and their contribution in a historic perspective

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- May be associated with individuals important in ethnic, cultural, LGBT, and/or women's history
- Retains most of the essential character-defining features from the period of significance
- For the National Register, properties associated with individuals whose significant accomplishments date from the last 50 years must possess exceptional significance

Integrity Considerations:

- Retains sufficient integrity to convey significance
- Should retain integrity of Feeling, Association, Location, and Design from the period of significance
- Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3
- Setting may have changed (surrounding buildings and land uses)
- A good test for integrity is whether the significant person associated with the resource would recognize it as it exists today

Context 2: Commercial Development; Significant Persons

Theme: Commercial Merchants, Leaders, and Builders, 1850-1980

Summary Statement of Significance: Properties evaluated under this theme may be significant in the areas of Commerce and/or Community Planning and Development for their association with persons who made important contributions to commercial growth and development in Los Angeles. Some individuals may also be significant in the area of Ethnic Heritage.

Period of Significance: 1850-1980

Period of Significance Justification: The timeframe established for SurveyLA.

Geographic Location: Citywide

Area(s) of Significance: Commerce; Community Planning and Development; Ethnic Heritage

Criteria: NR: B CR: 2 Local: 2

Associated Property Types: Commercial (all types)
Residential: Single Family Residence/Multi-Family Residence

Property Type Description: Commercial properties encompass all type of commercial buildings.
Residential properties can be single-or multi-family buildings.

Property Type Significance: See Summary Statement of Significance above.

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Eligibility Standards:

- Is associated with a person who made important individual contributions to commercial growth and development
    - Individual must be proven to have made an important contribution to commercial development

Character Defining / Associative Features:

- Retains most of the essential physical features from the period significance
- Directly associated with the productive life of the individual in the area of commercial development
- May be associated with individuals important in ethnic, cultural, LGBT, and/or women's' history
- For residential property types, the individual must have resided in the property during the period in which he/she achieved significance
- For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance

Integrity Considerations:

- Should retain integrity of Feeling, Association, Location, and Design from its period of significance
- Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3.
- Setting may have changed (surrounding buildings and land uses)

Context 3: Commercial Development; Arterial Development

Theme: Neighborhood Commercial Development

Sub-Theme: Arterial Commercial Development, 1880-1950

Summary Statement of Significance: Neighborhood commercial resources are those which contained purveyors of goods and services that satisfied the everyday needs of nearby residents. Convenience of location was more important than range or quality of the goods or services offered. Resources associated with arterial commercial development are characterized by their relationship to modes transportation other than the streetcar, in particular the automobile. Resources related to arterial commercial development may be significant in the areas of Commerce, Community Planning and Development, and/or Architecture. Commercially they illustrate how retailing and the provision of professional services was conducted within a neighborhood setting served by the automobile, but still based on the historic urban setting of the street. They also illustrate how community life was conducted within a commercial district that tried to accommodate the automobile, and

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thereby allowed for a degree of dispersal and lower density. Buildings reflect historic structural and stylistic elements characteristic of this building type, in particular the possibility of space set aside for parking. Buildings also reflect trends in commercial/store design and architectural styles from their period of construction. Some examples are also significant for their association with the earliest phases of commercial development in areas of the city; early examples are rare. Properties related to arterial commercial development include individual buildings and historic districts.

Period of Significance: 1880-1950

Period of Significance Justification: The period of significance begins in 1880, when neighborhoods begin to spread out from the central city. It ends in 1950; after World War II patterns of neighborhood commercial development took different forms, such as the free-standing single-purpose retail building and the shopping center.

Geographic Location: Citywide, within the current boundaries of Los Angeles, specifically in areas not served by streetcars, and generally in areas subdivided before 1950.

Areas of Significance: Commerce, Community Planning and Development, Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Associated Property Type: Commercial/Retail:

- One-Story Building; One-Story Commercial Strip/Storefront Block
- Mixed-Use Building; Mixed-Use Commercial Strip/Business Block
- Commercial District

Property Type Description: Property sub-types include the single-story storefront block, consisting of one or more storefronts, and the multi-story mixed-use building, consisting of a storefront or storefronts on the ground floor and offices, meeting space, or residential units above. One-story buildings were often called storefront blocks while the multi-story mixed use buildings containing offices or meeting spaces were commonly known as commercial or business blocks. Those with residential units, particularly single bay entities, were early versions of today's live/work buildings, with the upper floor often inhabited by the proprietor of the business below. Buildings may be individual resources or contributing elements of a historic district.

Property Type Significance: See Summary Statement of Significance above

Eligibility Standards:

- Was constructed/developed during the period of significance
- Located on streets served by modes of transportation other than streetcars, in particular by automobiles

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Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- May also be significant under themes within the Architecture and Engineering context
- Sited along corridors of transit without streetcar lines
- Contains features that reflect trends in neighborhood commercial design
- Associated with activities typical of neighborhood economic and social life
- Examples may be set to the sidewalk or may have some accommodation for the automobile
- May accommodate one or multiple tenants
- Typically one to four stories in height
- May be located on a prominent corner
- Storefronts with large display windows; may have awnings or arcades

- For Multi-story, Mixed-Use Buildings:
  - Was historically used for both commercial and office/residential uses
  - Ground floor with storefronts and display windows
  - Ground floor exterior entrance to upper floor units
  - Fenestration on upper floor may be residential in character and remains intact

- For Commercial Districts
  - District as a whole retains most of the essential character features from the period of significance
  - District as a whole conveys a strong visual sense of overall historic environment from the period of significance
  - Linear grouping with a significant concentration of one- to four-story commercial buildings which may be set to the sidewalk limit as near the street as possible
  - Buildings have large storefront display windows on the ground floor
  - Commercial uses may include retail, office, banking
  - May include some multi-family residential and institutional buildings o Historically served as the commercial core of a neighborhood

Integrity Considerations:

Individual Resources

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Window and storefront openings remain intact
- Applied decoration is mostly intact; some decoration may be missing
- Relationship to sidewalk is maintained
- Setting may have changed (surrounding buildings and land uses)
- Original use may have changed
- Storefront signage may have changed Integrity Considerations:

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Historic Districts

- Historic district as a whole should retain integrity of Location, Design, Feeling, Materials, Setting, and Association
- Some original materials may have been altered or removed on contributing buildings
- Common and acceptable alterations to district contributors may be added parking, new signage, and some alterations to storefront windows
- Setting may have changed (surrounding buildings and land uses)
- Original use(s) may have changed

EVALUATION OF SIGNIFICANCE

951 La Cienega Boulevard

National Register of Historic Places

The property at 951 La Cienega Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The property at 951 La Cienega Boulevard does not meet Criterion A based on the research and analysis included in this report. The construction of the commercial building at 951 La Cienega Boulevard is not representative of the early development of Tract 4769 or of the area around the commercial intersection of La Cienega Boulevard and Santa Monica Boulevard. The building was constructed in 1939, seventeen years after the Tract was recorded and this building did not influence or stimulate development of the block or area.

There is no evidence that any historic events are associated with the one-story commercial building at 951 La Cienega Boulevard.

The property at 951 La Cienega Boulevard does not meet Criterion A and is not eligible for listing on the National Register of Historic Places under Criterion A.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state, or local history.

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The property at 951 La Cienega Boulevard does not meet Criterion B based on the research and analysis provided in this report including review of City Directory data.

The building was owned by entertainer/pianist Liberace who operated an antique shop at the site for around six years. While Liberace was an antiques collector, there is no evidence that his antiques shop influenced the antiques industry. Liberace's fame and accomplishments were as an entertainer and musician. While he might have occasionally performed at the location on La Cienega, it was not his studio or theater. The building at 951 La Cienega Boulevard is not associated with Liberace's productive life as an accomplished musician and entertainer.

There is no evidence that the property is directly associated with the productive life of any significant person who made important individual contributions to one or more areas of significance as it relates to Los Angeles history.

There is no evidence that the property is associated with a person who made important individual contributions to the commercial growth and development of Los Angeles.

The property at 951 La Cienega Boulevard does not meet Criterion B and is not eligible for listing on the National Register of Historic Places.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents the notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The property at 951 La Cienega Boulevard does not meet Criterion C based on the research and analysis included in this report. The building was one of a pair of buildings that were constructed on the same parcel in 1939. The companion building was demolished in 1967 and replaced with a surface parking lot.

The building at 951 La Cienega Boulevard was originally constructed as a retail store and was remodeled into an office building and remodeled yet again back to a retail storefront and included a laundry facility. The building is not an excellent example of a vernacular commercial building. The building does not retain essential features from its period of significance. It does not contain features that reflect trends in neighborhood commercial design. The building is not the work of a master architect or master builder.

The property at 951 La Cienega Boulevard does not meet Criterion C is not eligible for the National Register of Historic Places.

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Criterion D

This criterion applies to pre-historic/archaeological resources. The building on the property were constructed during historic times and will not yield information important to the prehistory or early history of the area, state, or nation. Criterion D is not applicable to the property at 951 La Cienega Boulevard.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 951 La Cienega Boulevard evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the buildings on the property at 951 La Cienega Boulevard evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

961-971 La Cienega Boulevard

National Register of Historic Places

The property at 961-971 La Cienega Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

National Register of Historic Places

The property at 961-971 La Cienega Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The property at 961-971 La Cienega Boulevard does not meet Criterion A based on the research and analysis included in this report. The construction of the commercial building at 961-971 La Cienega Boulevard is not representative of the early development of Tract 4769 or of the area around the commercial intersection of La Cienega Boulevard and Santa Monica Boulevard. The building was constructed in 1946, 24 years after the

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Tract was recorded and this building did not influence or stimulate development of the block or area.

There is no evidence that any historic events are associated with the commercial building at 961-971 La Cienega Boulevard.

The property at 961-971 La Cienega Boulevard does not meet Criterion A and is not eligible for listing on the National Register of Historic Places under Criterion A.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state, or local history.

The property at 961-971 La Cienega Boulevard does not meet Criterion B based on the research and analysis provided in this report including review of City Directory data. It is possible that the property was owned by musician/entertainer Liberace in the 1960s, however, properties must be associated with the productive life for which the person is significant. That a property was part of the real estate investment portfolio of a famous, accomplished, or historic person does not render the property as eligible for historic designation.

There is no evidence that the property is directly associated with the productive life of any significant person who made important individual contributions to one or more areas of significance as it relates to Los Angeles history.

There is no evidence that the property is associated with a person who made important individual contributions to the commercial growth and development of Los Angeles.

The property at 961-971 La Cienega Boulevard does not meet Criterion B and is not eligible for listing on the National Register of Historic Places.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The property at 961-971 La Cienega Boulevard does not meet Criterion C based on the research and analysis included in this report. The building was originally constructed as stores and offices in 1946. The building has undergone several remodels and use, at one point referred to as stores and apartments. The front façade, the building's major elevation has undergone significant alteration with the original configuration of storefronts altered as evidenced by the mixture of window and door types. Stone veneer

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was applied to a section of the first story of the building but has no relationship to the original design of the vernacular commercial building.

There is no evidence that the building's architect, L.L. Jones, was a master architect. There is no evidence that the contracting firm of Saunder and Davis are master builders. Thus, the building is not the work of a master architect or master builder. The building is not an excellent example of a vernacular commercial building. The building does not retain essential features from its period of significance. It does not contain features that reflect trends in neighborhood commercial design.

The property at 961-971 La Cienega Boulevard does not meet Criterion C is not eligible for the National Register of Historic Places.

Criterion D

This criterion applies to pre-historic/archaeological resources. The buildings on the property were constructed during historic times and will not yield information important to the prehistory or early history of the area, state, or nation. Criterion D is not applicable to the property at 961-971 La Cienega Boulevard.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 961-971 La Cienega Boulevard evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

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City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the buildings on the property at 961-971 La Cienega Boulevard evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

Historic District Evaluation

According to *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*" a district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." In addition, "a district must be significant, as well as being an identifiable entity. It must be important for historical architectural…values." Also "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity." And "the number of noncontributing properties a district can contain yet

still convey its sense of time and place and historical development depends on how these properties affect the district's integrity."[10]

The subject block is the 900 block of La Cienega Boulevard. While all the buildings along this block are commercial, they vary in age and architectural style. There is no grouping of buildings that share a period of significance in terms of construction or architectural style. The 2015 SurveyLA *Historic Resources Survey Report Hollywood Community Plan Area* survey did not identify and eligible historic district that includes the subject buildings or the 900 block of La Cienega Boulevard.

The City of West Hollywood conducted a *City of West Hollywood Commercial Historic Resources Survey* in 2016 that covered the adjacent 8500 block of Santa Monica Boulevard. That survey did not identify any eligible historic district that includes the 8500 block of Santa Monica Boulevard.

There is no cohesive pattern of development with sufficient historic integrity on the 900 block of La Cienega Boulevard to meet eligibility criteria to quality as an historic district.

IMPACTS ANALYSIS

The subject parcels at 951 N. La Cienega Boulevard and 961 N. La Cienega Boulevard are not historic resources.

The parcel at 8512 Santa Monica Boulevard is located to the northwest of the subject parcels. The parcel at 8512 Santa Monica Boulevard contains a presumptive eligible historic resource, the walk-up food stand known as the Tail o' the Pup. The food stand is in the shape of a hot dog. This category of novelty architecture is known as "programmatic" architecture, which refers to the structure taking the form directly related to the product sold.

The SurveyLA Context for Commercial Development and the Automobile states: "Programmatic/Mimetic architecture developed in Los Angeles in response to the increasing influence of the automobile and the rise of roadside attractions. This architecture evolved between 1918 and 1950 as a device to call attention of passing motorists to a commercial building by having the building itself take the form of non-architectural objects at an altered scale – reduced or enlarged. A resource evaluated under this sub- theme is significant in the areas of Commerce and Architecture. Extant examples illustrate the evolution of Programmatic/Mimetic commercial structures as a significant building type related to the automobile. Although many of the best examples of this architecture were built in Los Angeles, few remain today."[11]

There is a commercial building on the parcel at 8512 Santa Monica Boulevard, West Hollywood, which was constructed in 1958. The food stand known as the Tail o' the Pup was moved onto the site in 2022, in front of the 1958 building. The two-story 1958 building was remodeled in 2022 to serve as the kitchen and seating areas for the Tail o' the Pup food stand.

[10] https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, p. 5
[11] SurveyLA, Citywide Historic Context Statement, Commercial Development and the Automobile, p. 80.

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The Tail o' the Pup is an 18-foot concrete walk-up food stand in the shape of a hot dog. It was designed by architect Milton J. Black. Tail o' the Pup opened in 1946 at 311 N. La Cienega Boulevard. In 1985 the food stand was moved to 329 N. San Vicente Boulevard where it operated until 2005. At that time the food stand was put into storage. In 2022 the Tail o' the Pup was restored and moved to its current location at 8512 Santa Monica Boulevard in the City of West Hollywood.

Tail o' Pup, east and north elevations


Tail o' Pup, north and west elevations


Tail o' Pup and adjacent outdoor seating


Outdoor seating area for Tail o' Pup


8512 Santa Monica Blvd., west elevation


951 N. La Cienega on left; Tail o' Pup on right

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The 1958 era building at 8512 Santa Monica Boulevard was evaluated in the 2016 City of West Hollywood Commercial Historic Resource Survey as 6Z. “found ineligible for National Register, California Register or local designation through survey evaluation.” Evaluation.”

The Tail o’ Pup food stand is considered a presumptive eligible historic resource as an excellent example of programmatic architecture. The Tail o’ the Pup food stand is as much an object as it is a building and its history includes the fact that it has moved to various locations over the past 77 years. It is presumed that the Tail o’ the Pup meets both the criteria to be eligible to the California Register of Historical Resources and as a City of West Hollywood historic resource as an excellent example of programmatic architecture and based on its history as a celebrated iconic food stand..

The Tail o’ the Pup is located on the very front of the 8512 Santa Monica Boulevard parcel, next to the public sidewalk. The food stand is next to a surface parking lot on the parcel known as 8500 Santa Monica Boulevard. This parcel is not part of the proposed project. Only a small section of the 8512 Santa Monica Boulevard parcel is adjacent to the rear of one of the subject parcels, the 961 N. La Cienega Boulevard parcel.

The location of the eligible Tail o’ the Pup food stand is around the corner from the proposed project. The proposed project will not have any physical adjacency to the Tail o’ the Pup. There will be no impact from construction of the proposed project on the Tail o’ the Pup food stand.

The subject properties at 951 N. La Cienega Boulevard and 961 N. La Cienega Boulevard are not historic resources.

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The proposed project will not have any adverse impacts on any historic resources.

CEQA ANALYSIS

The California Environmental Quality Act (CEQA) requires evaluation of historical resources to determine if a proposed project would have any significant adverse impact on the historic resource. Any proposed project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource, would be considered to have a significant adverse impact on the historical resource. Potential impacts to an historical resource include demolition, relocation, conversion, rehabilitation, alteration, or new construction on the site or in the vicinity of the resource.

The impacts of a proposed project are evaluated to determine if they impact a designated historical resource or an eligible historical resource (structure or site). The Secretary of the Interior's Standards for Rehabilitation are used to evaluate projects that propose to alter and/or add to an existing historic structure or site. If the proposed project meets these Standards, then the proposed project will not result in any adverse impact to an historical resource. Demolition of an historical resource or an eligible historical resource will result in an adverse impact that cannot be mitigated.

Significance Thresholds

The State of California CEQA Guidelines (defined in §15064_5) and the City of Los Angeles CEQA Thresholds Guide provide technical guidance regarding evaluation of impacts to historical resource. Any project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource such that its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources or as a City of Los Angeles Historic-Cultural Monument, such that the resource would lose its historic eligibility, would be considered to be a significant adverse impact on that historical resource.

CEQA Guidelines

The State of California *CEQA Guidelines* (§15064_5(b)) states that a substantial adverse change to the historical significance of a resource occurs in the following situations:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

- The significance of an historical resource is materially impaired when a project:

  A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

  B. Demolishes or materially alters in an adverse manner those physical

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characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code (PRC) or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA

City of Los Angeles CEQA Thresholds Guide

The City of Los Angeles *CEQA Thresholds Guide* states that a project would have a significant impact on a significant historical resource if the project would cause a substantial change in the significance of the historical resource as defined in Section 15064.5 of the State of California *CEQA Guidelines* when one or more of the following occurs:

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity of significance of important resources on the site or in the vicinity.

The properties at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard do not meet the criteria to be eligible for inclusion on the National Register of Historic Places, California Register of Historical Resources or as a City of Los Angeles Historic-Cultural Monument. There is no eligible historic district that includes the 900 block of La Cienega Boulevard.

CEQA Conclusions

As there are no eligible historical resources on the subject parcels at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard as analyzed and evaluated in the findings of this report. There is no eligible historic district that includes the subject parcels. The nearby presumptive eligible historic resource, the food stand the Tail o' the Pup will not be adversely impacted by the proposed project. As there are no historical resources on the properties or adjacent properties, there will be no direct adverse impacts to any historical resource resulting from demolition of the subject buildings. Construction of a new building or buildings on the subject parcels will not have any indirect adverse impact on the adjacent eligible historic building

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CONCLUSION

Based on the facts presented above, the properties at 951 La Cienega Boulevard and 961-971 La Cienega Boulevard are not eligible for individual designation to the National Register of Historic Places, the California Register of Historical Resources, or as City of Los Angeles Historic-Cultural Monuments. There is no eligible historic district that includes any of the subject buildings. The subject properties:

- are not associated with any historic events or patterns of history;
- are not associated with any historic persons;
- are not intact examples of a property type;
- are not excellent examples of an architectural style;
- are not the work of a master architect;
- do not possess high quality workmanship or materials;
- are not contributing buildings to any eligible historic district.

Therefore, the subject properties 951 La Cienega Boulevard and 961-971 La Cienega Boulevard are not historical resources as defined by CEQA and there will be no adverse impacts to any historical resource because of their demolition of these buildings or from construction of new buildings.

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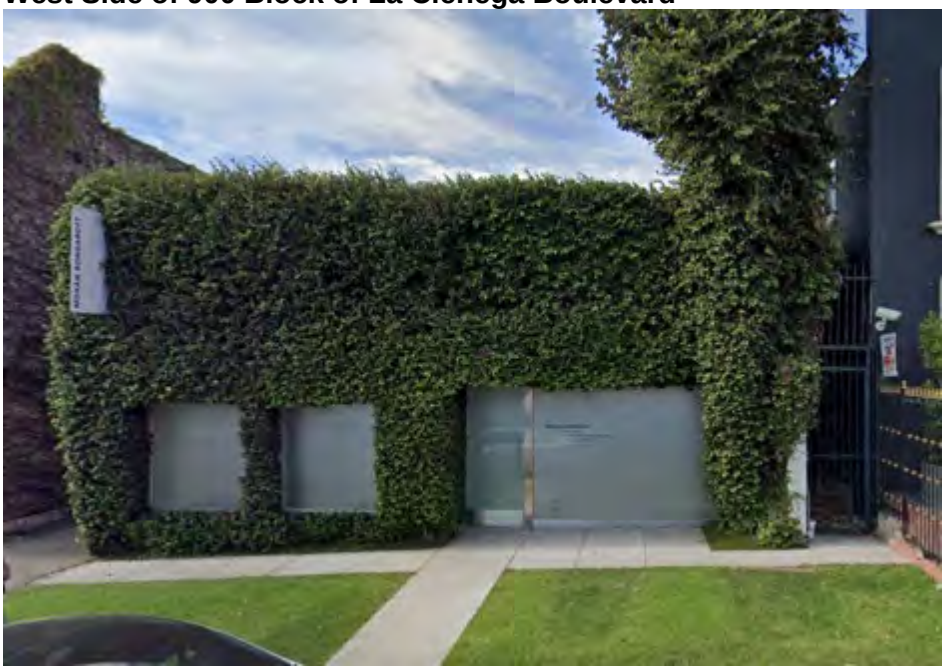
.

Survey LA, Los Angeles Citywide Historic Themes and Context Statements, Commercial Development and the Automobile.
https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile_1910-1970.pdf

Attachment A: Photographs

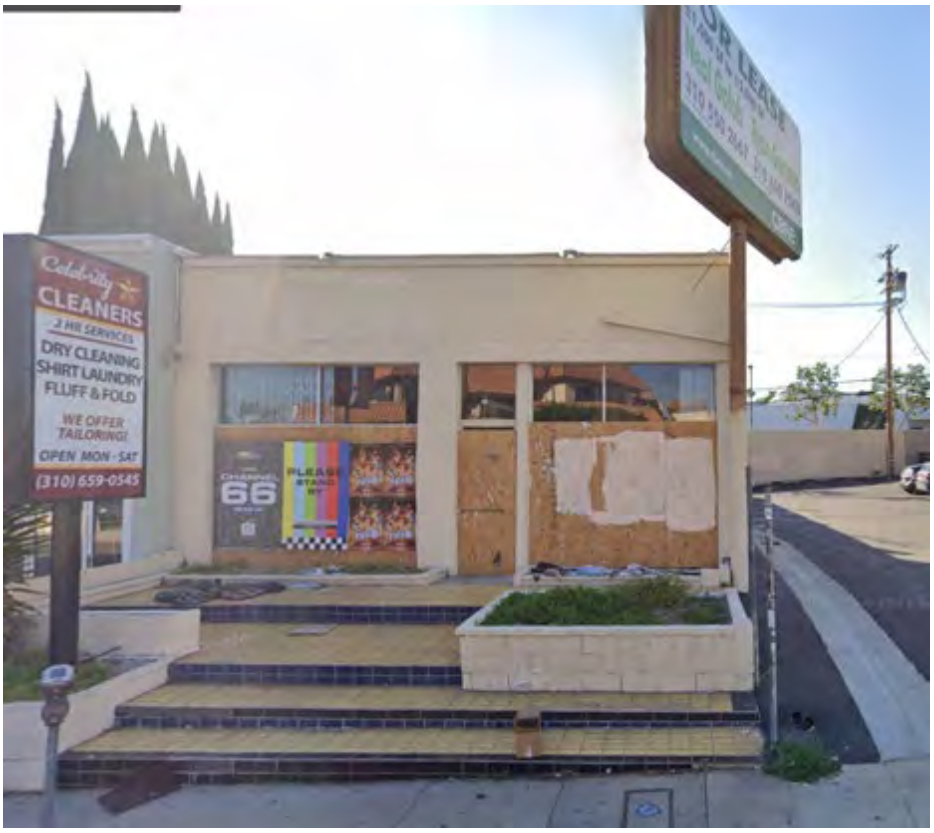
West Side of 900 Block of La Cienega Boulevard



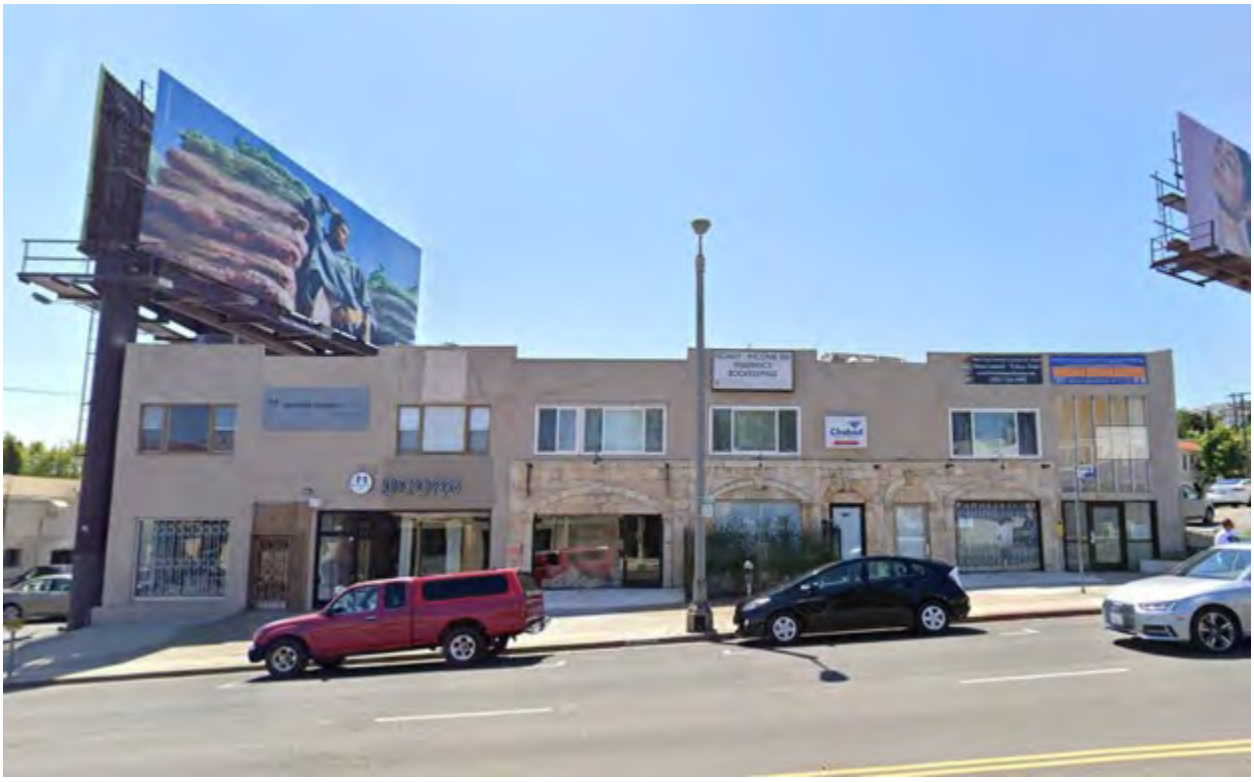
1. 937 La Cienega Boulevard

2. 941 La Cienega Boulevard

3.947 La Cienega Boulevard and 951 La Cienega Boulevard



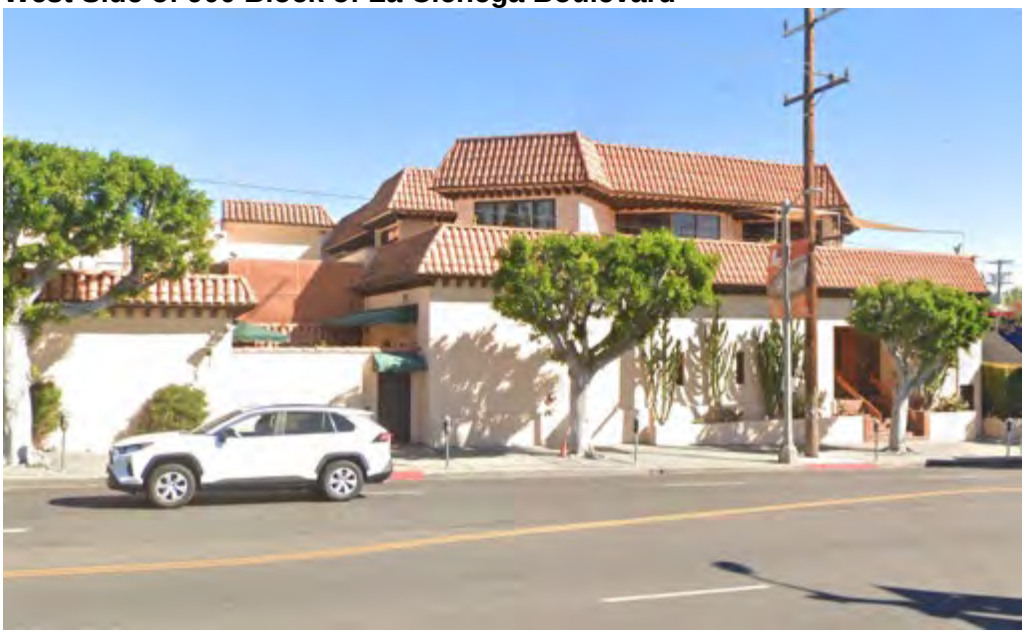
4. 951 La Cienega Boulevard



5. 961 La Cienega Boulevard

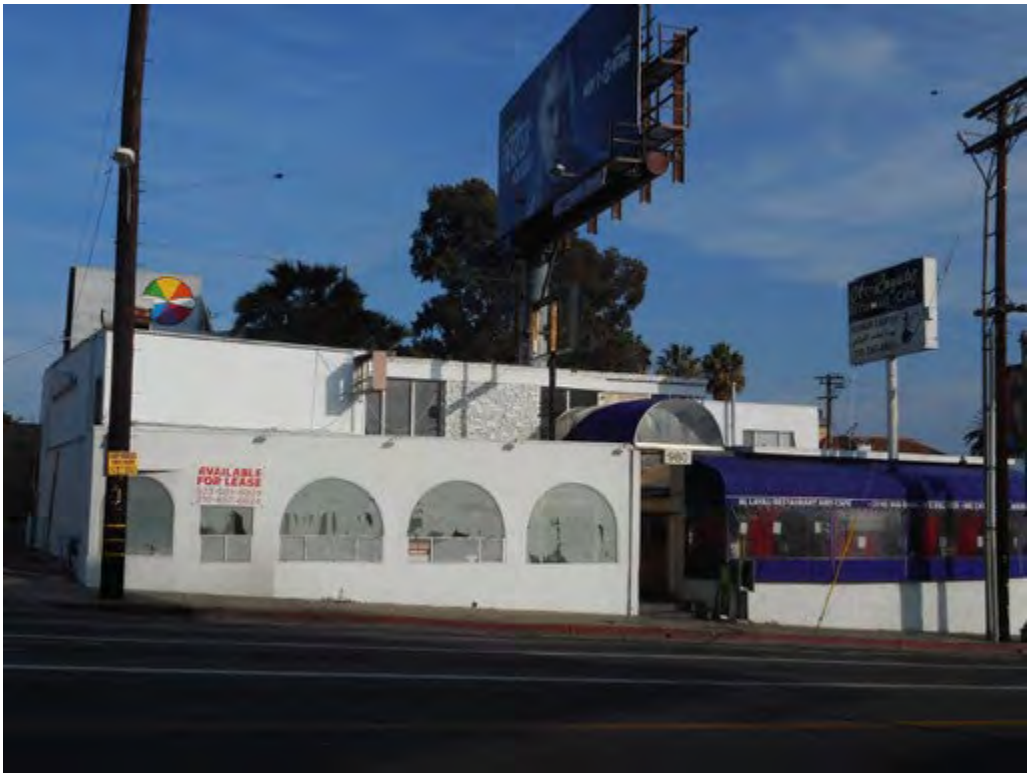
6. 8500 Santa Monica Boulevard, La Cienega Boulevard elevation, southwest corner of La Cienega Boulevard and Santa Monica Boulevard, West Hollywood

West Side of 900 Block of La Cienega Boulevard



7. 962 La Cienega Boulevard

8. 966 La Cienega Boulevard and 972 La Cienega Boulevard



9. 980 La Cienega Boulevard

10. 8490 Santa Monica Boulevard, southeast corner with La Cienega Boulevard, West Hollywood

North Side of 8500 Block of Santa Monica Boulevard

11. 8491 Santa Monica Boulevard, northeast corner with La Cienega Boulevard, West Hollywood

12. 8505 Santa Monica Boulevard, West Hollywood

13. 8515 Santa Monica Boulevard and 8525 Santa Monica Boulevard, West Hollywood

14. 8531 Santa Monica Boulevard, West Hollywood

South Side of 8500 Block of Santa Monica Boulevard

15. 8500 Santa Monica Boulevard, West Hollywood

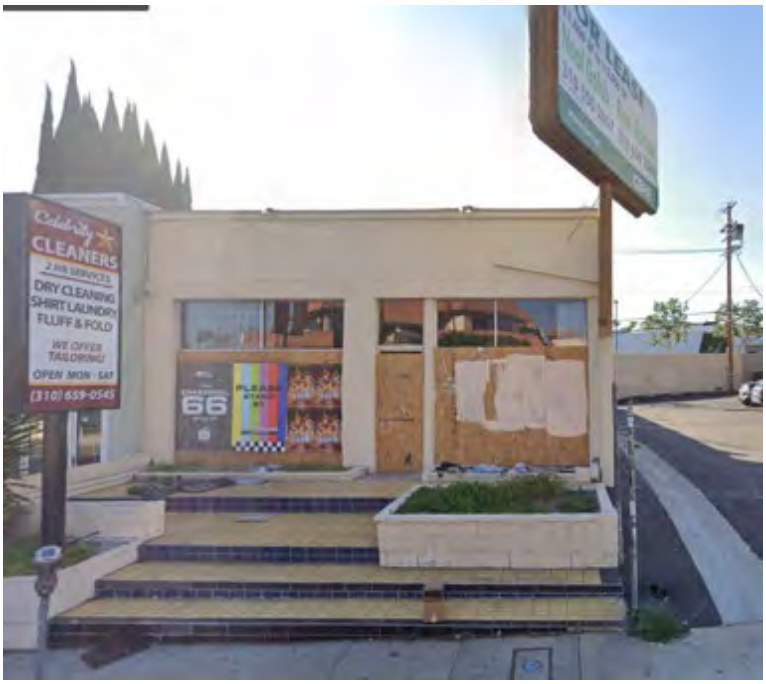
16. 8512 Santa Monica Boulevard, West Hollywood

17. 8530 Santa Monica Boulevard, West Hollywood

18. 8550 Santa Monica Boulevard, West Hollywood

951 La Cienega Boulevard

19. East elevation, c2019

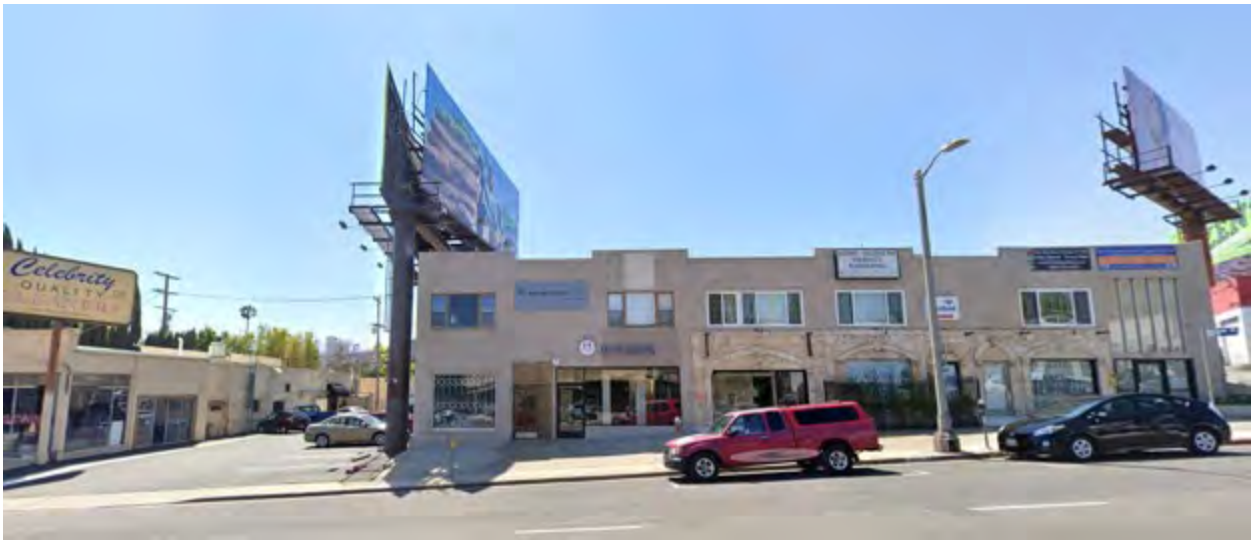


20. East elevation, c March 2021

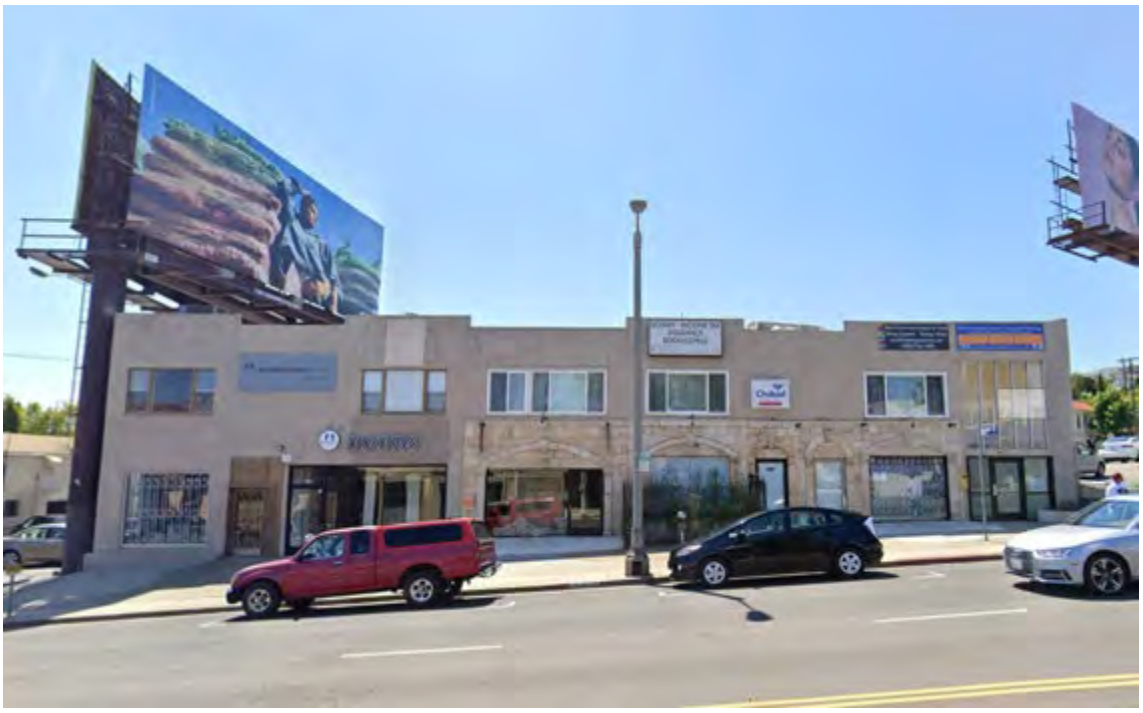
. 21. East and north elevations, c March 2021

961 La Cienega Boulevard

22. East elevation with billboard



23. Parking lot (959 La Cienega Boulevard), billboard and east elevation, c2019

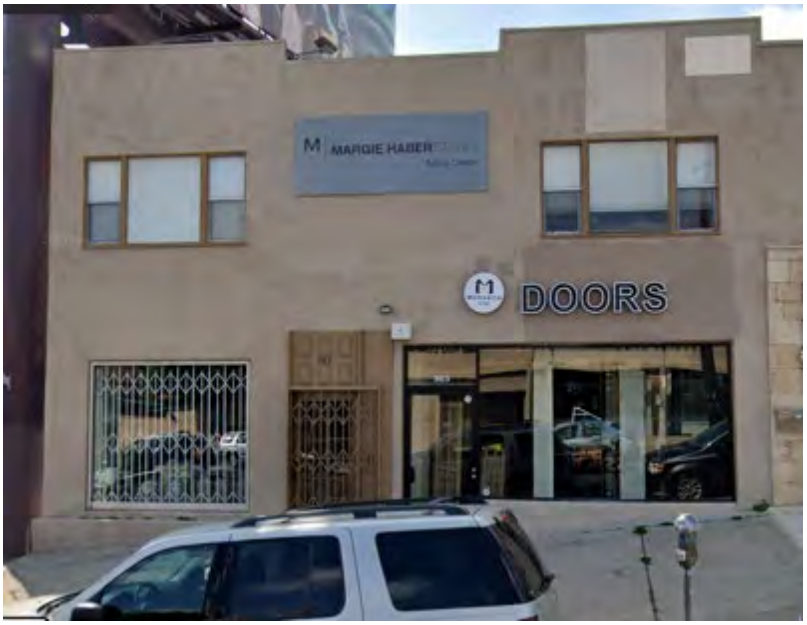


24. East elevation, c2019

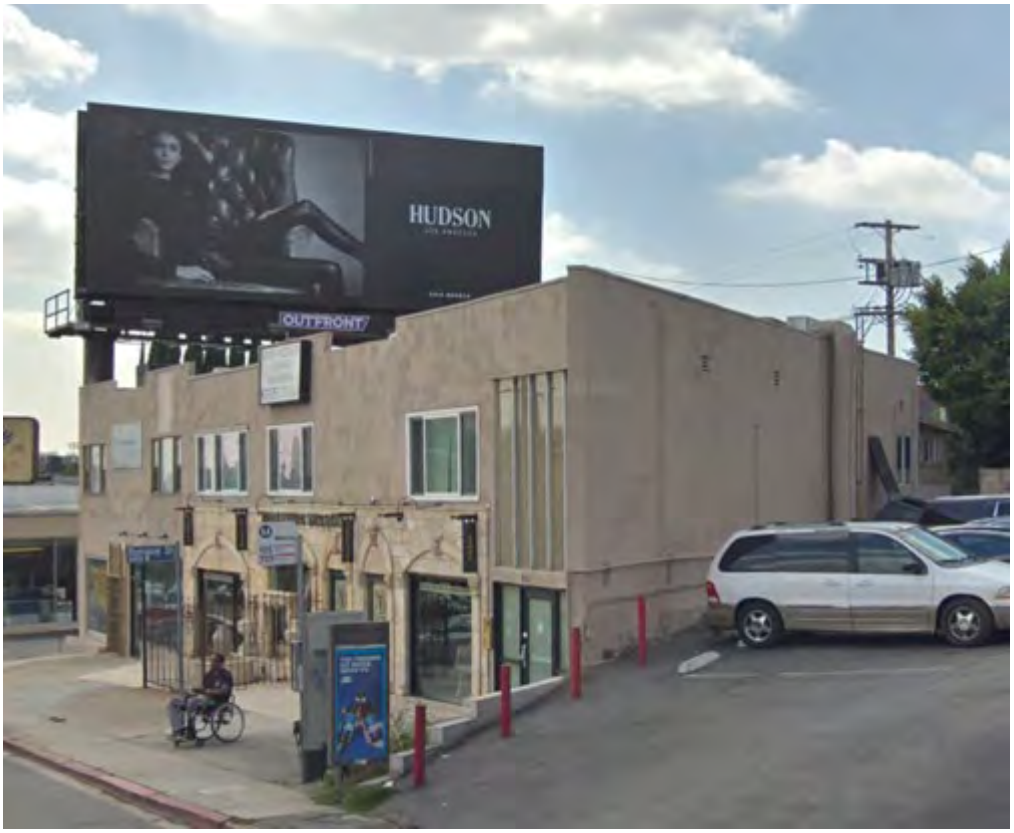
25. East elevation, c December 2020

26. North section of east elevation, c2019

27. Middle section of east elevation, c2019

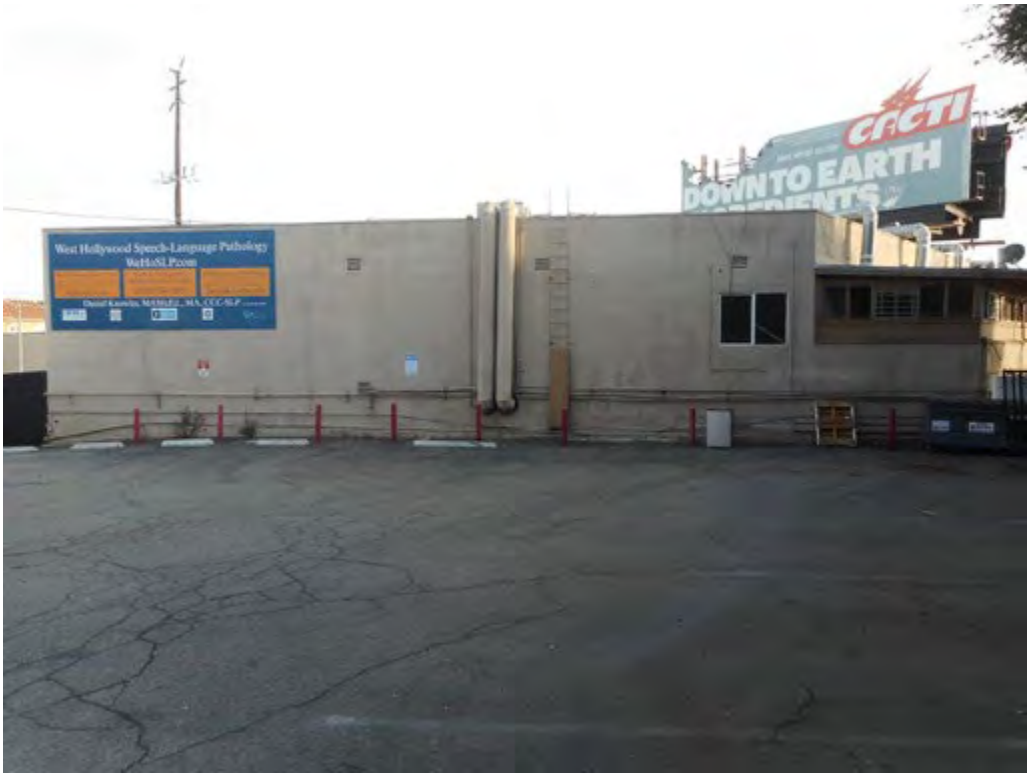


28. South section of east elevation, c2019



29. East and north elevations, c2019

30. South elevation with billboard, c2019



31. North elevation

32. Rear of north elevation

8512 Santa Monica Boulevard

33. Tail o' Pup Food Stand added to remodeled 1958 era building

34. Tail o' Pup Food Stand added to remodeled 1958 era building's outdoor dining

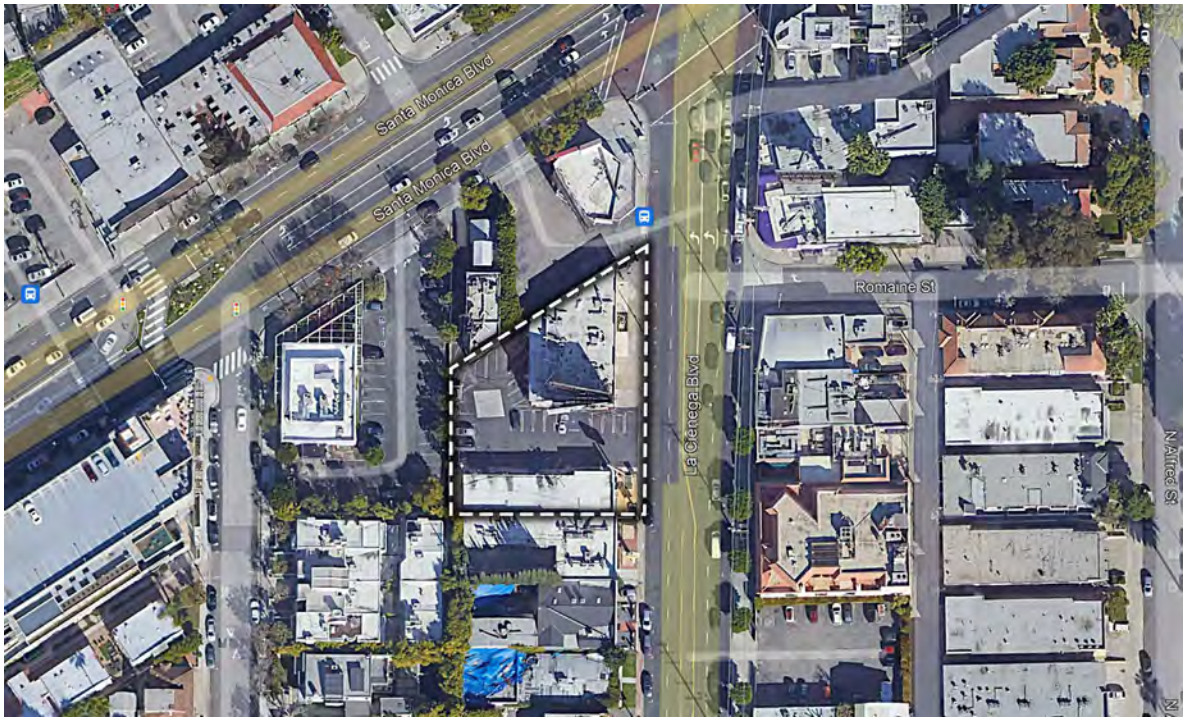
35. Tail o' Pup food stand north and west elevations

36. Tail o' Pup food stand north and east elevations

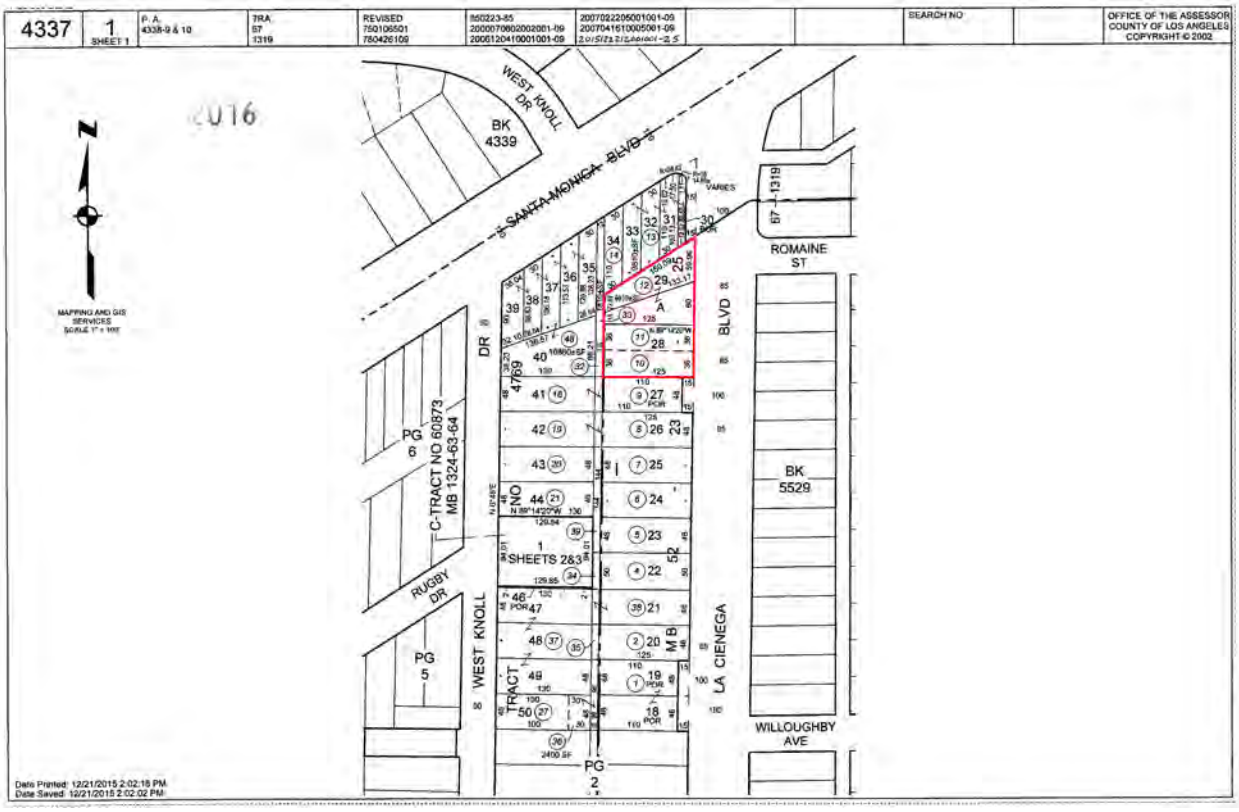
37. West elevation of 8512 Santa Monica Boulevard, 1958 era building

38. Tail o' Pup east elevation on the right, surface parking lot of 8500 Santa Monica Blvd. in the foreground, north elevation of 961 N. La Cienega Blvd. at left

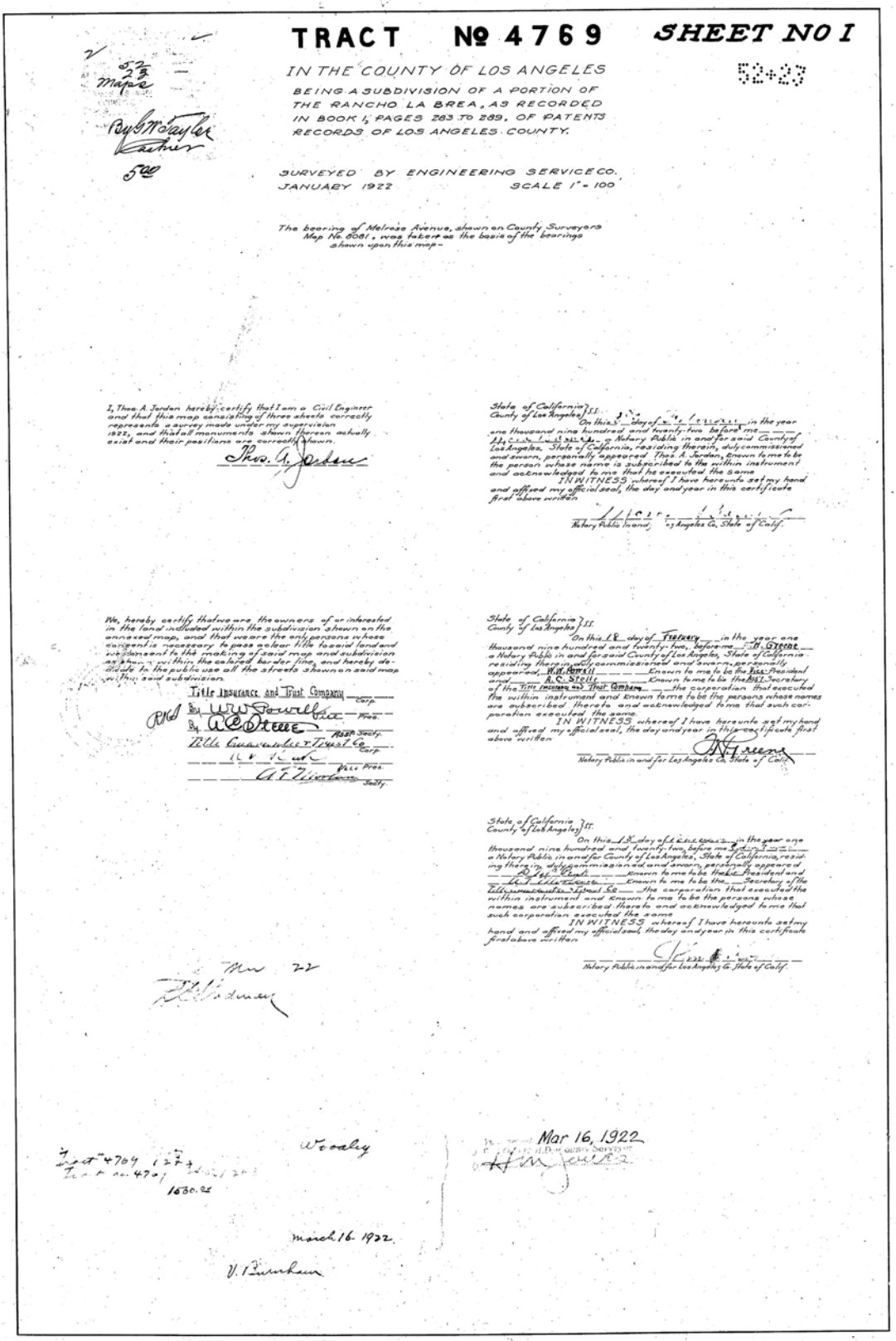
Attachment B: Maps



Aerial photograph (ca. 2020)



Los Angeles County Assessor's Map



TRACT № 4769 SHEET NO 1

IN THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE RANCHO LA BREA, AS RECORDED IN BOOK 1, PAGES 283 TO 289, OF PATENTS RECORDS OF LOS ANGELES COUNTY.

SURVEYED BY ENGINEERING SERVICE CO. JANUARY 1922 SCALE 1" = 100

52+23

The bearing of Melrose Avenue, shown on County Surveyors Map No. 6081, was taken as the basis of the bearings shown upon this map.

I, Thos. A. Jordan hereby certify that I am a Civil Engineer and that this map consisting of three sheets correctly represents a survey made under my supervision 1922, and that all monuments shown thereon actually exist and their positions are correctly shown.

Thos. A. Jordan

State of California } ss.
County of Los Angeles }

On this 3 day of [illegible] in the year one thousand nine hundred and twenty-two before me [illegible] a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared Thos. A. Jordan, known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

IN WITNESS whereof I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

[illegible]
Notary Public in and for Los Angeles Co. State of Calif.

We, hereby certify that we are the owners of or interested in the land included within the subdivision shown on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored border line, and hereby dedicate to the public use all the streets shown on said map within said subdivision.

Title Insurance and Trust Company Corp.
By W. W. Sourwine Pres.
By A. C. Steele Asst. Secty.
Title Guarantee & Trust Co. Corp.
[illegible] Vice Pres.
A. E. Winters Secty.

State of California } ss.
County of Los Angeles }

On this 18 day of February in the year one thousand nine hundred and twenty-two, before me [illegible] a Notary Public in and for said County of Los Angeles, State of California residing therein, duly commissioned and sworn, personally appeared W. W. Sourwine known to me to be the Vice President and A. C. Steele known to me to be the Asst Secretary of the Title Insurance and Trust Company the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

IN WITNESS whereof I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

[illegible]
Notary Public in and for Los Angeles Co. State of Calif.

State of California
County of Los Angeles } ss.

On this 18 day of [illegible] in the year one thousand nine hundred and twenty-two, before me [illegible] a Notary Public in and for County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared [illegible] known to me to be the [illegible] President and [illegible] known to me to be the [illegible] Secretary of the [illegible] the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

IN WITNESS whereof I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

[illegible]
Notary Public in and for Los Angeles Co. State of Calif.

Mar 22

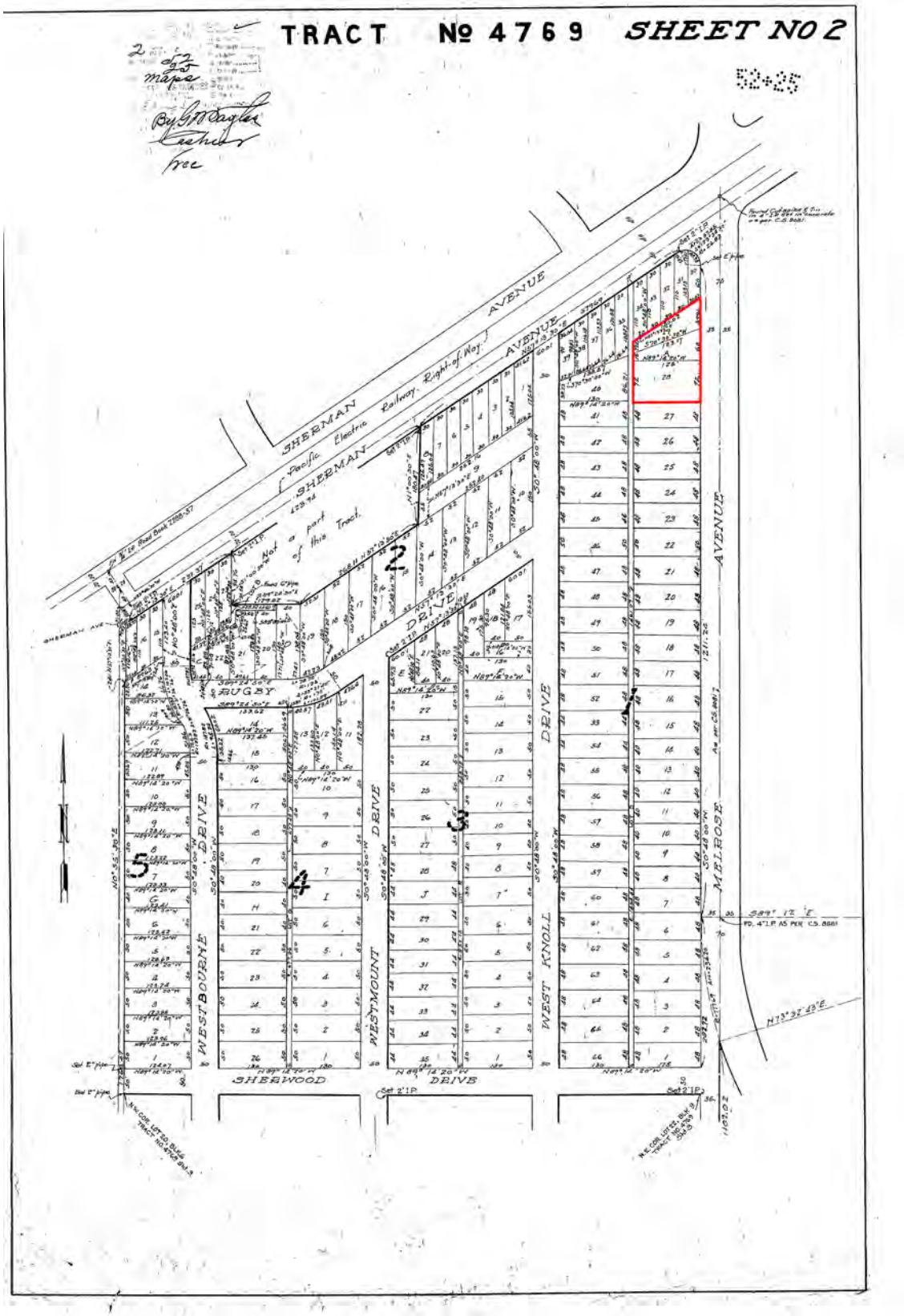
Woodley

Mar 16, 1922

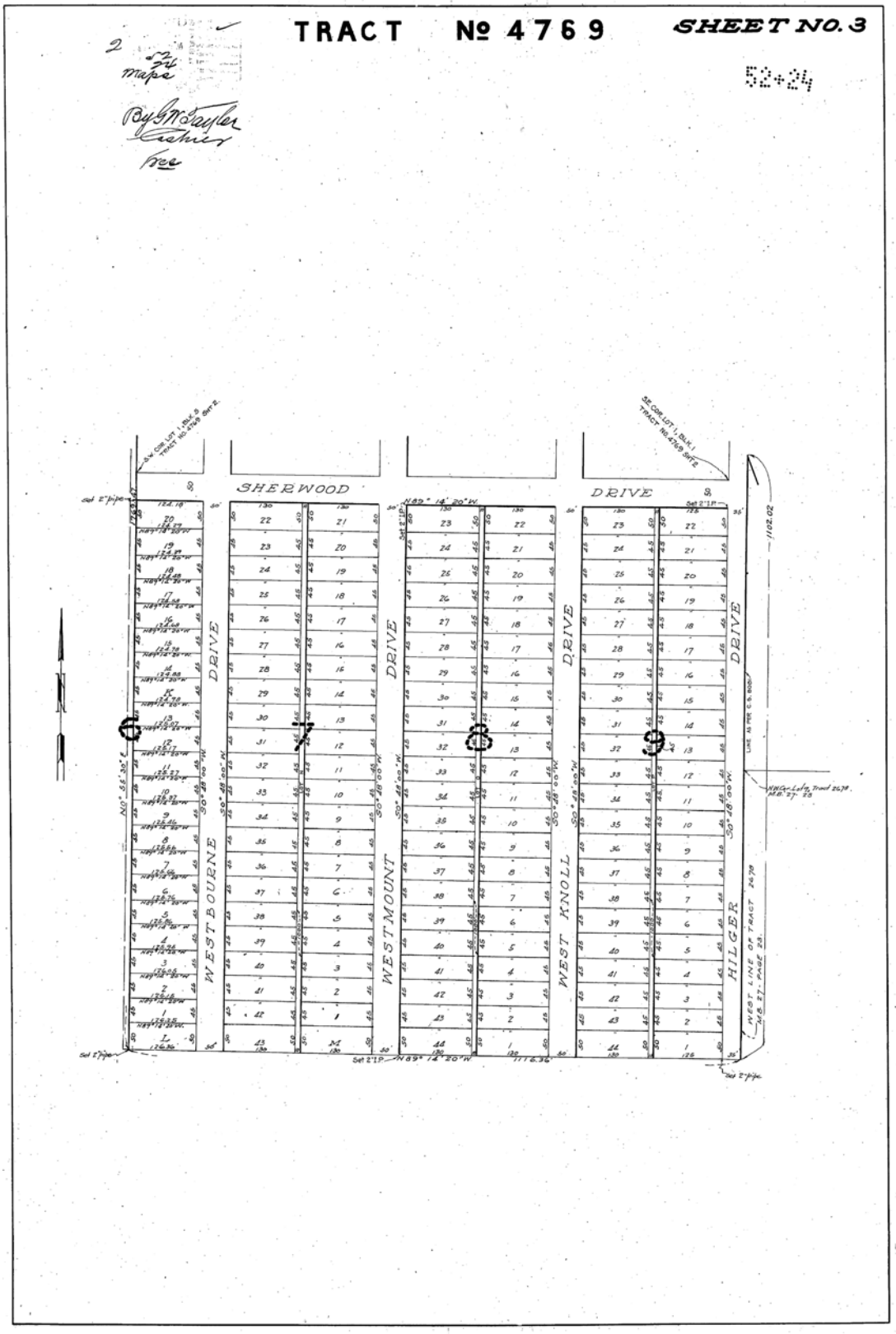
Tract 4769 127
Tract no. 4701
1680-25

March 16 1922
V. I. Cunham

Original Tract Map (Page 1)



Original Tract Map (Page 2)



Original Tract Map (Page 3)

ATTACHMENT C: Building Permits

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

B&S Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT: 28	BLK.: 1	TRACT: 4769	ADDRESS APPROVED: LD
2. BUILDING ADDRESS: 951 N. LaCienega Blvd.				DIST. MAP: 7162
3. BETWEEN CROSS STREETS: Santa Monica AND Sherwood Dr.				ZONE: C-2-1
4. PRESENT USE OF BUILDING: offices	NEW USE OF BUILDING: same			FIRE DIST.: II
5. OWNER'S NAME: Scoffield	PHONE			INSIDE XXX / KEY
6. OWNER'S ADDRESS: Above LA	P. O.	ZONE		COR. LOT / REV. COR.
7. CERT. ARCH.	STATE LICENSE	PHONE		LOT SIZE: 72x125
8. LIC. ENGR.	STATE LICENSE	PHONE		
9. CONTRACTOR: Neon Mfg. Sign Mfg.	STATE LICENSE: 20742 NO 19142	PHONE		REAR ALLEY / SIDE ALLEY
10. CONTRACTOR'S ADDRESS: 713 N. Harvard LA 29	P. O.	ZONE		BLDG. LINE: 15'
11. SIZE OF EXISTING BLDG.	STORIES: 1	HEIGHT: 20	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA: N.C.

SEWER (Available) (Not Available)

3 951 N. LaCienega Blvd.

DISTRICT OFFICE: L.A.

CRITICAL SOIL

12. MATERIAL: EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☒ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST.: ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING	SPRINKLERS REQ'D. / SPECIFIED
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 300.00	VALUATION APPROVED: Raymond		AFFIDAVITS: ZA 11111
14. SIZE OF ADDITION STORIES HEIGHT	APPLICATION CHECKED: McCausland (J)		
15. NEW WORK: (Describe) EXT. WALLS / ROOFING	PLANS CHECKED		DWELL. UNITS
erect 1 S.F. plastic sign 12x2½ 12' above grade	CORRECTIONS VERIFIED		SPACES PARKING
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance, and I have read reverse side of Application.	PLANS APPROVED		GUEST ROOMS
Signed	APPLICATION APPROVED		FILE WITH
This Form When Properly Validated is a Permit to Do the Work Described.	INSPECTOR		CONT. INSP.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
Sign	(WALL)		O	—	—	2 50	1x		

CASHIER'S USE ONLY

Fancy Jr

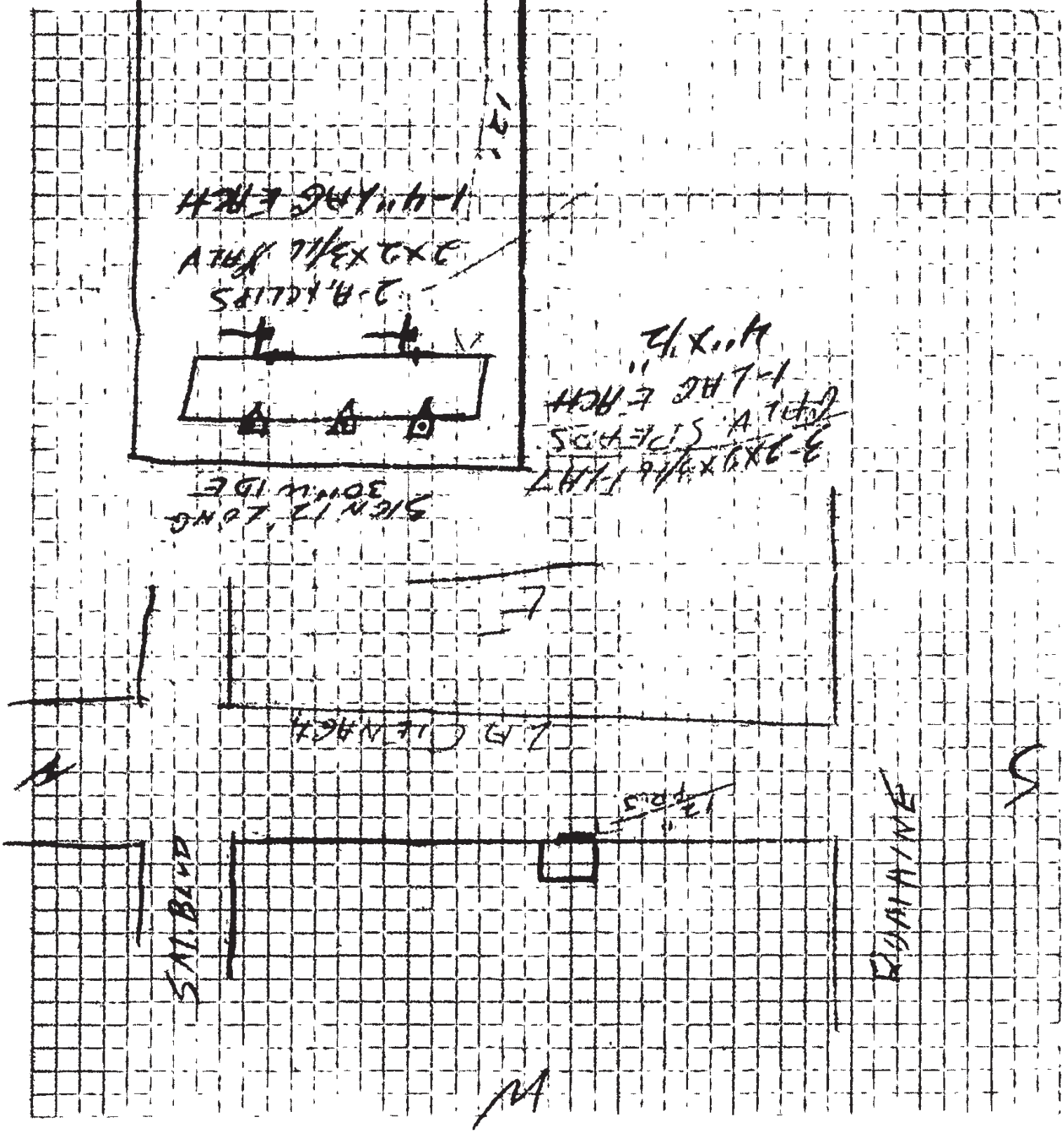
MAY-23-63 26378 • 38761 2 — 1 CK 2.50

P.C. No. ..... GRADING ..... X ..... CRIT. SOIL ..... X ..... CONS. ..... X .....

LEGAL DESCRIPTION

GRADE

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND INDICATE



SCOPE OF PERMIT

"This permit is an application for inspection the issuance of which is not an approval or authorization of the work specified herein. This permit does not constitute a permit, nor shall it be construed as authorizing or permitting the violation of any law, ordinance or regulation applicable to the City of Los Angeles or any law, board, department, officer or employee thereof regulating the use of property, nor shall it be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 LAMC)

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

3 CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY — B & S 5-3—R12-68

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR: LOT 28	BLK. 9	TRACT 4769		CENSUS TRACT 1944
2. PRESENT USE OF BUILDING: 22, showrm/whse warehse	NEW USE OF BUILDING: 22 same			DIST. MAP 7162
3. JOB ADDRESS: 951 N. La Cienega				ZONE C-2-1
4. BETWEEN CROSS STREETS: Sherwood Dr. AND Santa Monica				FIRE DIST. II
5. OWNER'S NAME: International Artists	PHONE			LOT (TYPE) int
6. OWNER'S ADDRESS: Same	CITY	ZIP		LOT SIZE 72x125
7. ARCHITECT OR DESIGNER	STATE LICENSE No.	PHONE		
8. ENGINEER	STATE LICENSE No.	PHONE		ALLEY /
9. CONTRACTOR: Harry M. Lukens	STATE LICENSE No. B196000	PHONE RI 7-7191		BLDG. LINE 15
10. LENDER	BRANCH	ADDRESS		AFFIDAVITS ZAI 1111

11. SIZE OF EXISTING BLDG. LENGTH 30 WIDTH 100	STORIES 1	NO. OF EXISTING BUILDINGS ON LOT AND USE 1		
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG. →	EXT. WALLS wd	ROOF compo	FLOOR conc	

3

13. JOB ADDRESS: 951 N. La Cienega — DISTRICT OFFICE LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 500 — GRADING /

15. NEW WORK: (Describe) lath & stucco over exist. ~~XXXX surface~~ walls — CRIT. SOIL /

HIGHWAY DED. yes

NEW USE OF BUILDING: (22) Same	SIZE OF ADDITION /	STORIES /	HEIGHT /	FLOOD /
TYPE V	GROUP G-1	SPRINKLERS REQ'D SPECIFIED n/c	INSPECTION ACTIVITY: COMB (GEN) MAJ. S. CONS	CONS. /
BLDG. AREA n/c	MAX. OCC.	TOTAL	PLANS CHECKED	ZONED BY Jacobs
DWELL. UNITS /	GUEST ROOMS	PARKING SPACES REQ'D n/c PROVIDED	PLANS APPROVED	FILE WITH
P.C. No.	CONT. INSP. /		APPLICATION APPROVED	INSPECTOR I

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
			3.85	/			kg

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

APR-10-70 187005 • 6890 Z — 1 CK 3.85

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed ..... (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	Parks	4-10-70
	SEWERS AVAILABLE / NOT AVAILABLE		
	DRIVEWAY APPROVED		
	HIGHWAY DEDICATION REQUIRED / COMPLETED		
	FLOOD CLEARANCE APPROVED		
Conservation	APPROVED FOR ISSUE FILE #		
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
Planning	APPROVED UNDER CASE #		
Fire	APPROVED (TITLE 19) (L.A.M.C.–S700)		
Traffic	APPROVED FOR		

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

APPLICATION FOR INSPECTION OF SIGNS

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY — B&S 8-5—Rev. 10-68

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: 28	BLK.: 1	TRACT: 4769		CENSUS TRACT: 1944
2. TYPE OF SIGN OR NEW WORK: 19 Pole Sign				DIST. MAP: 7162
3. JOB ADDRESS: 951 N. La Cienega Blvd.				ZONE: C2-1
4. BETWEEN CROSS STREETS: Santa Monica AND Sherwood Dr.				FIRE DIST.: II
5. OWNER'S NAME: Innerspace		PHONE		LOT (TYPE): int
6. OWNER'S ADDRESS: same		P.O. BOX	ZIP	LOT SIZE: 72x125
7. ARCHITECT OR ENGINEER: Gordon Farrell	905	STATE LICENSE NO. 781-5630	PHONE	
8. CONTRACTOR: Contempo Decor-Crafts	262060	STATE LICENSE NO. 782-6001	PHONE	ALLEY: /
9. LENDER: /	BRANCH	ADDRESS	OK OVER	BLDG. LINE: 15'
10. SIZE OF SIGN: ~~12~~ 5'x11'6	HEIGHT ABOVE GRADE 25 FT.	ROOF FT.	TOTAL COPY AREA ~~241.81~~ 98 ~~100~~	AFFIDAVITS: ZAI 1111
11. ILLUMINATION TO BE USED: SINGLE FACE ☐ DOUBLE FACE ☒ NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☐ OTHER				
12. MATERIAL OF CONSTRUCTION	SUPPORTING FRAME: stl	FRAME OF SURFACE: mtl	SURFACE OF SIGN: plast	
13. JOB ADDRESS: 951 N. La Cienega Blvd.				DISTRICT OFFICE: LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN.	$ ~~1700~~. 1200/—			GRADING: /
15. SIZE OF EXISTING BUILDING	TYPE	STORIES	EXT. WALLS / ROOF CONST.	HIGHWAY DED.: yes
16. TYPE OF SIGN OR NEW WORK: 19 Pole Sign				CONS.: /

FREEWAY CLEARANCE: NOT REQUIRED ☐ / REQUIRED ☐	INSPECTION ACTIVITY: COMB. / GEN. (circled) / MAJ.S. / CONS.		ZONED BY: Jacobs
FREEWAY CLEARANCE — FLASHING LIGHTS Yes ☐ No ☐; MOVING PARTS Yes ☐ No ☐; ANIMATIONS Yes ☐ No ☐; OTHER	FREEWAY CHECKED		FILED WITH
	PLANS CHECKED		FREEWAY CLEARED: stmp signed
SIGN REQUIRES: TRAFFIC APPROVAL ☐ / BOARD APPROVAL ☐	PLANS APPROVED		DATE: 12-16-71
P.C. No.: RR-9238 / CONT. INSP.	APPLICATION APPROVED		INSPECTOR: I

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
8.12			12.50	/			kg

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

DEC-16-71 69686 S •41895 V — 6 CK 8.12

DEC-16-71 69687 S •41895 V — 1 CK 12.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed Max Garlett (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	Dalton	12-16-71
	HIGHWAY DEDICATION REQUIRED		
	COMPLETED		
Municipal Arts Commissioners	APPROVED FOR ISSUE		
Board of Building Safety Commissioners	APPROVED FOR ISSUE FILE #		
Traffic	APPROVED FOR ISSUE		
Planning	APPROVED UNDER CASE #		
Conservation	APPROVED FOR ISSUE FILE #		

LEGAL DESCRIPTION

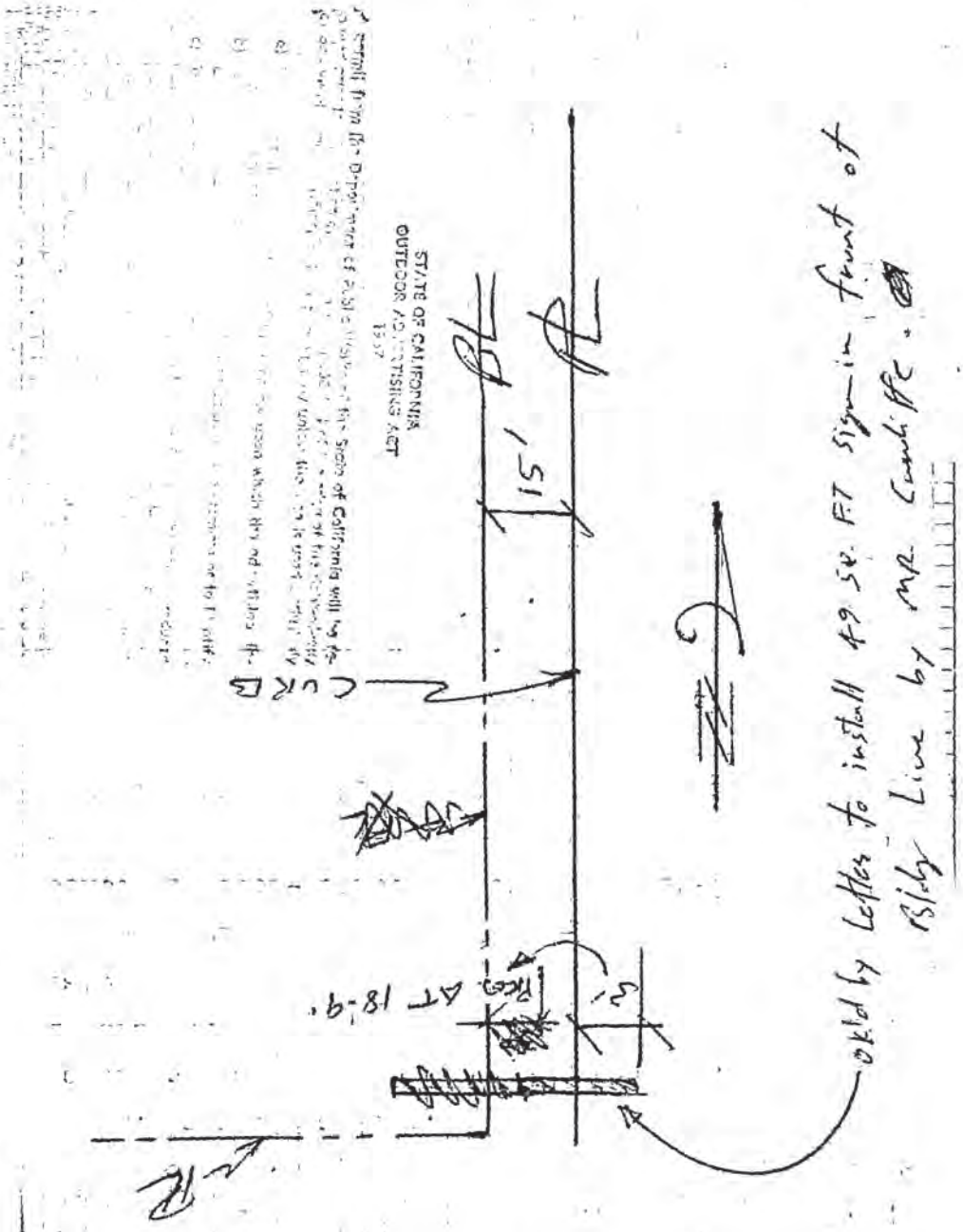
DEC-16 71 41895

LA

I certify that no portion of this sign will be visible from the main traveled roadway of any exis[illegible] route [illegible] freeway that is [illegible] of this sign location [illegible] may be traveled and the [illegible] above should field inspection reveal freeway visibility.

Signed May Barlett

Owner or Authorized Agent



APPLICATION FOR INSPECTION OF SIGNS

S CITY OF LOS ANGELES

B&S B-5—Rev. 10-68
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: 28	BLK.: 1	TRACT: 4769		CENSUS TRACT: 1944
2. TYPE OF SIGN OR NEW WORK: 19 Wall Sign				DIST. MAP: 7162
3. JOB ADDRESS: 951 N La Cienega				ZONE: C2-1
4. BETWEEN CROSS STREETS: Santa Monica Blvd AND Sherwood Drive				FIRE DIST.: II
5. OWNER'S NAME: Innerspace Inc		PHONE		LOT (TYPE): int
6. OWNER'S ADDRESS: same		P.O. BOX	ZIP	LOT SIZE: 72x125
7. ARCHITECT OR ENGINEER: /		STATE LICENSE NO.	PHONE	
8. CONTRACTOR: Contempo Decor Crafts		262060	782 6003	ALLEY: /
9. LENDER: /	BRANCH	ADDRESS		BLDG. LINE: 0/C 151
10. SIZE OF SIGN: 7-6x4 oval	HEIGHT ABOVE GRADE 12-9 FT.	ROOF FT.	TOTAL COPY AREA: 25sf	AFFIDAVITS: ZaI 1111

11. ILLUMINATION TO BE USED: SINGLE FACE ☐ DOUBLE FACE ☐
NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☐ OTHER

12. MATERIAL OF CONSTRUCTION	SUPPORTING FRAME	FRAME OF SURFACE	SURFACE OF SIGN
	/	mtl	plex

S

13. JOB ADDRESS: 951 N La Cienega Blvd — DISTRICT OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN. $400 — GRADING: /

15. SIZE OF EXISTING BUILDING	TYPE	STORIES	EXT. WALLS	ROOF CONST.	HIGHWAY DED.
35x109		1	stucco	compo	yes

16. TYPE OF SIGN OR NEW WORK: 19 Wall Sign — CONS.: /

FREEWAY CLEARANCE: NOT REQUIRED ☐ REQUIRED ☐

FREEWAY CLEARANCE
FLASHING LIGHTS Yes ☐ No ☐
MOVING PARTS Yes ☐ No ☐
ANIMATIONS Yes ☐ No ☐
OTHER

SIGN REQUIRES: TRAFFIC APPROVAL ☐ BOARD APPROVAL ☐

P.C. No.: CONT. INSP.:

INSPECTION ACTIVITY

COMB.	GEN.	MAS.	CONS.

FREEWAY CHECKED:
PLANS CHECKED:
PLANS APPROVED:
APPLICATION APPROVED:

ZONED BY: lyle
FILED WITH:
FREEWAY CLEARED: stamp signed
DATE: 1-12-72
INSPECTOR: I

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
4.94			7.60	/			lc

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

JAN-12-72 01929 E •43136 V — 6 CK 4.94

JAN-12-72 01930 E •43136 V — 1 CK 7.60

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

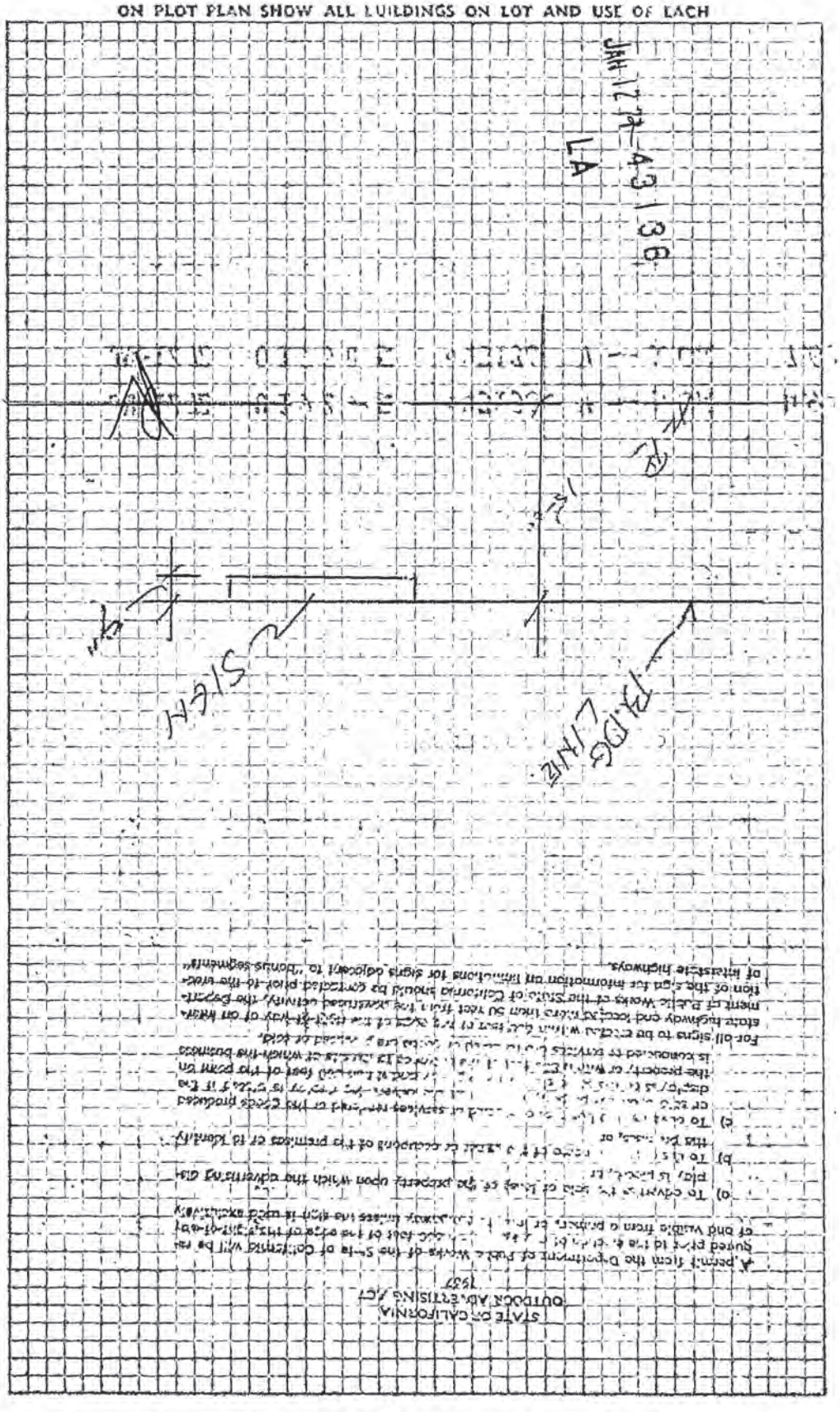
Signed: [signature] (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	Rodriquez 1-12-72	
	HIGHWAY DEDICATION REQUIRED		
	COMPLETED		
Municipal Arts Commissioners	APPROVED FOR ISSUE		
Board of Building Safety Commissioners	APPROVED FOR ISSUE FILE #		
Traffic	APPROVED FOR ISSUE		
Planning	APPROVED UNDER CASE #		
Conservation	APPROVED FOR ISSUE FILE #		

I certify that no portion of this sign will be visible from the main traveled roadway of any existing or route adopted freeway that is within 2,000 feet of this sign location. I further understand that this permit may be revoked and the sign required to be altered or removed should field inspection reveal freeway visibility.

Signed: Max Gaulett
Owner or Authorized Agent

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



3 **APPLICATION FOR INSPECTION — TO ADD-ALTER-REPAIR-DEMOLISH**
CITY OF LOS ANGELES **AND FOR CERTIFICATE OF OCCUPANCY** DEPT. OF BUILDING AND SAFETY
B&S C-3 (R8.78)

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT: 28	BLK: --	TRACT: 4769	DIST. MAP: 7162 / CENSUS TRACT: 1944.00
2. PRESENT USE OF BUILDING: ( ) RETAIL STORE	NEW USE OF BUILDING: ( ) SAME			ZONE: C2-1
3. JOB ADDRESS: 951 N. LACIENEGA BL				FIRE DIST.: TWO
4. BETWEEN CROSS STREETS: SANTA MONICA	AND: MELROSE			LOT TYPE: INT
5. OWNER'S NAME: FRED & KATE HAUSWIRTH		PHONE		LOT SIZE: 72x125
6. OWNER'S ADDRESS: 556 N. LA CIENEGA BL	CITY: L.A	ZIP: 90069		
7. ENGINEER: --	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	ALLEY: --
8. ARCHITECT OR DESIGNER: --	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	BLDG. LINE: 15'
9. CONTRACTOR: NS	BUS. LIC. NO.	ACTIVE STATE LIC. NO	PHONE	AFFIDAVITS: ZAI 1111
10. BRANCH LENDER: --	ADDRESS	CITY		

11. SIZE OF EXISTING BLDG. WIDTH / LENGTH	STORIES: 1	HEIGHT: 10	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 RETAIL STORE	
12. CONST. MATERIAL OF EXISTING BLDG. ⇒	EXT. WALLS: WD	ROOF: WD	FLOOR: CONC	

3
13. JOB ADDRESS: 951 N. LA CIENEGA BL — DISTRICT OFFICE: LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 5000 — SEISMIC STUDY ZONE: --
15. NEW WORK: (Describe): STOREFRONT REMODEL & ENLARGE WINDOW ALONG SIDE OF BLDG. — GRADING: --; HIGHWAY DED.: YES

NEW USE OF BUILDING: RETAIL STORE	SIZE OF ADDITION: -	STORIES: -	HEIGHT: -	FLOOR: --
TYPE: V	GROUP OCC.: G-1	BLDG. AREA: -	PLANS CHECKED	CONS.: --
DWELL. UNITS: -	MAX OCC.: NC	TOTAL	PLANS APPROVED	ZONED BY: RAVARE
GUEST ROOMS: -	PARKING REQ'D: NC	PARKING PROVIDED STD. / COMP.	APPLICATION APPROVED	FILE WITH
SPRINKLERS REQ'D SPECIFIED: -	CONT. INSP.: -		INSPECTION ACTIVITY: COMB / GEN / MAJ. S. / CONS	INSPECTOR

P.C.	S.P.C.	B.P.	P.M.	I.F.	G.P.I.	C/O	O.S.
31.45		37.00		-			

P.C. NO.	WORKER'S COMPENSATION INSURANCE CERTIFICATE ON FILE	ENERGY:	TYPIST
	EXEMPT	NONE	rm

PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY
LA 81643
APR 26-79 65687 Y — 6 CS 31.45
APR 26-79 65688 Y — 1 CS 37.00

LIMIT OF PERMIT

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed [signature] (Owner or Agent having Property Owner's Consent). ALSO, sign statement on reverse side, if applicable.

			Signature/Date
Bureau of Engineering	ADDRESS APPROVED		Z.A.MEYERS 4-24-79
	DRIVEWAY		
	HIGHWAY DEDICATION	REQUIRED	
		COMPLETED	
	FLOOD CLEARANCE		
	SEWERS	SEWERS AVAILABLE	
		NOT AVAILABLE	
		SFC PAID	
	X SFC NOT APPLICABLE	SFC DUE	
Plumbing	PRIVATE SEWAGE SYSTEM APPROVED		
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐		
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)		
Housing	HOUSING AUTHORITY APPROVAL		
Planning	APPROVED UNDER CASE #		
Traffic	APPROVED FOR		
Construction Tax	RECEIPT NO.	DWELLING UNITS	

VAHOAT Cl

M.S. VAHOAT Cl

Agent 5/24/79

NO CHANGE

S APPLICATION FOR INSPECTION — CITY OF LOS ANGELES — DEPT OF BUILDING AND SAFETY — 0 270050022 5 — OF **SIGNS**

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 28	BLOCK 1	TRACT 4769	COUNCIL DISTRICT NO. 5	DIST. MAP 7162 / CENSUS TRACT 1944
2. TYPE OF SIGN OR NEW WORK ( ) Pole Sign	☐ RESIDENTIAL ☐ COMMERCIAL				ZONE C2-1
3. JOB ADDRESS 951 N. La Cienega Bl.					FIRE DIST. two
4. BETWEEN CROSS STREETS Santa Monica AND Sherwood					LOT (TYPE) inter
5. OWNER'S NAME Celebrity Cleaners			PHONE		LOT SIZE 72'x125'
6. OWNER'S ADDRESS same	CITY		ZIP		
7. ARCHITECT OR ENGINEER J. Murashige	BUS. LIC. NO. 14628	ACTIVE STATE LIC. NO.	PHONE 390-3411		ALLEY /
8. ARCHITECT OR ENGINEER ADDRESS 12124 Venice Bl.	CITY LA		ZIP 90066		BLDG. LINE 15'BL
9. QUALIFIED INSTALLER Nite-Lite Signs	BUS. LIC. NO. 309508	ACTIVE STATE LIC. NO.	PHONE 341-0987		AFFIDAVITS ZAI 1111
10. INSTALLER'S ADDRESS 21001 Superior St.	CITY Chatsworth		ZIP 91311		
11. SIZE OF EXISTING BUILDING WIDTH LENGTH	TYPE	STORIES	NO. OF EXISTING BUILDINGS ON LOT AND USE		
12. SIZE OF SIGN 8'x16'	TOTAL COPY AREA	OVERALL HEIGHT →	FROM GRADE	FROM ROOF	HIGHWAY DED. yes
S 13. JOB ADDRESS 951 N. La Cienega Bl.				STREET GUIDE	DIST. OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN	$ 9,000.00				GRADING /
15. MATERIAL OF SIGN CONSTRUCTION →	SUPPORTING FRAME steek	FRAME OF COPY steek	SURFACE OF SIGN plex		CONS. /
16. TYPE OF SIGN OR NEW WORK Pole Sign	☐ SINGLE FACE ☒ DOUBLE FACE ☐ OTHER				ZONED BY DJ Lara
17. ILLUMINATION ☐ NONE ☒ INTERNAL ☐ EXTERNAL	☐ FLASHING ☐ REVOLVING	☒ OTHER chasing ☐ NONE			FREEWAY CLEARANCE
18. NO. OF SIGNS OR GAS TUBE SYSTEMS 1	NO. OF ADDITIONAL BRANCH CIRCUITS		NO. OF CONTROL DEVICES		CONT. INSP.

PERMIT FEES			FREEWAY CLEARANCE	PLANS CHECKED	FILED WITH
SIGNS/G. T. SYSTEMS	15			Chas Hwang	
ADDITIONAL CIRCUITS				APPLICATION APPROVED Chas Hwang	TYPIST bh
ELECTRICAL SERVICE			DATE		B & S B-5 (R 2-83)
CONTROL DEVICES					
ISSUING FEE	10		APPROVALS REQUIRED	Yes No	
BLDG. PERMIT	61	00	FREEWAY SURVEY ☐ ☐		
P.C. 51.85	TOTAL 86	00	TRANS. DEPT. ☐ ☐		
S.P.C.	E.I. .63		INSP. ACTIVITY BMI		
I.F.	O.S.S. 2.77		INSPECTOR		
DISTRICT OFFICE	S.O.S.S.		P.C. NO.		

PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT TWO YEARS AFTER OR 180 DAYS IF WORK IS NOT BEGUN.

CASHIER'S USE ONLY

C 51.85 B-PC
C 86.00 B-CI
C .63 E.I.
C 2.77 OSS
663 28 DOA1
C A7099 1 06/21/83 141.26 CHTD

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

19. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date 6-21-83 Lic. Class C-10 Lic. No. 309508 Contractor's Signature Ken Dae

Contractor's Mailing Address NITE-LITE SIGNS 21001 SUPERIOR ST CHATSW

OWNER-BUILDER DECLARATION

20. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

☐ I am exempt under Sec. _____ B. & P. C. for this reason. _____

Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

21. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. 675 11231 Insurance Company FIREMANS FUND

☐ Certified copy is hereby furnished.

☒ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 6-21-83 Applicant's Signature NITE-LITE SIGNS Ken Dae

Applicant's Mailing Address 21001 SUPERIOR ST CHATSWORTH

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

22. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant's Signature _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

23. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____

Lender's Address _____

24. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202 LAMC).

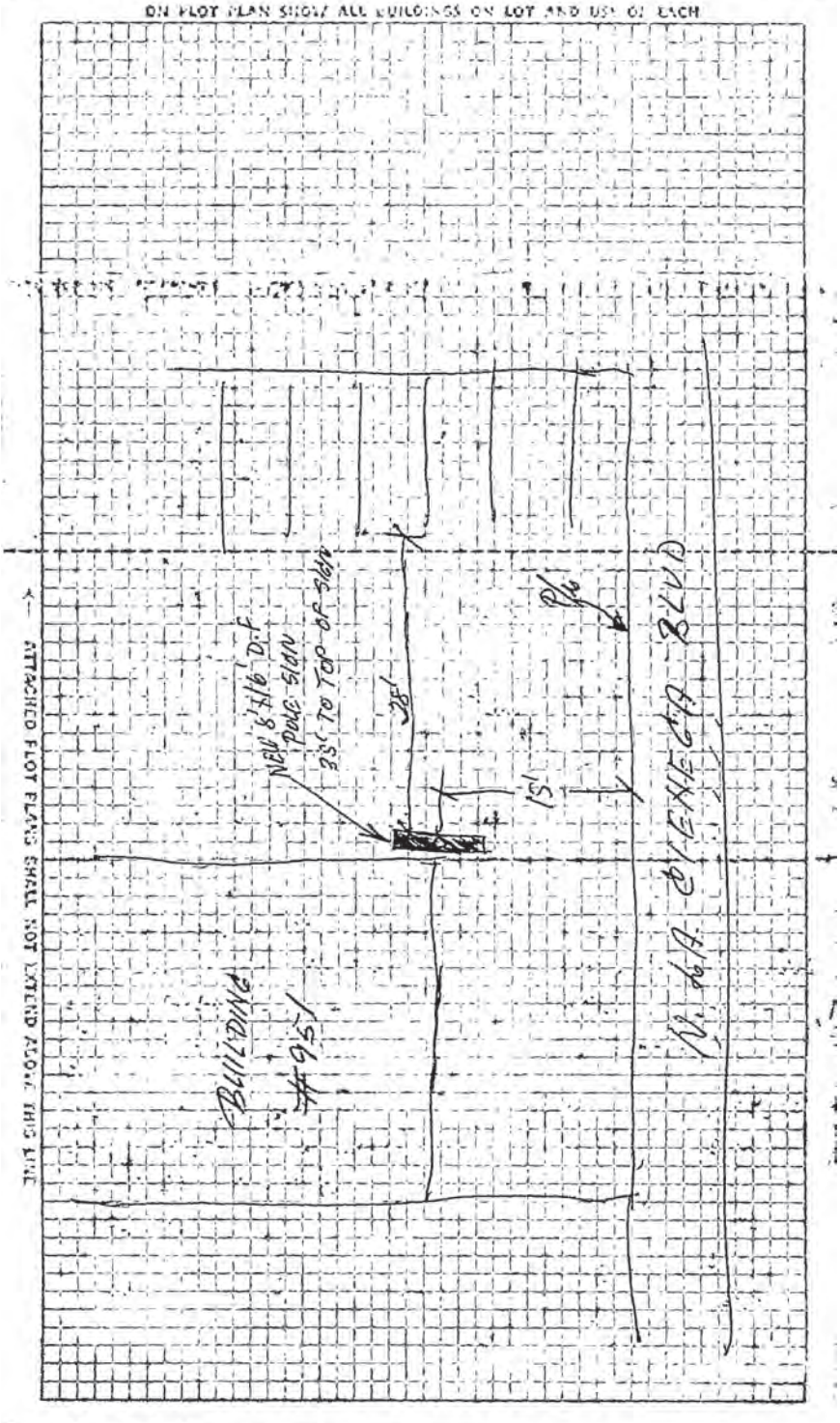
Signed Ken Dae (Owner or agent having property owner's consent) SEC/TREAS Position 6-21-83 Date

Morning 6-21-83

0 2 7 0 0 5 0 0 2 2 5

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

ATTACHED FLOY PLANS SHALL NOT EXTEND ABOVE THIS LINE



3

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. _____

Tract _____

Location of Building 951 N. La Cienega Blvd. (Street Number and Street)

Between what cross streets Romaine & [illegible]

Approved by City Engineer _____ Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building Picture Studio (Store, Dwelling, Apartment House, Hotel or other purpose) Families _____ Rooms _____
2. State how long building has been used for present occupancy 1949 - Bldg.
3. Use of building AFTER alteration or moving Studio Families _____ Rooms 1
4. Owner S.H. Schamberg & Bertha Schamberg (Print Name) Phone —
5. Owner's Address 9[illegible] N. La Cienega P. O.
6. Certificated Architect Name State License No. _____ Phone _____
7. Licensed Engineer Name State License No. _____ Phone _____
8. Contractor Name State License No. _____ Phone _____
9. Contractor's Address _____
10. VALUATION OF PROPOSED WORK (including all labor and material and all permanent fixtures, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and fixtures, equipment thereto or thereon.) $ T.F. Fee
11. State how many buildings NOW on lot and give use of each. 1 - Studio 2 Garages (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 24 x 22 Number of stories high 1 Height to highest point 13'6"
13. Material Exterior Walls Frame (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)
14. Describe briefly all proposed construction and work:
To remove all walls and partitions (Interior) and to erect building to be used as a Studio

NEW CONSTRUCTION

15. Size of Addition [illegible] Size of Lot _____ x _____ Number of Stories when complete _____
16. Footing: Width _____ Depth in Ground _____ Width of Wall _____ Size of Floor Joists _____ x _____
17. Size of Studs _____ x _____ Material of Floor _____ Size of Rafters _____ x _____ Type of Roofing _____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Arabella Pinchman (Owner)
By _____ (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Date MAY 15 1951
Receipt No. [illegible]
Valuation $ [illegible]
Fee Paid $ 1.50

REINFORCED CONCRETE
Bldg. Content _____
Type of Reinforcing Steel _____

FEES
Bldg. Fee _____
Cert. of Occupancy _____
Total [illegible]

TYPE	GROUP	Occupancy	Const. Cls.	Bldg. Cls.	Dwelling Lot Report	Lot No.	Post zone office / Ft. zone office
						—	

PERMIT No. 9122

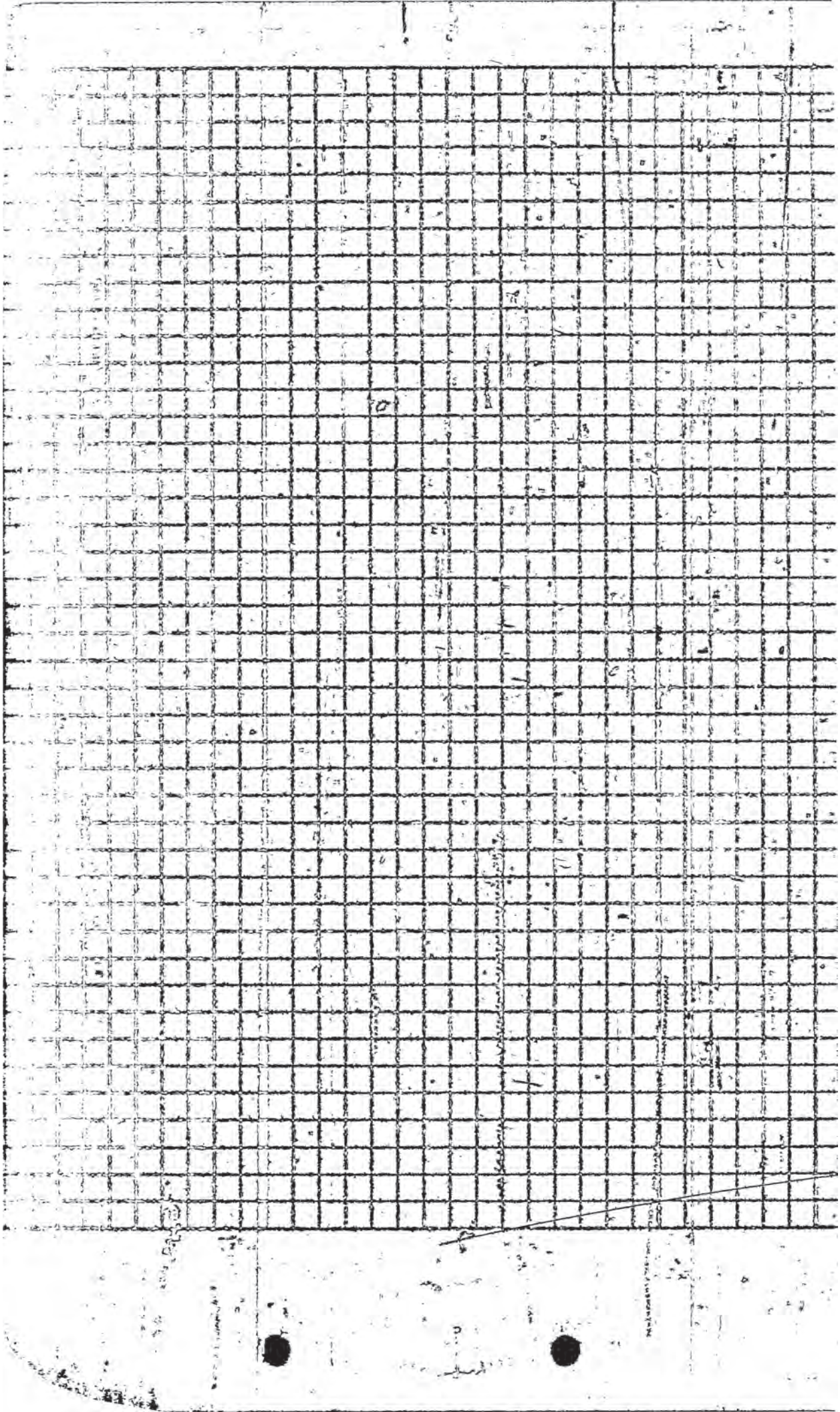
Plans and Specifications checked _____
Corrections Verified _____
Plans, Specifications and Application examined and approved _____

Zone C-2 Fire District No. 2 Flood Hazard _____ Ft.
Bldg. Line _____ Street Widening _____ Ft.
Subdivision approved and Recorded _____
MAY 15 1951 Date
Permission Granted _____

Plan Check Fee _____ Paid _____
Inspection _____
Sprinklers — Required _____ Valuation Involved _____ Fees _____

Plan Check Map No. 7162
Permit Issued _____
Remarks _____

PLANS
Bet'd. _____



951 N La Cienega Blvd

Permit #: **16016 - 90000 - 03061**
Plan Check #:
Event Code:
Printed: 02/11/16 10:29 AM

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued On: 02/11/2016
Last Status: Issued
Status Date: 02/11/2016

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 4769	1	28	1	M B 52-23/25	144B173 235	4337 - 001 - 010

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Bldg. Line - 15
Council District - 5
Certified Neighborhood Council - Mid City West
Community Plan Area - Hollywood
Census Tract - 1944.02
District Map - 144B173
Energy Zone - 9
Fire District - 2
Earthquake-Induced Liquefaction Area - Yes
Lot Cut Date - 05/19/1936
Methane Hazard Site - Methane Buffer Zone
Near Source Zone Distance - .8
Thomas Brothers Map Grid - 592-J6

ZONE(S): C4-1VL

4. DOCUMENTS

ZI - ZI-2433 Revised Hollywood Injunction
ZI - ZI-2443 Nbrhood Consrvn ICO -Lower
ZAI - ZAI-1111
ORD - ORD-161687
ORD - ORD-182173-SA38
ORD - ORD-182960
ORD - ORD-183497
ORD - ORD-79103
ICO - Nbrhood Consrvn ICO - Lower
CPC - CPC-18473-ZC
CPC - CPC-1997-43-CPU
CPC - CPC-2005-6082-CPU
CPC - CPC-2014-669-CPU
CDBG - LARZ-Central City

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
HAUSWIRTH SMLC II LP — 32 KAVENISH DR — RANCHO MIRAGE CA 92270

Tenant:

Applicant: (Relationship: Net Applicant)
REGGIE WILLS — 6831 SUVA ST — BELL GARDENS, CA 90201 — (562) 928-1200

7. EXISTING USE / **PROPOSED USE**

(16) Retail Store or Business

8. DESCRIPTION OF WORK

Reroof with 42 sqrs BUILT UP roofing. Existing solid sheathing.
Re-roof with Class A or B material weighing less than 6 pounds per sq. ft. For residential roof replacement > 50% of the total roof area, apply Cool Roof Product labeled and certified by Cool Roof Rating Council (CRRC). Cool Roof may be required for non-residential buildings per Title 24, Part 6, Section 149(b).

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
DAS PC By :
OK for Cashier:
Coord. OK :
Signature:
Date :

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**. Outside LA County, call (213) 473-3231 or request inspections via **www.ladbs.org**. To speak to a Call Center agent, call **311** or (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 61603061**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $8,400.00 PC Valuation:

FINAL TOTAL Bldg-Alter/Repair	218.22
Permit Fee Subtotal Bldg-Alter/Repair	145.00
E.Q. Instrumentation	2.35
O.S. Surcharge	3.49
Sys. Surcharge	10.46
Planning Surcharge	10.32
Planning Surcharge Misc Fee	10.00
Planning Gen Plan Maint Surcharge	8.60
CA Bldg Std Commission Surcharge	1.00
Permit Issuing Fee	27.00

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS

Payment Date:02/11/16
Receipt No: ON116337
Amount: $218.22

2016OL11387

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

16016 - 90000 - 03061

14. APPLICATION COMMENTS:

E-Permit paid by credit card, fax number-> (562)928-1288.

In the event that any box (i.e. 1-16) is filled to capacity , it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California.

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE #	PHONE #
(C) R W S & P INC	6831 SUVA STREET, BELL GARDENS, CA 90201	C39	432352	(562) 928-1200

PERMIT EXPIRATION/REFUNDS : This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inpection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **C39** License No.: **432352** Contractor: **R W S & P INC**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

( ) I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(X) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: **BANCINSURE INSURANCE COMPANY** Policy Number: **SCV903007001**

( ) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead www.aqmd.gov (909) 396-2336 and the notification form at per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name (If Any): _____ Lender's Address: _____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

(1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration, and Final Declaration; and

(2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: **REGGIE WILLS** Sign: **Internet e-Permit System Declaration** Date: **02/11/2016** [X] Contractor [ ] Authorized Agent

EXPRESS PERMIT INSPECTION RECORD

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

Your feedback is important. Please visit our website to complete a Customer Survey at www.ladbs.org/LADBSWeb/customer-survey.jsf. If you would like to provide additional feedback, need clarification, or have any questions regarding plan check or inspection matters, please call our Customer Hotline at (213) 482-0056.

For use by cashier only

Payment Date: 02/11/16
Receipt No: ON116337
Amount: $218.22
Method: Credit Card

PERMIT #: 16016 - 90000 - 03061
ADDRESS: 951 N La Cienega Blvd
OWNER: HAUSWIRTH SMLC II LP
32 KAVENISH DR
RANCHO MIRAGE CA 92270

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

JOB DESCRIPTION: Reroof with 42 sqrs BUILT UP roofing. Existing solid sheathing.
Re-roof with Class A or B material weighing less than 6 pounds per sq. ft. For residential roof replacement > 50% of the total roof area, apply Cool Roof Product labeled and certified by Cool Roof Rating Council (CRRC). Cool Roof may be required for non-

INSPECTION RECORDS AND PLANS MUST BE AVAILABLE DURING INSPECTION

GRADING INSPECTIONS		
TYPE	DATE	INSPECTOR
Initial Grading		
Toe or Bottom		
Soils Report Approved		
DO NOT PLACE FILL UNTIL ABOVE IS SIGNED		
Backfill		
Fill		
Excavation		
Drainage Devices		
Rough Grading		
Approved Compaction Report		
FOOTING INSPECTIONS		
Footing Excavation		
Forms		
Reinforcing Steel		
OK to Place Concrete		
GROUNDWORK INSPECTIONS		
Electrical		
Plumbing		
Plumbing Methane		
Gas Piping		
Heating & Refrigeration		
Fire Sprinklers		
Disabled Access		
Methane		
OK to Place Floor		
DO NOT PLACE FLOOR UNTIL ABOVE IS SIGNED		
ROUGH INSPECTIONS		
Green Code		
Electrical		
Plumbing		
Fire Sprinkler		
Heating & Refrigeration		
Roof Sheathing		
Disabled Access		
Framing		
Insulation		
Suspended Ceiling		
OK to Cover		

FOR INSPECTION REQUESTS, PLEASE CALL
3-1-1 OR OUTSIDE CITY OF LOS ANGELES
888-LA4-BUILD (888)524-2845 or www.ladbs.org

DO NOT COVER UNTIL PREVIOUS IS SIGNED		
TYPE	DATE	INSPECTOR
Exterior Lathing		
Interior Lathing		
Drywall		
DO NOT COVER UNTIL ABOVE IS SIGNED		
WORK OUTSIDE OF THE BUILDING		
Electrical Underground		
Gas		
Heating & Refrigeration		
Sewer		
Disabled Access		
POOL INSPECTIONS		
Excavation		
Reinforcing Steel		
Bonding		
Piping		
Pre-Gunite		
Deck		
Enclosure/Fence		
Pool/Spa Cover		
DO NOT FILL POOL UNTIL ABOVE IS SIGNED		
FINAL INSPECTIONS		
Grading		
Electrical		
Plumbing		
Gas Test		
Gas		
Heating & Refrigeration		
Pressure Vessels		
Elevator		
Fire Sprinkler		
Disabled Access		
Green Building		
LAFD (Title 19 only)		
LAFD Fire Life Safety		
Pool Final		
AQMD Sign-off Provided		
Public Works		
Building		
PROJECT FINAL		

Certificate of Occupancy Required ☐ YES ☐ NO

B- 8 Card rev. 042011 RO

SUPPLEMENTAL NOTES:

IMPORTANT NOTICE

* **Prior to the start of any construction work adjacent to any public way, pedestrian protection shall be provided (Sec. 91.3303 L.A.M.C.).**
* Inspection(s) may be requested anytime via the internet or touch tone phone. To request an inspection via the internet, go to www.ladbs.org and click on "Request an Inspection" under Online Services. To request an inspection via touch tone phone, call toll free (888) LA4BUILD (888-524-2845) and select option 1 for Automated Request System. To request an inspection via the Customer Call Center, call 3-1-1 within the City of Los Angeles or (213) 473-3231 outside the City of Los Angeles between 7:00 a.m. and 10:00 p.m. When requesting an inspection, the following are required: (1)The job address, (2)Type of inspection, (3)Use of building, (4)Permit number, (5)Phone number of a contact person should the department need to reach someone.
* Inspection requests received before 4:00 p.m. Monday through Friday (excluding holidays) will normally be made the next business day. Requests received after 4:00 p.m. will be made following the next business day. The Automated Inspection Call Back System (AICBS) will attempt to telephone the contact phone number to confirm the Inspection.
* Permit fees provide for a limited number of inspections. A reinspection fee may be assessed when the work for which an inspection was requested is not complete, when the inspection record or plans are not available, or when there is failure to provide site access to department staff.
* No person shall perform any construction or repair work between the hours of 9:00 p.m.(6:00 p.m. grading) and 7:00 a.m. the following day which results in loud noises to the disturbance of persons occupying sleeping quarters in any dwelling , hotel, motel, apartment, or other place of residence (Sec. 41.40 L.A. M.C.).
* No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind upon any building or structure located on land developed with residential buildings or perform work within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday or at any time on Sunday (Sec. 41.40 L.A.M.C.).
* Dust control measures to prevent dust from being blown or deposited over or upon any private property in any residential area must be implemented during any excavation or earth-moving phase of construction, sand blasting , or demolition.
* A separate permit from the State of California Division of Industrial Safety is required prior to starting certain work involving substantial risk to workers such as: construction or demolition exceeding 3 stories or 36 feet in height, or excavations or trenches over 5 feet in depth involving entry by workers.
* Building permits are valid for two years or expire on the 180th day from the date of issuance if the work permitted has not commenced. The department reserves the right to expire any permit where work has been suspended for a period of 180 days or more.
* Inspection services will not be provided when there is an unleashed dog on the premises.

BUILDING AND SAFETY PERMIT AND PLAN CHECK OFFICE LOCATIONS

Downtown Los Angeles
201 N. Figueroa St., 4th Fl.
Los Angeles, CA 90012

Van Nuys
6262 Van Nuys Blvd., 2nd Fl.
Van Nuys, CA 91401

West Los Angeles
1828 Sawtelle Blvd., 2nd Fl.
Los Angeles, CA 90025

San Pedro
638 S. Beacon St., 2nd Fl.
San Pedro, CA 90731

South Los Angeles
8475 S. Vermont Ave., 2nd Fl.
Los Angeles, CA 90044

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Ent 259

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT: 28	BLK.: 1	TRACT: 4769		DIST. MAP: 716 2
2. BUILDING ADDRESS: 951 North La Cienega Blvd			APPROVED	ZONE: C-2-1
3. BETWEEN CROSS STREETS: Sherwood Dr AND (CITY LINE) Santa Monica Blvd				FIRE DIST: II 85 1
4. PRESENT USE OF BUILDING: Office Bldg	NEW USE OF BUILDING: Same			INSIDE / KEY
5. OWNER: Edward Scofield	PHONE			COR. LOT / REV. COR.
6. OWNER'S ADDRESS: Same	P O. L A	ZONE 46		LOT SIZE: 72 X 125
7. CERT ARCH	STATE LICENSE	PHONE		
8. LIC. ENGR.	STATE LICENSE	PHONE		REAR ALLEY 12' / SIDE ALLEY
9. CONTRACTOR: Owner	STATE LICENSE	PHONE		BLDG. LINE 15'
10. CONTRACTOR'S ADDRESS	P O.	ZONE		AFFIDAVITS: Z.A.I. #1111

11. SIZE OF EXISTING BLDG	STORIES	HEIGHT	NO OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
	1		Office bldg	N.C.

12. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☐ STUCCO ☐ BRICK ☐ CONCRETE — ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER — ROOFING — SPRINKLERS REQ'D. SPECIFIED

3 951 North La Cienega Blvd — DISTRICT OFFICE: L.A.

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 101			DWELL. UNITS
14. SIZE OF ADDITION — STORIES — HEIGHT	VALUATION APPROVED B A Schumacher		PARKING SPACES
15. NEW WORK: EXT. WALLS — ROOFING: Stucco 30' back on So side	APPLICATION CHECKED		GUEST ROOMS
C. OF O. ISSUED: 27' on North side	PLANS CHECKED No		FILE WITH
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance. SIGNED Edward Scofield	CORRECTIONS VERIFIED L A's		CONT. INSP
	PLANS APPROVED		
This Form When Properly Validated is a Permit to Do the Work Described.	APPLICATION APPROVED B A Schumacher		INSPECTOR

TYPE	GROUP	MAX. OCC	P.C.	S.P.C.	B.P.	I.F.	O.S.	C/O
V	G-1	N.C.	None		2 00			

VALIDATION — CASHIER'S USE ONLY

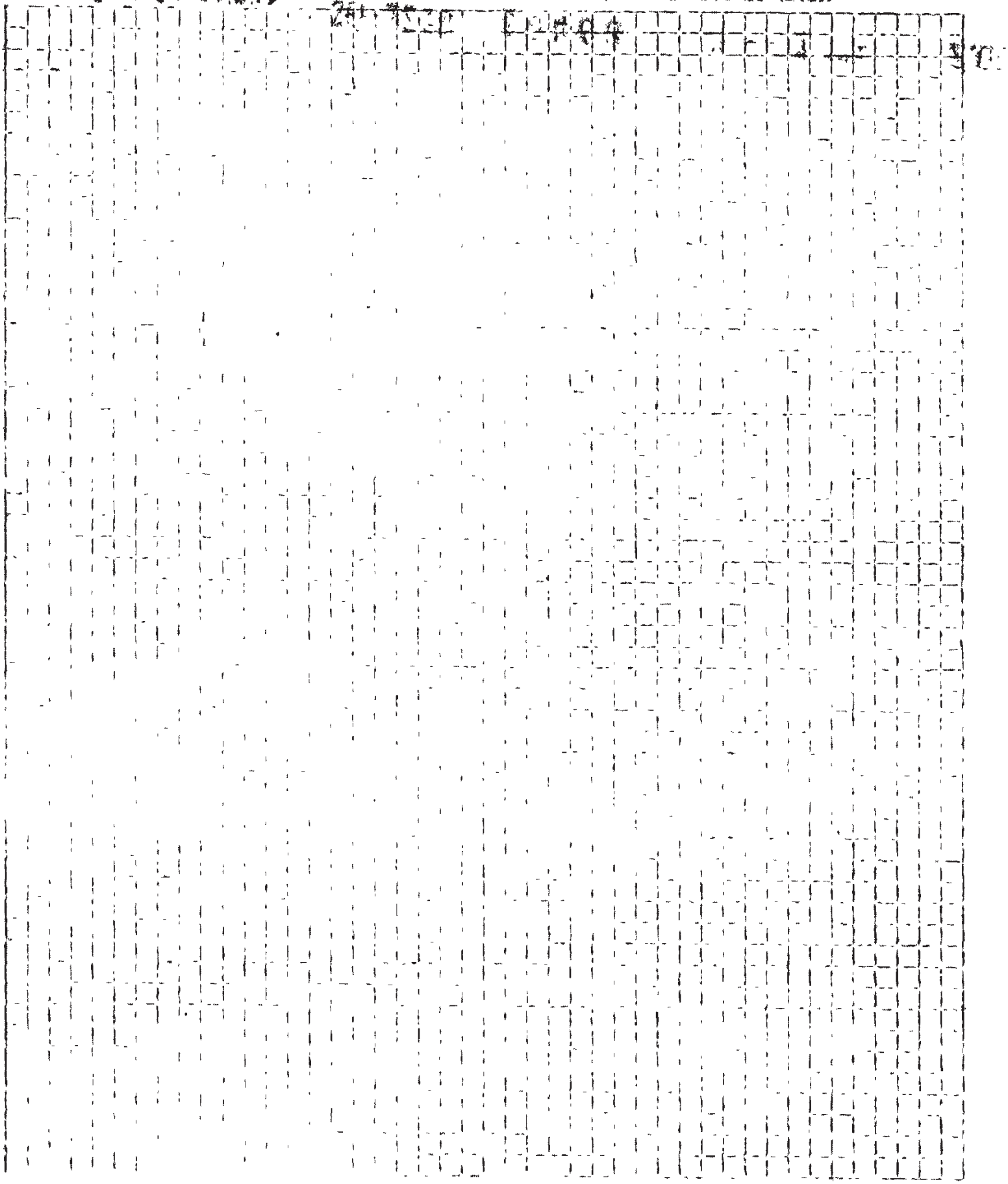
SEP-12-58 60468 ML — 1 CK 2.00

L410073

Form B-3a

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building
OF
CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. 28 Bl. 1 TR 4769

Tract TR 4769

Location of Building 951-53- No. La Cienega Bl. (House Number and Street)

Between what cross streets Santa Monica & Sherwood

Approved by City Engineer ..... Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store (Store, Residence, Apartment House, Hotel, or any other purpose) Families ..... Rooms .....
2. Owner (Print Name) Blanche Mathews Phone .....
3. Owner's address 8425 West 3rd
4. Certificated Architect None State License No. ..... Phone .....
5. Licensed Engineer ..... State License No. ..... Phone .....
6. Contractor D. Witherbee State License No. 10536 Phone 1600 OK-W.P.
7. Contractor's address 8425 West 3rd ~~OK Applt~~
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ ~~1500.00~~
9. State how many buildings NOW on lot and give use of each 110 None (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building 28 x 110 No. Stories 1 Height to highest point 15' Size lot 77 x 112.5
11. Type of soil D. Granite Foundation (Material) Cement Depth in ground 12"
12. Width of footing 12" Width of foundation wall 6" Size of redwood sill 2 x 4
13. Material exterior wall Frame Size of studs: (Exterior) 2x4 (Interior bearing) 2x4
14. Joist: First floor ..... x ..... Second floor ..... x ..... Rafters 2x4 Material of roof Comp. .....
15. Chimney (Material) None Size Flue ..... x ..... No. inlets each flue ..... Depth footing in ground .....

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

Sign here D. Witherbee (Owner or Authorized Agent)

By .....

Plans, Specifications and other data must be filed if required.

FOR DEPARTMENT USE ONLY 7162

PERMIT NO. 5576	Plans and Specifications checked H.F. Mueller	Zone C-3	Fire District No. No	Fee 7.80 Stamp here when Permit is issued 1 2 15 1939
	Corrections verified H.F. Mueller	Bldg. Line 15' Ft.	Street Widening 0 Ft.	
PLANS	Plans, Specifications and Application received and approved	Application checked and approved Lake 2-14-39		
Rec'd 2/9/39	For Plans See ..... Filed with	SPRINKLER: Required ..... Specified Yes No Valuation Included		Inspector E. L. Grays

FOR DEPARTMENT USE ONLY			
Application ... A1	Fire District ...	Bldg. Line ... V	Forced Draft Ventil. ...
Construction ...	Zoning ...	Street Widening ...	

(1) REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2) The building referred to in this Application will be more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here.....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS:

PLAN CHECKING

RECEIPT No. 16196

VALUATION $ ~~4000~~ 3200

FEE PAID $ 7.50

Approved 2-4-39 on condition that any permanent improvements be set back 15 feet or more from the present line of La Cienega Blvd.

Authority Ord # 79102

F. W. GOLDSWORTHY
Engr. Div. of St. Opening

By .....

Valuation reduced to 1600-
a separate permit is
to be taken out for
2nd bldg
W.P.

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT 28	BLK 1	TRACT 4769	DIST. MAP 7162
2. BUILDING ADDRESS 951 N. La Cienega		APPROVED	ZONE C-2
3. BETWEEN CROSS STREETS Sherwood AND Santa Monica			FIRE DIST II
4. PRESENT USE OF BUILDING Office	NEW USE OF BUILDING Same		INSIDE X KEY
5. OWNER Edward Scofield	PHONE OL 58578		COR. LOT REV. COR.
6. OWNER'S ADDRESS 951 N. La Cienega	P. O.	ZONE	LOT SIZE 36 x 125
7. CERT ARCH	STATE LICENSE	PHONE	
8. LIC. ENGR	STATE LICENSE	PHONE	REAR ALLEY SIDE ALLEY
9. CONTRACTOR Owner	STATE LICENSE	PHONE	BLDG. LINE 15'
10. CONTRACTOR'S ADDRESS	P. O.	ZONE	AFFIDAVITS

11. SIZE OF EXISTING BLDG. 30'9"x90	STORIES 1	HEIGHT 17'	NO. OF EXISTING BUILDINGS ON LOT AND USE 1 office		BLDG. AREA N.C.
12. MATERIAL EXT. WALLS: ☒ WOOD ☐ STUCCO ☐ METAL ☐ BRICK ☐ CONC. BLOCK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ CONC. ☐ STEEL ☐ OTHER	ROOFING	SPRINKLERS REQ'D. SPECIFIED		

3 951 N. La Cienega — DISTRICT OFFICE L.A.

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 1500.00			DWELL UNITS
14. SIZE OF ADDITION none — STORIES — HEIGHT	VALUATION APPROVED J M Lewis		PARKING SPACES /
15. NEW WORK: EXT. WALLS wood — ROOFING compo	APPLICATION CHECKED Weverka *		GUEST ROOMS
C. OF O. ISSUED Remodel store front jf	PLANS CHECKED		FILE WITH
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance. SIGNED Jack Lewis.	CORRECTIONS VERIFIED J M Lewis		CONT INSP
	PLANS APPROVED J M,		
This Form When Properly Validated is a Permit to Do the Work Described.	APPLICATION APPROVED		INSPECTOR

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	B.P.	I.F.	O.S.	C/O
V	G-1	N-C.	#3 00		#7 50			

VALIDATION — CASHIER'S USE ONLY

L.A. 259	MAY--9-58	29187	A — 2 CS	3.00
	MAY--9-58	29188	A — 1 CS	7.50

Form B-3a DD 2057

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

ON A LOT PLAN SHOWING LOCATION OF LOT AND USE OF EACH

Bldg. Form 2

2

505

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building

OF

CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. 28 Bl 1

Tract TR 4769

Location of Building 955-57 No. La Cienega Bl (House Number and Street)

Between what cross streets Santa Monica & Sherwood

Approved by City Engineer
A. J. Jones
Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store (Store, Residence, Apartment House, Hotel, or any other purpose) Families Rooms
2. Owner (Print Name) Blanche MATlock Phone
3. Owner's address 8425 West 3rd
4. Certificated Architect State License No. Phone
5. Licensed Engineer State License No. Phone
6. Contractor D. Witherbee State License No. 10536 Phone
7. Contractor's address 8425 West 3rd OWP
8. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 1600.00
9. State how many buildings NOW on lot and give use of each. None (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building 28 x 110 No. Stories 1 Height to highest point 15 Size lot 72 x 120
11. Type of soil Granite Foundation (Material) Cmt Depth in ground 12"
12. Width of footing 12" Width of foundation wall 6" Size of redwood sill 2 x 4
13. Material exterior wall Frame Size of studs: (Exterior) 2 x 4 (Interior bearing) 2 x 4
14. Joist: First floor x Second floor x Rafters x Material of roof
15. Chimney (Material) Size Flue x No. inlets each flue Depth footing in ground

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

Sign here D. Witherbee (Owner or Authorized Agent)

By

Plans, Specifications and other data must be filed if required.

FOR DEPARTMENT USE ONLY 762

PERMIT NO. 5577	Plans and Specifications checked A. J. Miller	Zone C3	Fire District No.	Fee 7.80 Stamp here when Permit is issued
	Corrections verified A. J. Miller	Bldg. Line 15 ft	Street Widening ft.	FEB 15 1939
PLANS X	Plans, Specifications and Application received and approved	Application checked and approved Luke 2-14-39		
Rec'd	Fee Plans Rec	Filed with	Required Yes—No / Specified Yes—No	Inspector E. C. Smith

FOR DEPARTMENT USE ONLY			
Application ..... Construction	Fire District ..... Zoning	Bldg. Line ..... Street Widening	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building referred to in this Application will be more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

PLAN CHECKING 16.12.6
RECEIPT NO. [illegible] 3.2.22
VALUATION $ [illegible]
FEE PAID $ 7.22

3 APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL: LOT N/y 36 & 2S	BLK. 1	TRACT 4769		DIST. MAP 176 2
2. BUILDING ADDRESS 959 N. La Cienega Blvd.			APPROVED	ZONE C-2-1
3. BETWEEN CROSS STREETS Santa Monica Blvd. AND Sherwood Dr.				FIRE DIST. 1 85
4. PRESENT USE OF BUILDING Offices	NEW USE OF BUILDING Offices & Drama Classroom			INSIDE KEY
5. OWNER A. Docter	PHONE OL 58498			COR. LOT REV. COR.
6. OWNER'S ADDRESS 959 N. La Cienega Blvd.	P. O. L.A.	ZONE		LOT SIZE 36X125
7. CERT. ARCH. —	STATE LICENSE	PHONE		
8. LIC. ENGR. L. Paley	STATE LICENSE 9811	PHONE NO 2-1790		REAR ALLEY SIDE ALLEY X
9. CONTRACTOR Owner	STATE LICENSE	PHONE		BLDG. LINE 15
10. CONTRACTOR'S ADDRESS —	P. O.	ZONE		AFFIDAVITS

SEWER (Available) (Not Available)

11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
Irrig.	1	—	1 office

3 959 N. La Cienega Blvd — DISTRICT OFFICE L. A.

CRITICAL SOIL

12. MATERIAL ☐ WOOD ☐ METAL ☐ CONC. BLOCK; EXT. WALLS: ☐ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING	SPRINKLERS REQ'D. SPECIFIED
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 500			BLDG. AREA NC
14. SIZE OF ADDITION — STORIES — HEIGHT	VALUATION APPROVED		DWELL. UNITS NC
15. NEW WORK: (Describe) EXT. WALLS — ROOFING	APPLICATION CHECKED		SPACES PARKING NC
Convert 23 x 36 room to adult drama classromm (G-1) t& comply with X26863	PLANS CHECKED		GUEST ROOMS NC
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance. Signed L. Paley	CORRECTIONS VERIFIED		FILE WITH
	PLANS APPROVED		CONT. INSP.
This Form When Properly Validated is a Permit to Do the Work Described.	APPLICATION APPROVED		INSPECTOR Morris

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
V	G-1		1.75			3.50			

CASHIER'S USE ONLY

FEB-26-60 11462 B — 2 CK 1.75

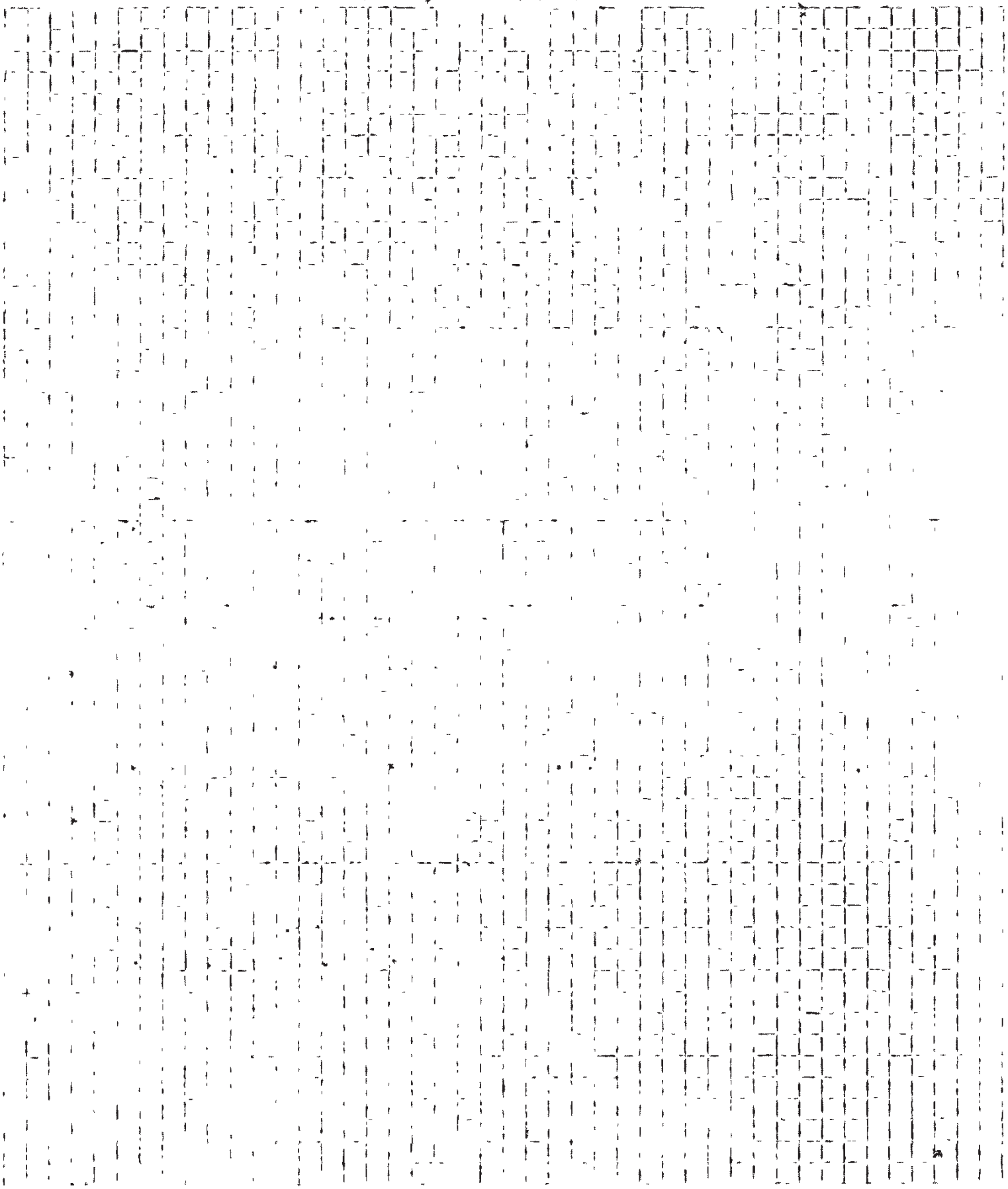
LA 54846 MAR--2-60 12526 B — 1 CK 3.50

442201 K26863

P.C. No. ..... GRADING ..... CRIT. SOIL ..... CONS. .....

LEGAL DESCRIPTION

ON LOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

B&S Form 8-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only 2. Plot Plan Required on Back of Original.

CENSUS TRACT

1. LEGAL DESCR. LOT: wly 36' of lot #28 | BLK.: 1 | TRACT: 4769
2. PRESENT USE OF BUILDING: (13) Office Bldg. | NEW USE OF BUILDING: Demolish
3. JOB ADDRESS: 959 No. La Cienega Blvd.
4. BETWEEN CROSS STREETS: ~~Willoughby~~ Sherwood Dr AND Santa Monica
5. OWNER'S NAME: Arthur Doctor | PHONE
6. OWNER'S ADDRESS: 959 N. La Cienega | P.O. BOX | ZIP
7. ARCHITECT OR DESIGNER | STATE LICENSE NO. | PHONE
8. ENGINEER | STATE LICENSE NO. | PHONE
9. CONTRACTOR: Kirkland Trucking & Equipt. Co. | STATE LICENSE NO. 391466 | PHONE 523-3523
10. SIZE OF EXISTING BLDG.: 38' x 108 | STORIES: 1 | HEIGHT: 14 | NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 Comm.
11. MATERIAL OF CONSTRUCTION | EXT. WALLS: stucco | ROOF: compo | FLOOR: slab

DIST. MAP: 7162
ZONE: C-2-1
FIRE DIST.: H
INSIDE ___ COR. LOT
KEY ___ REV. COR ___
LOT SIZE: 144 / 1-2-4-41
REAR ALLEY
SIDE ALLEY
BLDG. LINE: 15'
AFFIDAVITS: 2 4.1.1111

3
12. JOB ADDRESS: 959 No. La Cienega Blvd.
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 1400.00
14. NEW WORK: (Describe) Demo to comply; with res. #6213
~~S.C.~~ X26863 S.C 60049

DISTRICT OFFICE
GRADING 6 M
CRIT. SOIL
HIGHWAY-DED. Yes
FLOOD

NEW USE OF BUILDING	SIZE OF ADDITION	STORIES	HEIGHT
Demolish			

TYPE	GROUP	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED

BLDG. AREA	MAX. OCC.	TOTAL	PLANS CHECKED

DWELL. UNITS	GUEST ROOMS	SPACES REQ'D PARKING	PROVIDED	PLANS APPROVED

P.C. No.	CONT. INSP.	APPLICATION APPROVED

CONS. Yes
ZONED BY
FILE WITH Cons. Bur
INSPECTOR Machek

P.C.	S.P.C.	G.P.I.	B.P. $7.60	I.F.	O.S.	C/O	TYPIST

CASHIER'S USE ONLY

DEC 28 67 60050 • 58346 X — 1 CK 7.60

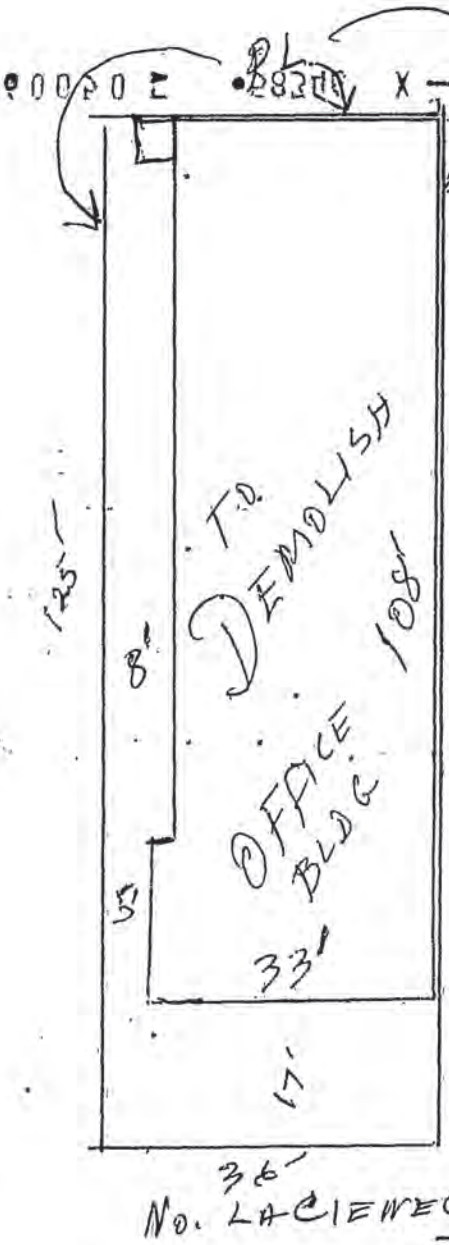
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed James C Kirkland (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	R J Anderson	12-20-67
	SEWERS AVAILABLE / ~~NOT AVAILABLE~~	per Don W.M. Engr. D. Perfect	12-20-67
	DRIVEWAY APPROVED		
	HIGHWAY DEDICATION REQUIRED / COMPLETED		
	FLOOD CLEARANCE APPROVED		
Conservation	APPROVED FOR ISSUE FILE # X-26863	R Stull	12-20-67
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
Planning	APPROVED UNDER CASE #		
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)		
Traffic	APPROVED FOR		


T.O.
DEMOLISH
OFFICE
BLDG
125'
8'
35'
33'
17'
36'
No. LACIENEGA
N

3

APPLICATION TO ALTER, REPAIR, or DEMOLISH AND FOR A Certificate of Occupancy

Form B-3
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. .....

Tract .....

Location of Building 959 No. LA CIENEGA (House Number and Street)

Between what cross streets? SANTA MONICA & ROMAINE E WILLOUGHBY

Approved by City Engineer .....
Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building STORE (Store, Dwelling, Apartment House, Hotel or other purpose) Families ..... Rooms .....
2. State how long building has been used for present occupancy 20 YRS.
3. Use of building AFTER alteration or moving SAME Families ..... Rooms .....
4. Owner PACIFIC OUTDOOR ADVERTISING CO. (Print Name) Phone .....
5. Owner's Address 975 N. MISSION ROAD P. O. .....
6. Certificated Architect ..... State License No. ..... Phone .....
7. Licensed Engineer WOODWARD TOM State License No. 8765 Phone RE 28292
8. Contractor ADVANCE NEON SIGN CO. State License No. 6755 Phone .....
9. Contractor's Address 4614 ADMIRAL AVE
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 500 00
11. State how many buildings NOW on lot and give use of each. ..... (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 31' x 111' Number of stories high 1 Height to highest point 16'-4"
13. Material Exterior Walls WOOD (Wood, Steel or Masonry) Exterior framework WOOD (Wood or Steel)
14. Describe briefly all proposed construction and work:

X 26863

BUILD NEW 12'-3" x 24'-6" SIGN ON POLE

OK to issue: R.J. Mead M-10 1-22-54

NEW CONSTRUCTION

15. Size of Addition ..... x ..... Size of Lot ..... x ..... Number of Stories when complete .....
16. Footing: Width ..... Depth in Ground ..... Width of Wall ..... Size of Floor Joists ..... x .....
17. Size of Studs ..... x ..... Material of Floor ..... Size of Rafters ..... x ..... Type of Roofing .....

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Woodward Tom
(Owner or Authorized Agent)

DISTRICT OFFICE CONSERVATION ROOM M-10 By .....

TYPE OF RECEIPT: Certificate of Occupancy Survey
DATE ISSUED:
TRACER NO. (M):
RECEIPT NO.:
CODE:
FEE PAID:

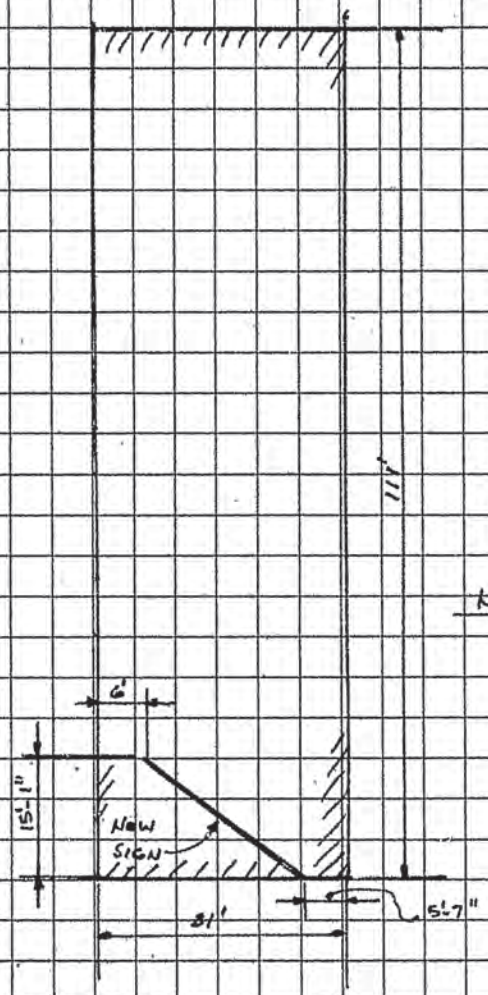
FOR DEPARTMENT USE ONLY

PLAN CHECKING		OCCUPANCY SURVEY	
Valuation $ 500		Area of Bldg. ..... Sq. Ft.	Investigation Fee $ .....
Fee $ 1.00		Fee $	Cert. of Occupancy Fee $ 3.50
			Bldg. Permit Fee $ .....
			Total $ .....

TYPE Roof	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size	..... Ft. rear alley / ..... Ft. side alley	Clerk
GROUP Sign	Plans and Specifications checked B.W. Kirby		Zone C-2	Fire District No. II	District Map No. 7162	
For Plans See	Correction Verified B.W. Kirby		Bldg. Line 15' Ft.	Street Widening — Ft.	Application checked and approved JAN 2 1954	Clerk
Filed with	Plans, Specifications and Application rechecked and approved		Continuous Inspection	SPRINKLER Specified—Required Valuation Included Yes— —No	Inspector Carr	

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	JAN 19 1954		45879		
Supplemental Plan Checking					✓
Building Permit	JAN 28 1954		LA78769		



LA CIENEGA

S APPLICATION FOR INSPECTION OF SIGNS — B & S 5-6—R 2-82

CITY OF LOS ANGELES 0 0 PUBLIC RECORD 0 DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT: A	BLOCK: –	TRACT: 4769	COUNCIL DISTRICT NO: 5	DIST. MAP: 7162 / CENSUS TRACT: 1944
2. TYPE OF SIGN OR NEW WORK: (19) Pole Sign	☐ RESIDENTIAL ☒ COMMERCIAL				ZONE: C2-1
3. JOB ADDRESS: 961 N. La Cienega					FIRE DIST.: two
4. BETWEEN CROSS STREETS: Santa Monica Bl AND Sherwood dr					LOT (TYPE): Inter
5. OWNER'S NAME: Sunset Outdoor Advertising				PHONE: 5500123	LOT SIZE: Irr
6. OWNER'S ADDRESS: 9465 Wilshire Bl	CITY: Bev. Hills		ZIP		
7. ARCHITECT OR ENGINEER: J. Halek	BUS. LIC. NO.	ACTIVE STATE LIC. NO.: C27912	PHONE: 2234141		ALLEY: —
8. ARCHITECT OR ENGINEER ADDRESS: 3225 Lacy St	CITY: LA		ZIP: 90031		BLDG. LINE: 15' B.L.
9. QUALIFIED INSTALLER: Heath & Co	BUS. LIC. NO.	ACTIVE STATE LIC. NO.: 414351	PHONE: 2234141		AFFIDAVITS: —
10. INSTALLER'S ADDRESS: same as #8	CITY		ZIP		

11. SIZE OF EXISTING BUILDING WIDTH / LENGTH	TYPE	STORIES	NO. OF EXISTING BUILDINGS ON LOT AND USE

12. SIZE OF SIGN	TOTAL COPY AREA	OVERALL HEIGHT →	FROM GRADE	FROM ROOF	HIGHWAY DED.
7'6x9	405		26'5		yes

S 13. JOB ADDRESS: 961 N. La Cienega — STREET GUIDE: — — DIST. OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN: $ 7500.00 — GRADING: —

15. MATERIAL OF SIGN CONSTRUCTION →	SUPPORTING FRAME	FRAME OF COPY	SURFACE OF SIGN	CONS.
	steel	steel	plex	—

16. TYPE OF SIGN OR NEW WORK: Pole Sign — ☐ SINGLE FACE ☐ DOUBLE FACE ☒ OTHER (6 sided) — ZONED BY: Straka

17. ILLUMINATION: ☐ NONE ☒ INTERNAL ☐ EXTERNAL — ☐ FLASHING ☐ OTHER ☒ REVOLVING ☐ NONE — FREEWAY CLEARANCE: Clear

18. NO. OF SIGNS OR GAS TUBE SYSTEMS	NO. OF ADDITIONAL BRANCH CIRCUITS	NO. OF CONTROL DEVICES
1	1	2

PERMIT FEES		CLEARANCES AND/OR APPROVALS REQUIRED	Yes	No
SIGNS/G. T. SYSTEMS	13 00			
ADDITIONAL CIRCUITS	5 00			
ELECTRICAL SERVICE		FREEWAY SURVEY	☐	☒
CONTROL DEVICES	7 00	TRAFFIC DEPT.	☐	☒
ISSUING FEE	8 50			
BLDG. PERMIT	50 00			
P.C. 44.20	TOTAL 83 50	CONT. INSP. LIC. Fdg		
S.P.C.	G.P.I.			
DISTRICT OFFICE	I.F. /	INSP. ACTIVITY BMI		
P.C. NO.	TYPIST TB	INSPECTOR		

PLANS CHECKED: Chas Hwang — DATE 7-15-82

APPLICATION APPROVED: Chas Hwang — FILED WITH

CASHIER'S USE ONLY: C 44.20 B-PC; C 85.50 B-CI; 464 73 0001; H1709 | 07/15/82 | 129.70 CHTD; 4A 46473

PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT TWO YEARS AFTER OR 180 DAYS IF WORK IS NOT BEGUN.

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

19. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date 7-15-82 Lic. Class C45 Lic. No. 414351 Contractor's Signature R.J. McKenzie

Contractor's Mailing Address 3225 LACY ST. L.A. 90031

OWNER-BUILDER DECLARATION

20. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

☐ I am exempt under Sec. _____, B. & P. C. for this reason _____

Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

21. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. TRBI1HT830-6-82 Company TRAVELERS

☐ Certified copy is hereby furnished.

☐ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 7-15-82 Applicant R.J. McKenzie

Applicant's Mailing Address 3225 LACY ST. L.A. 90031

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

22. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

23. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lendor's Name NONE

Lendor's Address _____

24. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

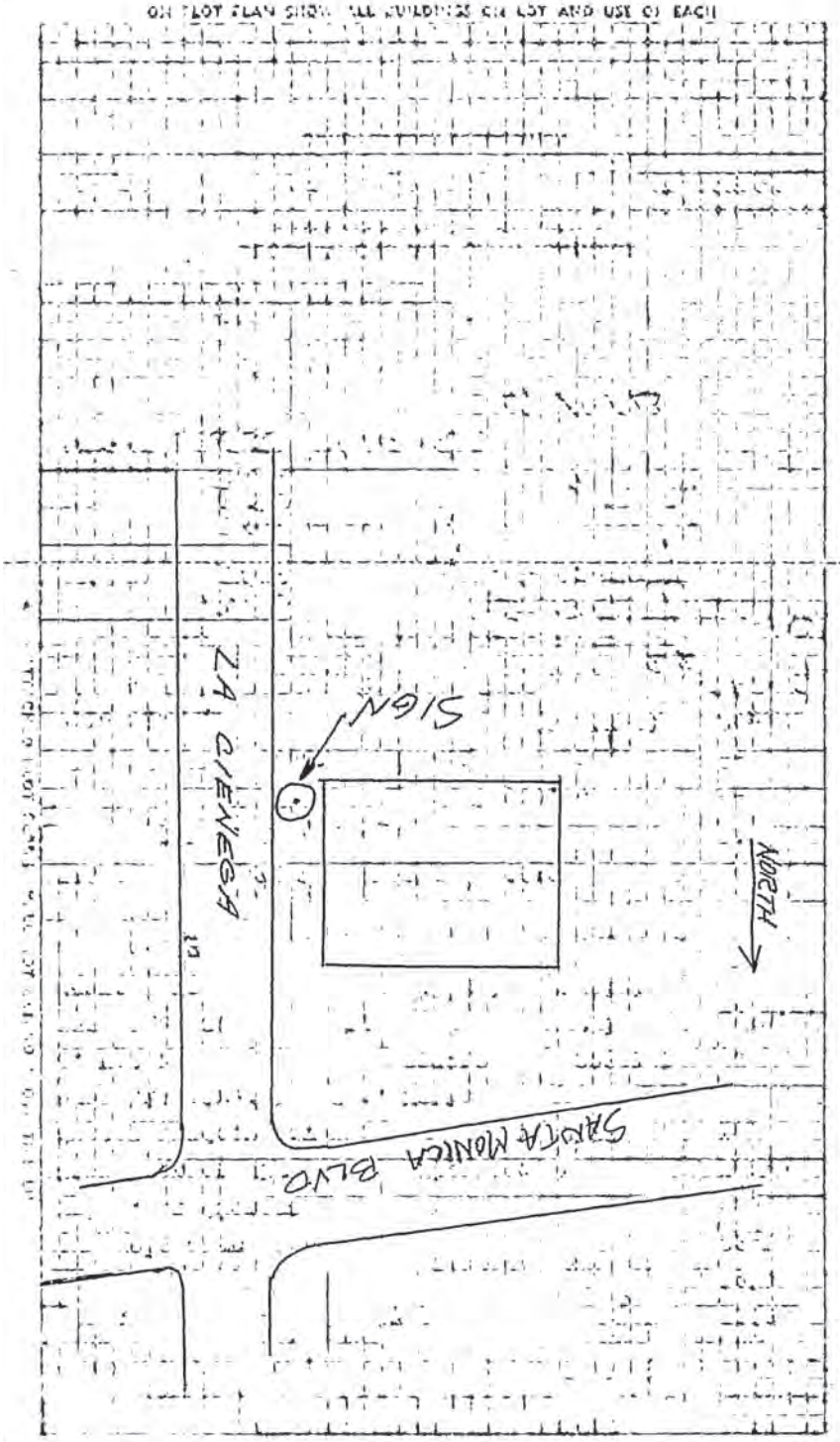
I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0203.13 LAMC)

Signed R.J. McKenzie (Owner or agent having property owner's consent) — AGENT (Position) — 7-15-82 (Date)

Hayashi 7-15-82

D 0 2 0 0 1 0 0 0 1 8

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



APPLICATION FOR INSPECTION OF SIGNS

...NGELES — DEPT. OF BUILDING AND SA...

...IONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

...CR.	LOT A + 29	BLK. 1	TRACT 4769	CENSUS TRACT 1944
2. TYPE OF SIGN OR NEW WORK (19) Roof Sign				DIST. MAP 716Z
3. JOB ADDRESS 961 - 971 N. La Cienega				ZONE C2-1
4. BETWEEN CROSS STREETS Santa Monica AND Sherwood Dr.				FIRE DIST TWO - 85'
5. OWNER'S NAME Foster & Kleiser		PHONE 731-5111		LOT (TYPE) K&H * Interior
6. OWNER'S ADDRESS 1550 W. Washington Blvd		P.O. BOX L.A.	ZIP	LOT SIZE Irreg.
7. ARCHITECT OR ENGINEER K. Kelly		STATE LICENSE NO 12494	PHONE	
8. CONTRACTOR Owner		STATE LICENSE NO.	PHONE	ALLEY
9. LENDER	BRANCH	ADDRESS		BLDG. LINE ord. 15' 179103

10. SIZE OF SIGN ~~XXXXXXXXX~~ 14 x 48	HEIGHT ABOVE GRADE FT.	ROOF 24 FT.	TOTAL COPY AREA ~~XXX~~768

AFFIDAVITS

11. ILLUMINATION TO BE USED: SINGLE FACE ☒ DOUBLE FACE ☐
NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☐ OTHER

12. MATERIAL OF CONSTRUCTION	SUPPORTING FRAME	FRAME OF SURFACE	SURFACE OF SIGN
	Metal	Metal	Incomb.

S

13. JOB ADDRESS 961-971 N. La Cienega — ~~[illegible]~~ 12,000

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN ~~XX,XXX.XX~~ 6,876.00 OK ~~6,876.00~~

DISTRICT OFFICE LA

GRADING /

15. SIZE OF EXISTING BUILDING	TYPE	STORIES	EXT. WALLS	ROOF CONST.
120' x 150'		1	S/S	Wood

HIGHWAY DED. Yes

16. TYPE OF SIGN OR NEW WORK (19) Roof Sign

CONS. /

FREEWAY CLEARANCE — NOT REQUIRED ☒ REQUIRED ☐

INSPECTION ACTIVITY: COMB. | GEN ✓ | MAJ.S. | CONS

ZONED BY Jacobs

FREEWAY CLEARANCE
FLASHING LIGHTS Yes ☐ No ☐
MOVING PARTS Yes ☐ No ☐
ANIMATIONS Yes ☐ No ☐
OTHER

FREEWAY CHECKED

FILED WITH

PLANS CHECKED

FREEWAY CLEARED

SIGN REQUIRES: TRAFFIC APPROVAL ☐ BOARD APPROVAL ☐

PLANS APPROVED

DATE

P.C. No.	CONT. INSP.	APPLICATION APPROVED	INSPECTOR
V 2599	LK. FAB-WELDS ~~55.00~~		I

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	D.S.	C/O	TYPIST
21.16 ~~14.59~~	14.59						

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

JAN-29-70	05008	• •	X — 6 CK	21.16
FEB-10-70	07771	• 3382	Z — 6 CK	14.59
FEB-10-70	07772	• 3382	Z — 1 CK	55.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed ... (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	[illegible]	9/25/69
	HIGHWAY DEDICATION REQUIRED		
	COMPLETED		
Municipal Arts Commissioners	APPROVED FOR ISSUE		
Board of Building Safety Commissioners	APPROVED FOR ISSUE FILE #		
Traffic	APPROVED FOR ISSUE		
Planning	APPROVED UNDER CASE #		
Conservation	APPROVED FOR ISSUE FILE #		

SANTA MONICA BLVD.
150'
33'
120'
PARKING LOT

3

APPLICATION TO ALTER, REPAIR, or DEMOLISH AND FOR A Certificate of Occupancy

Form B-3
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 29 & A BLK 1

Tract 4769

Location of Building 961-71 NO. LACIENEGA BLVD. (House Number and Street)

Between what cross streets? SANTA MONICA & SHERWOOD DR.

Approved by City Engineer _____ Deputy

USE INK OR INDELIBLE PENCIL

1. Present use of building STORES AND APARTMENT (Store, Dwelling, Apartment House, Hotel or other purpose) Families ____ Rooms ____
2. State how long building has been used for present occupancy ____
3. Use of building AFTER alteration or moving SAME Families ____ Rooms ____
4. Owner PACIFIC OUTDOOR ADV. INC. (Print Name) Phone ____
5. Owner's Address 995 NO. VERMONT AVE. P. O. ____
6. Certificated Architect ____ State License No. ____ Phone ____
7. Licensed Engineer S. R. STRALEY State License No. 2758 Phone ____
8. Contractor ELECTRICAL PRODUCTS CORP. State License No. 12688 Phone CA. 16141
9. Contractor's Address 1100 NO. MAIN ST. LOS ANGELES 12 - CALIF.
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 1100.00 BCR
11. State how many buildings NOW on lot and give use of each. 1 - STORE & 4 APARTMENTS (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 50' x 90' Number of stories high 2 Height to highest point 26'
13. Material Exterior Walls STUCCO (Wood, Steel or Masonry) Exterior framework FRAME STUCCO (Wood or Steel)
14. Describe briefly all proposed construction and work:

INSTALL TWO STD. 12'-2" X 24'-6"
POSTER PANELS ON ROOF OF
B200.
NON-ELECTRIC

NEW CONSTRUCTION

15. Size of Addition ____ x ____ Size of Lot ____ x ____ Number of Stories when complete ____
16. Footing: Width ____ Depth in Ground ____ Width of Wall ____ Size of Floor Joists ____ x ____
17. Size of Studs ____ x ____ Material of Floor ____ Size of Rafters ____ x ____ Type of Roofing ____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here ELECTRICAL PRODUCTS CORP. (Owner or Authorized Agent)

DISTRICT OFFICE ____ By Wm. J. Reeves

TYPE OF RECEIPT: Certificate of Occupancy / Occupancy Survey
DATE ISSUED
TRACER NO. (M)
RECEIPT NO.
CODE
FEE PAID

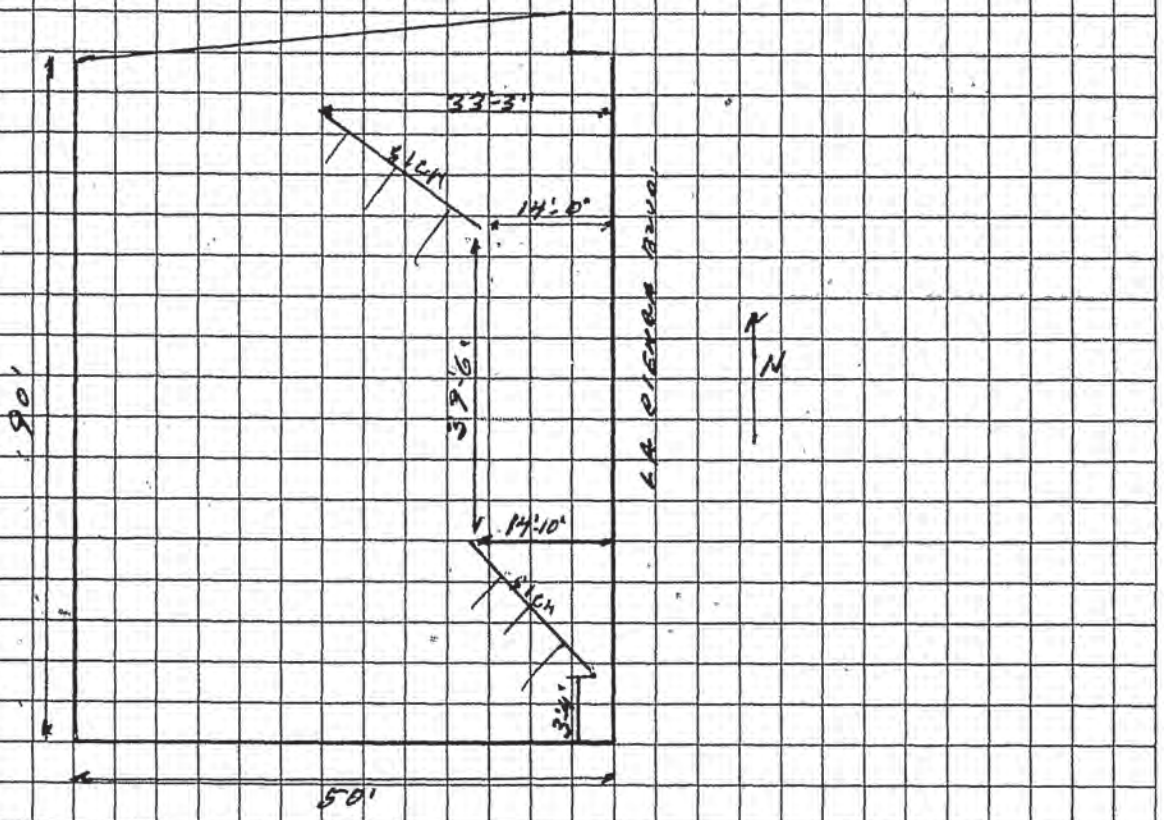
FOR DEPARTMENT USE ONLY

PLAN CHECKING		OCCUPANCY SURVEY	
Valuation $ 1100.-		Area of Bldg. ____ Sq. Ft.	Investigation Fee $ ____
Fee $ 3.-		Fee $ ____	Cert. of Occupancy Fee $ ____
			Bldg. Permit Fee $ 6.30
			Total $ 6.30

TYPE I	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size 1 PER	X Ft. rear alley / Ft. side alley	Clerk
GROUP Roof Sign	Plans and Specifications checked BCR	Zone C-2	Fire District No. 2		District Map No. 71 D2	
For Plans See	Correction Verified BCR	Bldg. Line 15' Ft.	Street Widening ____ Ft.		Application checked and approved JUN 1 1954	
Filed with	Plans, Specifications and Application rechecked and approved.	Continuous Inspection	SPRINKLER Specified—Required Valuation Included Yes— —No		Inspector Clerk	

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	MAY 19 1954		51292		
Supplemental Plan Checking	JUN 2 1954		LA83776		✓
Building Permit					


33'-3"
5 1/2 CM
14'-0"
39'-6"
90'
LA CIENEGA BLVD.
N
14'-10"
5 1/2 CM
3'-4"
50'

961-969½ N. La Cienega Blvd.

Francis J. Lexington

961-969½ La Cienega Blvd.

Los Angeles, California

7554 1946

2757

FEB 28 1947

2 Story Type V 60 x 90'6" Store & Office Bldg.

G-1 Occupancy

1

APPLICATION TO ERECT A NEW BUILDING

Form B-1

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. # 29 Block 1

Tract TRACT 4769 - 52/22-25 MAPS

961, 963, 2-5, 967, 969, 985

Location of Building 6a Cienega BLVD (House Number and Street)

Between what cross streets Corner South Manica Blvd. SUNSET WOOD. DR.

Approved by City Engineer J.J.C. Deputy

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store & Office Bldg (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms

2. Owner Francis J. Lexington (Print Name) Phone

3. Owner's address 3004 Rowena Ave. P.O.

4. ~~Certificated Architect~~ L. L. Jones State License No. Phone

5. Licensed Engineer State License No. Phone

6. Contractor Saunders & Davis State License No. Phone

7. Contractor's address 3004 Rowena

8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 36000

9. State how many buildings NOW on lot and give use of each. NONE (Store, Dwelling, Apartment House, Hotel, or other purpose)

10. Size of new building 60 x 90'4" No. Stories 2 Height to highest point 22 Size lot x

11. Material Exterior Walls Stucco Type of Roofing Comp

12. For Accessory Buildings and similar structures
(a) Footing: Width Depth in Ground Width of Wall
(b) Size of Studs Material of Floor
(c) Size of Floor Joists x Size of Rafters x

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Plans, Specifications and other data must be filed.

Sign here Saunders & Davis (Owner or Authorized Agent)

By David Stull

FOR DEPARTMENT USE ONLY

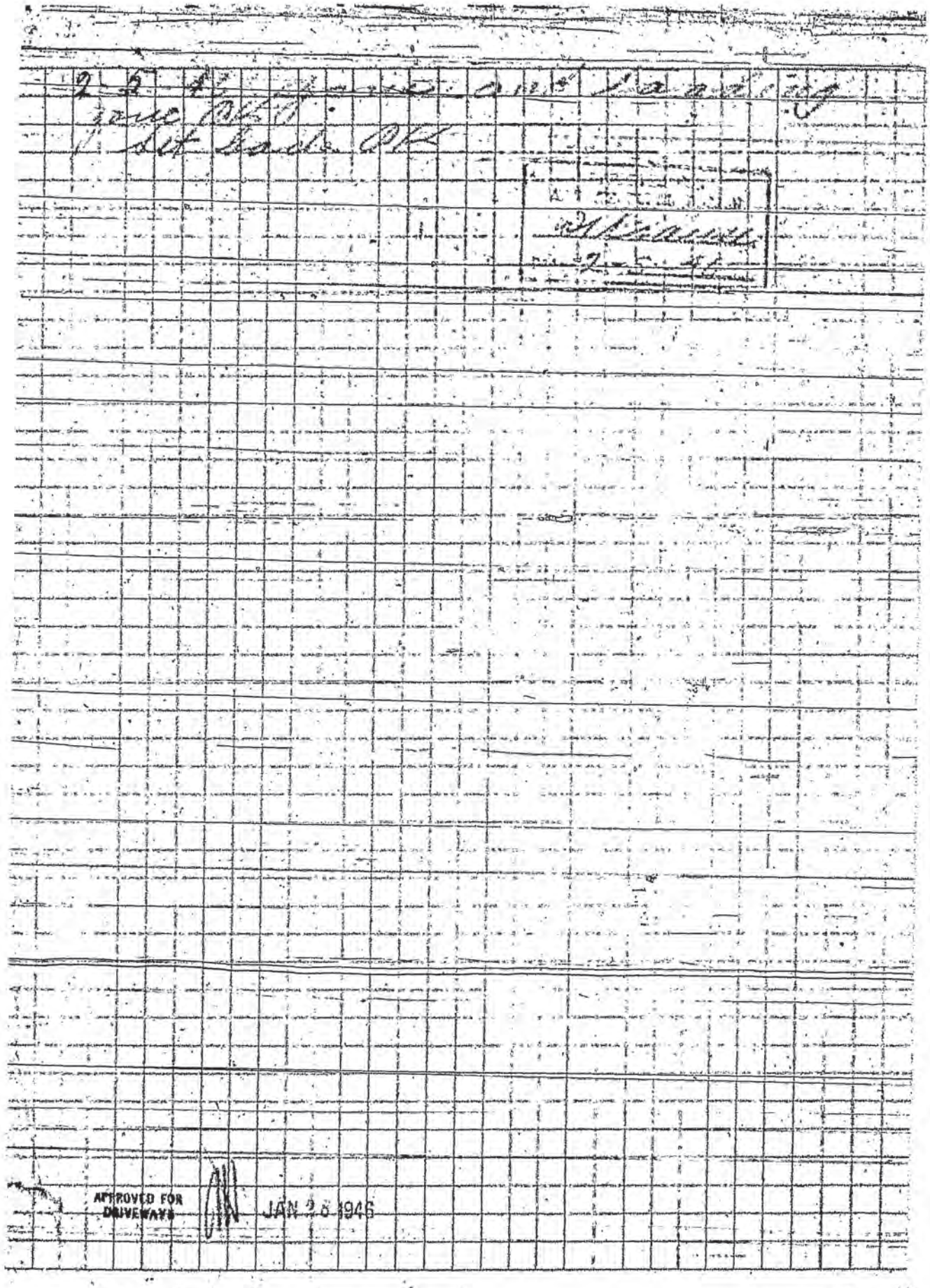
(1) PLAN CHECKING
Receipt No. 1274
Valuation $ 36000
Fee Paid $ 50

(2) REINFORCED CONCRETE
Bbls. Cement
Tons of Reinforcing Steel

(3) The building referred to in this Application will be more than 100 feet from Street
Sign here (Owner or Authorized Agent)

TYPE	GROUP	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size	Ft. rear alley / Ft. side alley	Clerk
V	G	59 + 11 + 4 = 74					

PERMIT No.	Plans and Specifications checked	Zone	Fire District No.	District Map No.
7504	Denied.	C-3	2	7162
	Corrections verified	Bldg. Line	Street Widening	Fee
		15 Ft.	Ft.	895.00
PLANS	Plans, Specifications and Application rechecked and approved	Applications checked and approved	Clerk	Stamp here when Permit is Issued
		6-2-54		
Rec'd.	For Plans Fee / Filed with	Carelessness Inspection	SPRINKLER: Specified—Required / Valuation Included Yes—No	Inspector


APPROVED FOR
DRIVEWAYS
JAN 28 1946

3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

Form B-1-826-1-48

CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. ____

Tract ____

Location of Building 9644 La Cienega (House Number and Street)

Between what cross streets Melrose & St. Moritz

Approved by City Engineer ____

Deputy. ____

USE INK OR INDELIBLE PENCIL

1. Present use of building Store (Store, Dwelling, Apartment House, Hotel or other purpose) Families — Rooms —
2. State how long building has been used for present occupancy 2 years
3. Use of building AFTER alteration or moving Same Families — Rooms —
4. Owner Hollywood Lottery (First Name) Phone ____
5. Owner's Address 9644 La Cienega P.O. ____
6. Certificated Architect ____ State License No. ____ Phone ____
7. Licensed Engineer ____ State License No. ____ Phone ____
8. Contractor Floodlite Serv. State License No. 91456 Phone ____
9. Contractor's Address 210 Silverlake
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ #146 PW
11. State how many buildings NOW on lot and give use of each. one (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 24 x 60 Number of stories high 2 Height to highest point 24'
13. Material Exterior Walls Wood + Stucco (Wood, Steel or Masonry) Exterior framework ____ (Wood or Steel)
14. Describe briefly all proposed construction and work: Install Neon Sign

NEW CONSTRUCTION

15. Size of Addition ____ x ____ Size of Lot ____ x ____ Number of Stories when complete ____
16. Footing: Width ____ Depth in Ground ____ Width of Wall ____ Size of Floor Joists ____ x
17. Size of Studs ____ x ____ Material of Floor ____ Size of Rafters ____ Type of Roofing ____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California, relating to Workmen's Compensation Insurance.

Sign here Floodlite Serv. (Owner, or Authorized Agent)

DISTRICT OFFICE ____ By ____

FOR DEPARTMENT USE ONLY

PLAN CHECKING

Date ____
Receipt No. ____
Valuation $ ____
Fee Paid $ 1

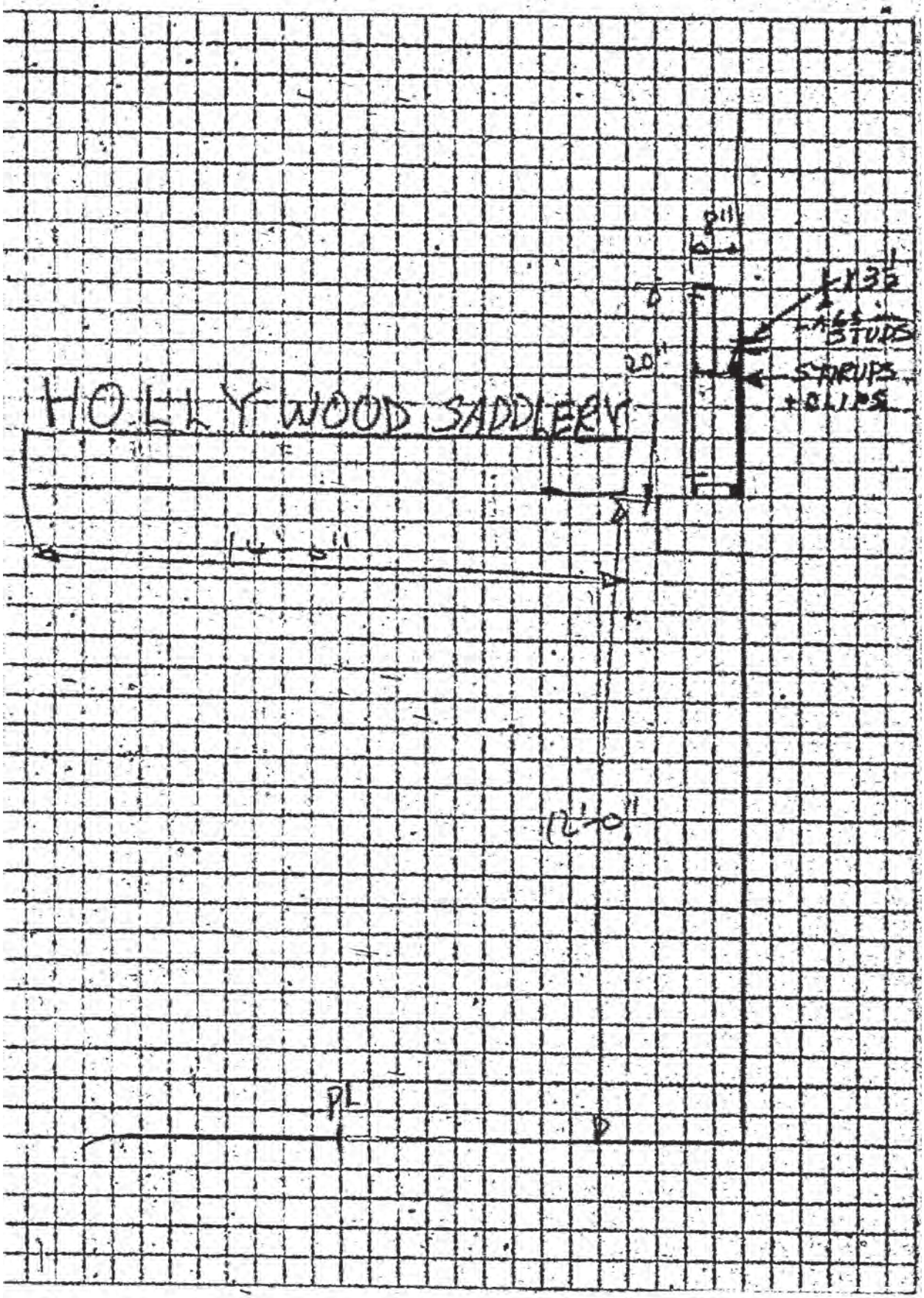
REINFORCED CONCRETE
Bbls. Cement ____
Tons of Reinforcing Steel ____

FEES

Bldg. Permit 2 00
Cert. of Occupancy ____
Total: 2 00

TYPE	GROUP	Maximum No. Occupants	Interior Lot / Corner Lot	Key Lot	Corner Lot Keyed	Lot Area	Ft. rear alley / Ft. side alley	Clerk
Sign								

PERMIT No.	Plans and Specifications checked	Zone	Fire District No.	District Map No.
4A 16476	Correction Notice	C-2	1-2	716
	Plans, Specifications and Application received and checked	Bldg. Line .15 Ft.	Street Widening — Ft.	
PLANS		Application checked and approved MAY 29 Clerk		Stamp here when Permit Issued
Recd. ____	Fee Plans Fee	Filed with	Corrections Inspection	SPRINKLER Sprinkler Required / Exception Included / Fee —.—	Inspector Fry


HOLLYWOOD SADDLERY
8"
20"
1 3/4" STUDS
STIRRUPS + CLIPS
14'-6"
12'-0"
PL

S

APPLICATION FOR INSPECTION OF SIGNS

B & S B-5—R 2.82

CITY OF LOS ANGELES — O O PUBLIC RECORD — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT: A	BLOCK: 1	TRACT: 4769	COUNCIL DISTRICT NO.: 5	DIST. MAP: 7162 / CENSUS TRACT: 1944.00
2. TYPE OF SIGN OR NEW WORK: (14) Pole Sigh	☐ RESIDENTIAL ☒ COMMERCIAL				ZONE: C2-1
3. JOB ADDRESS: 961 N. La Cienega					FIRE DIST.: 2
4. BETWEEN CROSS STREETS: Santa Monica	AND: Sherwood Br				LOT (TYPE): int
5. OWNER'S NAME: Sunset Advertising	PHONE				LOT SIZE: irreg
6. OWNER'S ADDRESS: same	CITY	ZIP			
7. ARCHITECT OR ENGINEER: none	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE		ALLEY: ----
8. ARCHITECT OR ENGINEER ADDRESS	CITY	ZIP			BLDG. LINE
9. QUALIFIED INSTALLER: 9449 Santa Anita	BUS. LIC. NO. 361231	ACTIVE STATE LIC. NO.	PHONE 981-0791		AFFIDAVITS: ---
10. INSTALLER'S ADDRESS: Elect Prod Corp	CITY: ONtario 1	ZIP: 91764			
11. SIZE OF EXISTING BUILDING WIDTH / LENGTH	TYPE	STORIES	NO. OF EXISTING BUILDINGS ON LOT AND USE		
12. SIZE OF SIGN: 10'0"	TOTAL COPY AREA	OVERALL HEIGHT →	FROM GRADE: 9'0"	FROM ROOF	HIGHWAY DED.: yes
S 13. JOB ADDRESS: 961 N. LaCienega				STREET GUIDE	DIST. OFFICE: LA
S 14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN: $ 4000					GRADING: ---
15. MATERIAL OF SIGN CONSTRUCTION →	SUPPORTING FRAME: metal	FRAME OF COPY: metal	SURFACE OF SIGN: plastic		CONS.: ---
16. TYPE OF SIGN OR NEW WORK	☐ SINGLE FACE ☐ DOUBLE FACE ☐ OTHER				ZONED BY: R. Wimbish
17. ILLUMINATION: ☐ NONE ☒ INTERNAL ☐ EXTERNAL	☐ FLASHING ☐ REVOLVING	☐ OTHER ☐ NONE			FREEWAY CLEARANCE: Clear PP
18. NO. OF SIGNS OR GAS TUBE SYSTEMS: 1	NO. OF ADDITIONAL BRANCH CIRCUITS: —	NO. OF CONTROL DEVICES: —			DATE: 11/18/82

PERMIT FEES		CLEARANCES AND/OR APPROVALS REQUIRED	Yes	No
SIGNS/G. T. SYSTEMS	15 00			
ADDITIONAL CIRCUITS	—			
ELECTRICAL SERVICE	—	FREEWAY SURVEY	☐	☒
CONTROL DEVICES	—	TRAFFIC DEPT.	☐	☒
ISSUING FEE	8 50			
BLDG. PERMIT	31 00			
P.C. 2635	TOTAL 52 50	CONT. INSP. Lic Fab		
S.P.C.	~~G.P.~~ ET			
DISTRICT OFFICE WLA	I.F. 504	INSP. ACTIVITY BMI		
P.C. NO.	TYPIST	INSPECTOR		

PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT TWO YEARS AFTER OR 180 DAYS IF WORK IS NOT BEGUN.

PLANS CHECKED: PP

APPLICATION APPROVED: PP

FILED WITH

CASHIER'S USE ONLY

C .60 E.I.
C 26.35 B-PC
C 52.50 B-CI
639956 0001
A5816 11/18/82 79.35 CHTD

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

19. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date 11-18-82 Lic. Class C-45 Lic. No. [redacted] Contractor's Signature Earl E Wallen

Contractor's Mailing Address 9449 Santa Anita, Ontario, Ca.

OWNER-BUILDER DECLARATION

20. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

☐ I am exempt under Sec. _____, B. & P. C. for this reason _____

Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

21. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. SR-15-0682-2022F Company Western Employers

☐ Certified copy is hereby furnished.

☒ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 11-18-82 Applicant Earl E Wallen

Applicant's Mailing Address _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

22. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

23. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____

Lender's Address _____

24. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

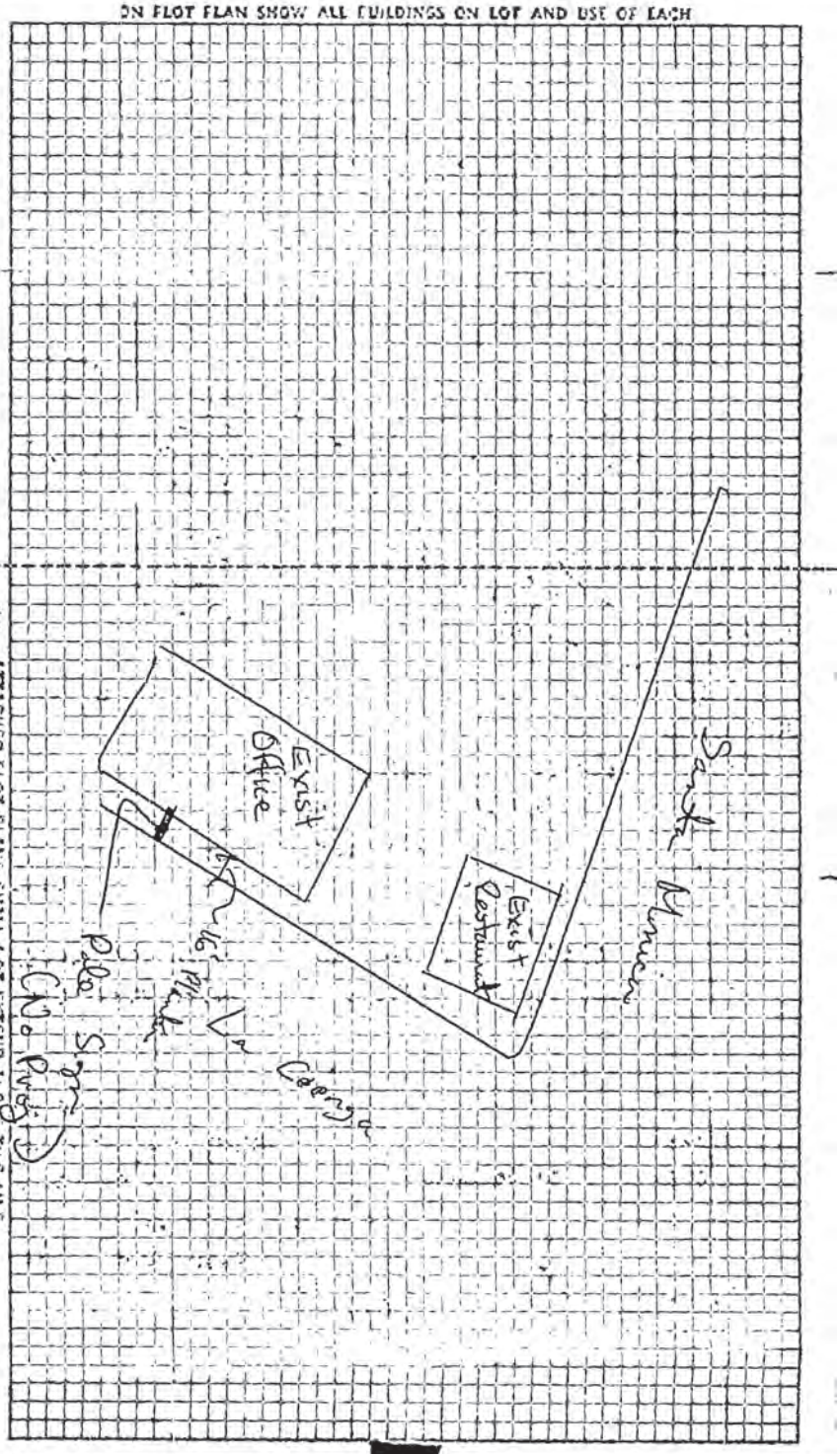
I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202 LAMC)

Signed Earl E Wallen (Owner or agent having property owner's consent) Position Pres. Date 11-18-82

0 1 1 0 0 3 0 0 1 5 7

MORNING 11-18-82

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



A - ATTACHED PLOT PLAN SHALL NOT EXTEND ALONG THIS LINE

1

APPLICATION TO ERECT A NEW BUILDING

Form B-1

CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY

BUILDING DIVISION

Lot No. Lot 29
Blk 1 A.

Tract

Location of Building 961-969½ No. La Cienega Blvd
(House Number and Street)

Approved by City Engineer

Between what cross streets

Deputy

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store & Offices (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms
2. Owner Francis Lennon (Print Name) Phone
3. Owner's address 3004 Rowena Ave P.O.
4. Certificated Architect State License No. Phone
5. Licensed Engineer State License No. Phone
6. Contractor Sanders & Davis State License No. 76583 Phone KO 21174
7. Contractor's address 3004 Rowena Ave
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 36000.00
9. State how many buildings NOW on lot and give use of each. None (Store, Dwelling, Apartment House, Hotel, or other purpose)
10. Size of new building 60 x 96 No. Stories 2 Height to highest point Size lot x
11. Material Exterior Walls Stucco Type of Roofing Comp
12. For Accessory Buildings and similar structures
    (a) Footing: Width Depth in Ground Width of Wall
    (b) Size of Studs Material of Floor
    (c) Size of Floor Joists x Size of Rafters x

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Plans, Specifications and other data must be filed.

Sign here Sanders & Davis
(Owner or Authorized Agent)

By D D Miller

FOR DEPARTMENT USE ONLY

(1) PLAN CHECKING
Receipt No. 1274
Valuation $ 36000
Fee Paid $ 50.00

(2) REINFORCED CONCRETE
Bbls. Cement
Tons of Reinforcing Steel

(3) The building referred to in this Application will be more than 100 feet from Street
Sign here
(Owner or Authorized Agent)

TYPE	GROUP	Maximum No. Occupants	Interior Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size	Ft. rear alley / Ft. side alley	Clerk

PERMIT No.	Plans and specifications checked	Zone C3	Fire District No. 2	District Map No.
12757	Corrections Verified	Bldg. Line 20 Ft.	Street Widening Ft.	Fee .75
	Plans, Specifications and Application rechecked and approved.	Application checked and approved	Clerk	Stamp here when Permit is issued JAN 31 '45
PLANS Rec'd.	For Plans fee / Filed with	Continuous Inspection	SPRINKLER Specified—Required / Valuation Included Yes— —No	Inspector

I hereby Remove & Replace any part
of the work which when Check by the
Engineer of Dept. is found not
to Comply with Requirements of the
Building Code.

Saturdays 7 Days
by J. Duell

3

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

Form 3-1-201-4-45
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No.
Tract
Location of Building 963 No. La Cienega Blvd. (House Number and Street)
Between what cross streets Santa Monica & Melrose
Approved by City Engineer
Deputy

USE INK OR INDELIBLE PENCIL

1. Present use of building Store & office (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms
2. State how long building has been used for present occupancy Explosive
3. Use of building AFTER alteration or moving Same Families Rooms
4. Owner Apex Film Co. (Print Name) Phone
5. Owner's Address 971 No. La Cienega Blvd. P. O. L.A.
6. Certificated Architect C. J. Smale State License No. Phone CR 11269
7. Licensed Engineer None State License No. Phone
8. Contractor A. V. Perkinson State License No. 10933 Phone Hit. 6230
9. Contractor's Address 7149 No. Las Palmas
10. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $2000.00
11. State how many buildings NOW on lot and give use of each. 1 Store & office (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building x Number of stories high 1 Height to highest point 12'
13. Material Exterior Walls Stucco (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)
14. Describe briefly all proposed construction and work:
11 x 14 Projection Booth With Raised Floor For Viewing Commercial Non Inflammable Film
Filming Is For Private Purposes Only
This Is Not Intended For Any Use Of
Cellulose Nitrate Film

NEW CONSTRUCTION

15. Size of Addition x Size of Lot x Number of Stories when complete
16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists x
17. Size of Studs 2 x 4 Material of Floor Size of Rafters x Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here A.V. Perkinson (Owner or Authorized Agent)
By

Engr. Cons. Insp.

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Date 6-30-49
Receipt No. 9171
Valuation 2000
Fee Paid 3

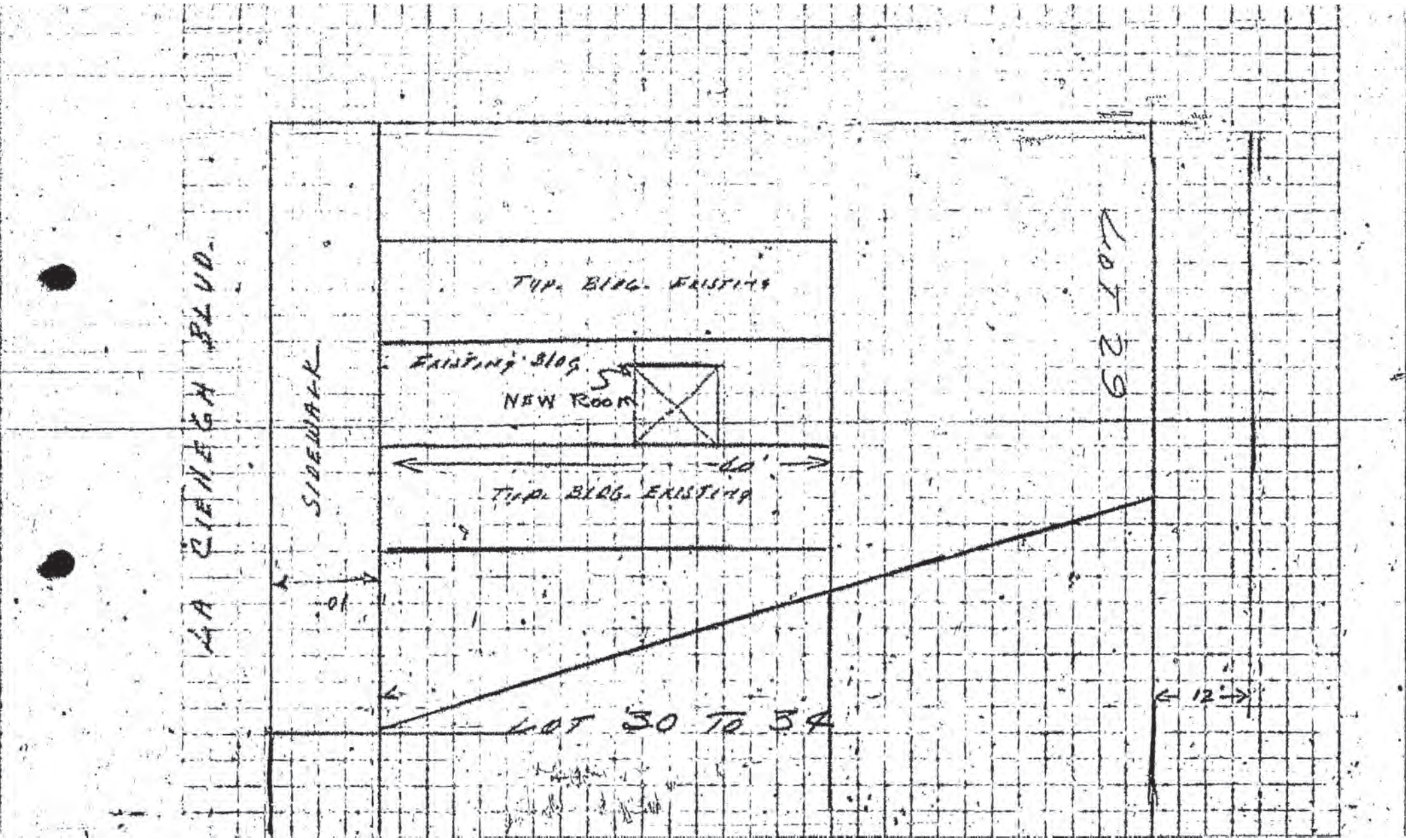
REINFORCED CONCRETE
Bbls. Cement
Tons of Reinforcing Steel

FEES
Bldg. Per 9
Cert. of Occupancy
Total 9

TYPE V | GROUP H
Maximum No. Occupants 100 Persons
Inside Lot / Corner Lot
Key Lot / Corner Lot Keyed
Lot Size 185 x 150.00 / 37.94 x 37.07 x 123
Front/rear alley / Side alley
Clerk

PERMIT No. LA17070
Plans and specifications checked
Corrections verified
Plans, Specifications and Application rechecked and approved
PLANS Keep
Zone C-1 2
Bldg. Line 15 Ft.
Fire District No. 2
Street Widening Ft.
Application checked and approved JUN 30 1949 Clerk
Continuous Inspection
SPECIALTIES Speaking—Required Valuation Included Yes—No
For Plans See / Filed with
District Map No. 117 62
Stamp here when Permit is issued.
Inspector

No. 4 W. LINE ON CITY BOUNDARY


LA CIENEGA BLVD.
SIDEWALK
TYP. BLDG. EXISTING
EXISTING BLDG.
NEW ROOM
5'
40'
TYP. BLDG. EXISTING
LOT 29
LOT 30 TO 34
12'

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

B&S Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT: A & 29	BLK.: 1	TRACT: 4769	ADDRESS APPROVED
2. BUILDING ADDRESS: 963 N. La Cienega Blvd.				DIST. MAP: 7162
3. BETWEEN CROSS STREETS: Santa Monica AND Sherwood Dr.				ZONE: C-2-1
4. PRESENT USE OF BUILDING: Offices	NEW USE OF BUILDING: (33) same			FIRE DIST.: 2
5. OWNER'S NAME: Ben K. Brown	PHONE: OL 57640			INSIDE KEY: xx70'
6. OWNER'S ADDRESS: 971 N. La Cienega Blvd.	P.O.: LA	ZONE: 69		COR. LOT / REV. COR.
7. CERT. ARCH.: Candreva, Jarrett & Joyce	STATE LICENSE: C 1787	PHONE: OL 71633		LOT SIZE: 119.96x150.02
8. LIC. ENGR.	STATE LICENSE	PHONE		37.07x125
9. CONTRACTOR: Lee Boos. Const.Co.	STATE LICENSE	PHONE		REAR ALLEY: 12' / SIDE ALLEY
10. CONTRACTOR'S ADDRESS: 7424 Amigo St. Reseda	P.O.	ZONE		BLDG. LINE: 15'
11. SIZE OF EXISTING BLDG.: 60x100	STORIES: 2	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 COMMERCIAL BLDG	BLDG. AREA: —

3 963 N. La Cienega Blvd. — DISTRICT OFFICE: L.A.

12. MATERIAL: ☒ WOOD ☐ METAL ☐ CONC. BLOCK; EXT. WALLS: ☒ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST.: ☐ WOOD ☒ STEEL ☐ CONC. ☐ OTHER	ROOFING: Comp		SPRINKLERS REQ'D. / SPECIFIED
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 2750.00			VALUATION APPROVED: Magal	AFFIDAVITS
14. SIZE OF ADDITION	STORIES	HEIGHT	APPLICATION CHECKED: Skabik	
15. NEW WORK: (Describe) interior alterations (1st floor)	EXT. WALLS	ROOFING	PLANS CHECKED: Magal	DWELL. UNITS
			CORRECTIONS VERIFIED	SPACES PARKING
			PLANS APPROVED	GUEST ROOMS
			APPLICATION APPROVED	FILE WITH
			INSPECTOR	CONSTRUCTION

CRITICAL SOIL

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance, and I have read reverse side of Application.

Signed [signature]

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
NC	NC	NC	58			13 20	/		

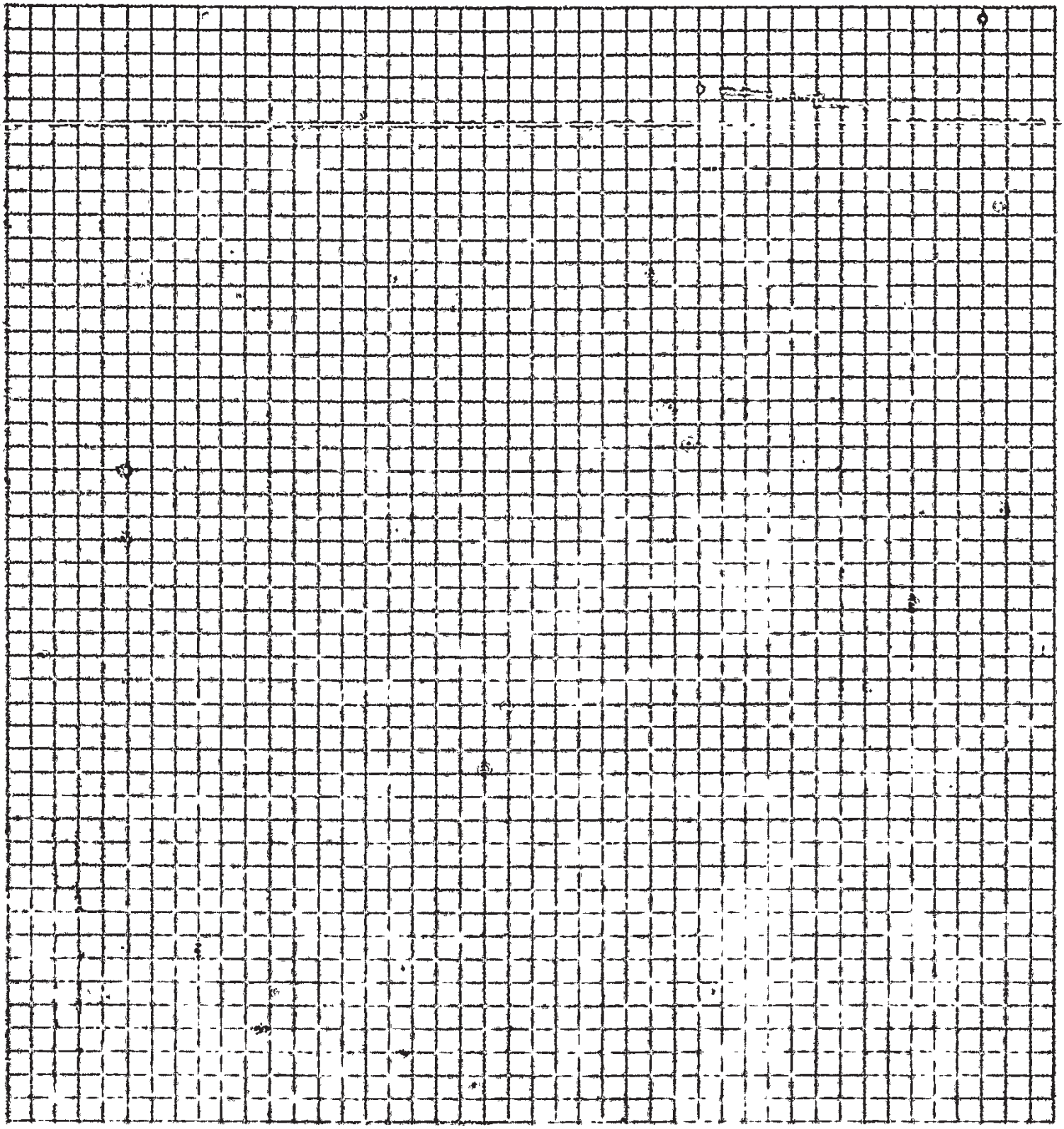
CASHIER'S USE ONLY

NOV-14-63	57387	LA	•52285	W — 2 CK	8.58
NOV-14-63	57388	LA	•52285	W — 1 CK	13.20

P.C. No. ____ GRADING ____ / CRIT. SOIL ____ / CONS. ____ /

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



SCOPE OF PERMIT

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

505

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

DIST. MAP 162	1. LEGAL LOT Lot A & Lot29	BLK. 1	TRACT #4769	
ZONE C2	2. BLDG. ADDRESS 971 La Cienega Blvd., L. A.			APPROVED A BJ
FIRE DIST. 1 651 II	3. BETWEEN CROSS STS. Santa Monica Blvd. AND Sherwood Drive			
INSIDE KEY	4. PRESENT USE OF BLDG. Offices		NEW USE OF BLDG. Offices	
COR. LOT REV. COR.	5. OWNER Nat. Handel, Embassy Buildings Company			
LOT SIZE IRREG	6. OWNER'S ADDRESS 1931 No. Broadway, L. A. 31			
REAR ALLEY SIDE ALLEY	7. CERT. ARCH. Peter J. Candreva		STATE LICENSE NUMBER C-1787	
BLDG. LINE 15'	8. LIC. ENG. Iwata & Jenkins		STATE LICENSE NUMBER SE 660	
AFFIDAVITS —	9. CONTRACTOR Owner		STATE LICENSE NUMBER	
BLDG. AREA 10,000	10. SIZE OF EX. BLDG. 60 x 80 Avg. STORIES 2 HEIGHT 24'			
SPRINKLERS REQ'D. SPECIFIED	11. MATERIAL EXT. WALLS: ☒ WOOD ☐ METAL ☐ CONC. BLOCK ☒ STUCCO ☐ BRICK ☐ CONCRETE		ROOF CONST: ☒ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	

3 971 La Cienega Blvd.

VALIDATION LA39505	FEB-16-56	34750	C — 2 CK	10.00
TYPE V / GROUP G-1 / MAX. OCC. AND 7	APR--4-56	43083	B — 1 CK	33.00
DIST. OFFICE LA				
C. OF O. ISSUED	P.C. 1 20.00		BP 33.00	

DWELL. UNITS —

PARKING SPACES 1 REQ'D

GUEST ROOMS —

FILE WITH —

CONT. INSP. —

12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BLDG. $10,000

13. SIZE OF ADDITION 6' x 11' STORIES 2 HEIGHT

14. NEW WORK: MATERIAL EXT. WALLS Wood Stucco MATERIAL ROOF

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

William Carlton Jewett
SIGNED

This form when properly validated is a permit to do the work described.

VALUATION APPROVED Hutch

APPLICATION CHECKED [signature]

PLANS CHECKED Hutch

CORRECTIONS VERIFIED Hutch

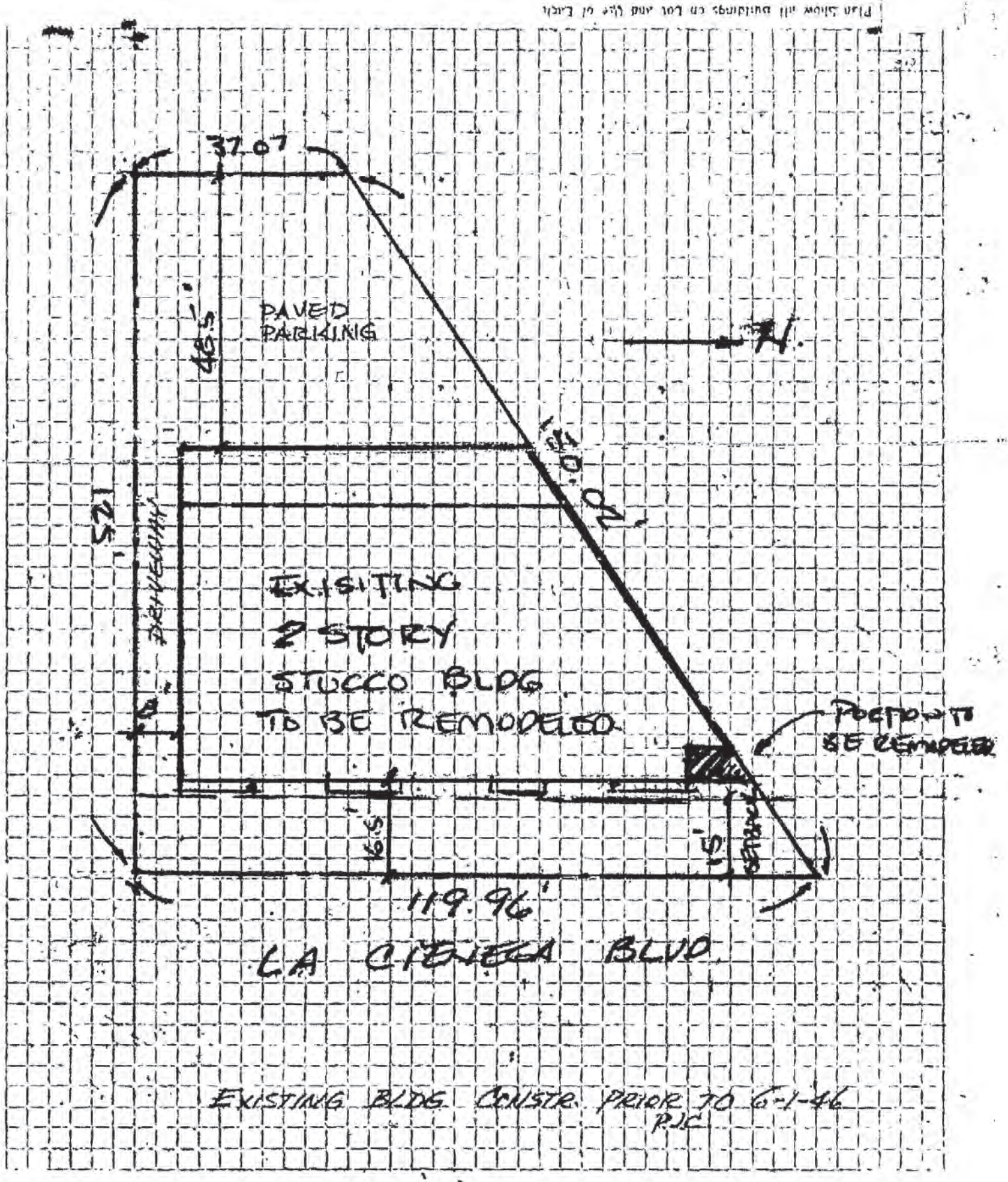
PLANS APPROVED [signature]

APPLICATION APPROVED [signature]

Sm-359

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

F 8-3—75M Sets—11-54



EXISTING BLDG. CONSTR. PRIOR TO 6-1-46
PJC

971 N La Cienega Blvd

Permit #: **10016 - 40000 - 01768**
Plan Check #: X10SP00245 Printed: 01/29/10 03:00 PM
Event Code:

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Last Status: Ready to Issue
Status Date: 01/29/2010

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Bldg. Line - 15
Council District - 5
Certified Neighborhood Council - Mid City West
Community Plan Area - Hollywood
Census Tract - 1944.00
District Map - 144B173
Energy Zone - 9
Fire District - 2
Earthquake-Induced Liquefaction Area - Yes
Lot Cut Date - 05/18/1926
Methane Hazard Site - Methane Buffer Zone
Near Source Zone Distance - .8
Thomas Brothers Map Grid - 592-J6

ZONE(S): C4-1VL /

4. DOCUMENTS

ORD - ORD-161687
CPC - CPC-18473-ZC
CDBG - LARZ-Central City

5. CHECKLIST ITEMS

Std. Work Descr - Seismic Gas Shut Off Valve

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
Hauswirth, Fred And Kate 32265 Kavenish Dr RANCHO MIRAGE CA 92270

Tenant

Applicant (Relationship Agent for Contractor)
John Batioff - (714) 381-7974

7.EXISTING USE **PROPOSED USE**
(23) Miscellaneous Bldg/Structui

8. DESCRIPTION OF WORK
TEAR OFF EXIST. BUILT UP CAPSHEET, INSTALL, 4-PLY ENERGYSTAR COOL ROOF COMPLIANT BUILT UP CAPSHEET. 65SQRS

9. # Bldgs on Site & Use: COMMERCIAL

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
OK for Cashier: Ida Miranda
DAS PC By:
Coord. OK:
Signature: Ida Miranda Date: 1-29-10

For inspection requests, call toll-free **(888) LA4BUILD** (524-2845). Outside LA County, call (213) 482-0000 or request Inspections via **www.ladbs.org**. To speak to a Call Center agent, call **311** or (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only W/O #: **01601768**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $15,500 PC Valuation:

FINAL TOTAL Bldg-Alter/Repair	306.78
Permit Fee Subtotal Bldg-Alter/Rep:	233.75
Fire Hydrant Refuse-To-Pay	
E.O. Instrumentation	3.26
O.S. Surcharge	5.28
Sys. Surcharge	15.84
Planning Surcharge	15.65
Planning Surcharge Misc Fee	5.00
Green Building Fee	1.00
Permit Issuing Fee	27.00
Permit Fee-Single Inspection Flag	

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS

LA Department of Building and Safety

BUILDING PERMIT FEE
ZI ZONING CHK
SITE & BLDG
SYSTEMS DEV FEE
PLAN & BLDG
MICROFILM FEE
GREEN BUILDING FEE
BUILDING PLAN COPY

P100164000001768F

Total Due

* P 1 0 0 1 6 4 0 0 0 0 0 1 7 6 8 F N *

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value") **10016 - 40000 - 01768**

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Valve may be required. **

In the event that any box (i.e 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(C) R W S & P Inc	6320 Clara Street,	Bell Gardens, CA 90201	C39	432352	562-928-1200

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: C39 Lic. No.: 432352 Contractor: R W S & P INC

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

(__) I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(__) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: State Comp. Ins. Fund Policy Number: 238-0003531

(__) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is avaiable at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).
Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

(1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
(2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: John Bafiofl Sign: JBf Date: 1-25-10 Contractor / Authorized Agent

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

SEWER (Available) (Not Available)

1. LEGAL DESCR.	LOT: A ✱ 29	BLK.: 1	TRACT: 4769	ADDRESS APPROVED
2. BUILDING ADDRESS: 971 No. La Cienega Blvd.				DIST. MAP: 7162
3. BETWEEN CROSS STREETS: Santa Monica AND				ZONE: C-2-1
4. PRESENT USE OF BUILDING: Offices	NEW USE OF BUILDING: Same			FIRE DIST.: II 85
5. OWNER'S NAME: Ben K. Brown	PHONE: OL 57640			INSIDE KEY: X
6. OWNER'S ADDRESS: Above	P. O.: L. A.	ZONE: 46		COR. LOT / REV. COR.
7. CERT. ARCH.: Candreva & Jarrett	STATE LICENSE: C-1787	PHONE: OL 71633		LOT SIZE: 02 119.86x150. 37.07x125
8. LIC. ENGR.	STATE LICENSE	PHONE		
9. CONTRACTOR: Owner	STATE LICENSE	PHONE		REAR ALLEY / SIDE ALLEY
10. CONTRACTOR'S ADDRESS	P. O.	ZONE		BLDG. LINE: 15'
11. SIZE OF EXISTING BLDG.: 60 x 101	STORIES: 2	HEIGHT: 22	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 - offices	BLDG. AREA

3 971 No. La Cienega Blvd.

DISTRICT OFFICE: L. A.

CRITICAL SOIL

12. MATERIAL: EXT. WALLS: ☒ WOOD ☐ METAL ☐ CONC. BLOCK ☒ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST.: ☒ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING: compo	SPRINKLERS REQ'D. SPECIFIED
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 3000		VALUATION APPROVED	AFFIDAVITS
14. SIZE OF ADDITION: None	STORIES	HEIGHT	APPLICATION CHECKED: Koshi
15. NEW WORK: (Describe) EXT. WALLS	ROOFING		PLANS CHECKED: Luca
Interior office remodeling 1st Floor only			CORRECTIONS VERIFIED / PLANS APPROVED / APPLICATION APPROVED: Luca
			INSPECTOR

DWELL. UNITS / SPACES PARKING / GUEST ROOMS / FILE WITH / CONT. INSP.

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed: Felix Candreva

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
V	G-1	Same	60			1400			

CASHIER'S USE ONLY

LA70869 SEP-22-60 61633 ☐ = 2 CK 7.00
SEP-22-60 61634 ☐ = 1 CK 14.00

P.C. No. ..... GRADING ..... CRIT. SOIL ..... CONS. .....

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

505

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

DIST. MAP 162	1. LEGAL LOT Lot A & Lot29	BLK. 1	TRACT #4769	
ZONE C2	2. BLDG. ADDRESS 971 La Cienega Blvd., L. A.			APPROVED A BJ
FIRE DIST. 1 651 II	3. BETWEEN CROSS STS. Santa Monica Blvd. AND Sherwood Drive			
INSIDE KEY	4. PRESENT USE OF BLDG. Offices		NEW USE OF BLDG. Offices	
COR. LOT REV. COR.	5. OWNER Nat. Handel, Embassy Buildings Company			
LOT SIZE IRREG	6. OWNER'S ADDRESS 1931 No. Broadway, L. A. 31			
REAR ALLEY SIDE ALLEY	7. CERT. ARCH. Peter J. Candreva		STATE LICENSE NUMBER C-1787	
BLDG. LINE 15'	8. LIC. ENG. Iwata & Jenkins		STATE LICENSE NUMBER SE 660	
AFFIDAVITS —	9. CONTRACTOR Owner		STATE LICENSE NUMBER	
BLDG. AREA 10,000	10. SIZE OF EX. BLDG. 60 x 80 Avg. STORIES 2 HEIGHT 24'			
SPRINKLERS REQ'D. SPECIFIED	11. MATERIAL EXT. WALLS: ☒ WOOD ☐ METAL ☐ CONC. BLOCK ☒ STUCCO ☐ BRICK ☐ CONCRETE		ROOF CONST: ☒ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	

3 971 La Cienega Blvd.

VALIDATION LA39505	FEB-16-56	34750	C — 2 CK	10.00
TYPE V / GROUP G-1 / MAX. OCC. AND 7	APR--4-56	43083	B — 1 CK	33.00
DIST. OFFICE LA				
C. OF O. ISSUED	P.C. 1 20.00		BP 33.00	

DWELL. UNITS —

PARKING SPACES 1 REQ'D

GUEST ROOMS —

FILE WITH —

CONT. INSP. —

12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BLDG. $10,000

13. SIZE OF ADDITION 6' x 11' STORIES 2 HEIGHT

14. NEW WORK: MATERIAL EXT. WALLS Wood Stucco MATERIAL ROOF

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

William Carlton Jewett
SIGNED

This form when properly validated is a permit to do the work described.

VALUATION APPROVED Hutch

APPLICATION CHECKED [signature]

PLANS CHECKED Hutch

CORRECTIONS VERIFIED Hutch

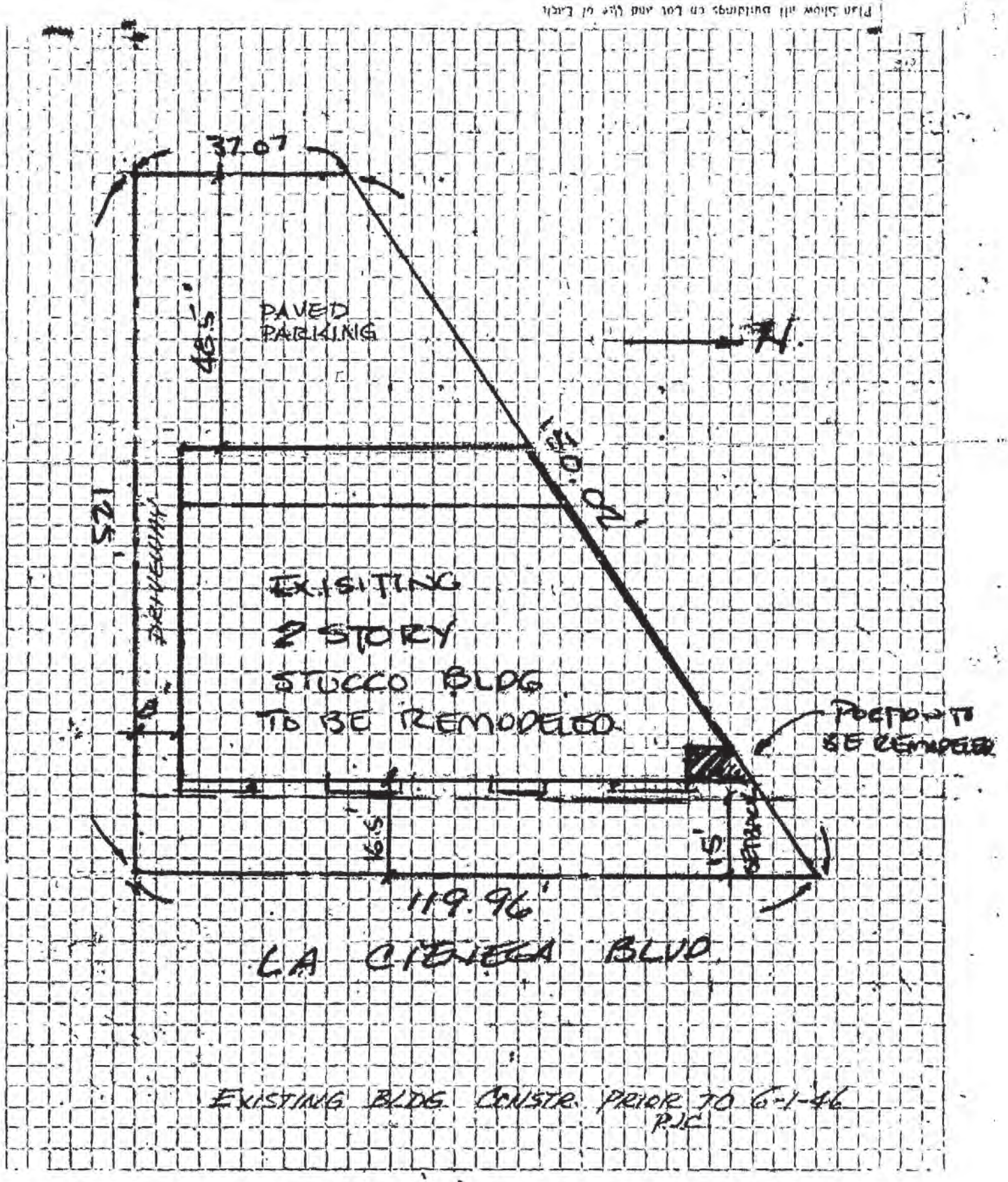
PLANS APPROVED [signature]

APPLICATION APPROVED [signature]

Sm-359

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

F 8-3—75M Sets—11-54



EXISTING BLDG. CONSTR. PRIOR TO 6-1-46
PJC

961-969½ N. La Cienega Blvd.

Francis J. Lexington

961-969½ La Cienega Blvd.

Los Angeles, California

7554 1946

2757

FEB 28 1947

2 Story Type V 60 x 90'6" Store & Office Bldg.

G-1 Occupancy

961 N La Cienega Blvd

Permit #: **98048 - 10001 - 01068**
Plan Check #: Reference #:
Event Code:

Sign
Over the Counter Permit

City of Los Angeles - Department of Building and Safety
APPLICATION FOR INSTALLATION AND INSPECTION OF SIGNS

Status: Ready to Issue
Status Date: 08/05/98
Printed on: 08/05/98 10:58:05

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012
4769	1	29		MB 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION
BAS Branch Office - LA
Council District - 5
Census Tract - 1944.000
Energy Zone - 9
Lot Size - IRR
Lot Type - Key
Thomas Brothers Map Grid - 592
ZONE(S): C4-1VL /

4. DOCUMENTS

5. CHECKLIST ITEMS
Fabricator Reqd - Shop Welds
Fabricator Reqd - Structural Steel
Special Inspect - Field Welding
Special Inspect - H/S Bolt

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s)
Hauswirth, Fred And Kate — 265 Spadling Dr — BEVERLY HILLS CA 90212

Tenant:

Applicant (Relationship, Agent for Owner)
Dan Mcelwain - — 5675 Telegraph Rd #300 — COMMERCE, CA 90040 — (213) 721-7211

7. EXISTING USE

PROPOSED USE
19 Sign

8. DESCRIPTION OF WORK
THIS SUPPLEMENTAL PERMIT IS TO MODIFY PREVIOUS ISSUED POLE SIGN PERMIT #98048-10000-01068 FROM SINGLE FACE TO DOUBLE FACE "V" 14' X 48' OFF-SITE BILLBOARD SINGLE POLE SIGN. MODIFICATION TO ALLOW MAX. 45' HIGH TO TOP OF SIGN BY H.B.

9. # Bldgs on Site & Use:

For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By:
OK for Cashier: Bob Quan
Signature: Bob Quan
DAS PC By:
Coord. OK:
Date: 8/5/98

For Cashier's Use Only W/O #: **84801068**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $15,000 PC Valuation:

FINAL TOTAL Sign	965.12	Electrical Service Fee	12.00
Permit Fee Subtotal Sign	525.00	Control Devices Fee	10.00
Plan Check Subtotal Sign	262.50		
Fire Hydrant Refuse-To-Pay			
E.Q. Instrumentation	3.15		
O.S. Surcharge	17.33		
Sys. Surcharge	52.00		
Planning Surcharge	24.14		
Planning Surcharge Misc Fee	5.00		
Permit Issuing Fee	17.00		
Signs or Gas Tube Systems Fee	26.00		
Additional Branch Circuits/Circuits	11.00		

Sewer Cap ID: Total Bond(s) Due:

08/05/98 11:18:40AM LA05 T-4110 C 10
BLDG PERMIT CO 601.00
INVOICE # 0000000 PP
BLDG PLAN CHEC 262.50
EI COMMERCIAL 3.15
ONE STOP 17.33
SYS DEV 52.00
MISCELLANEOUS 5.00
CITY PLAN SURC 24.14
FROM TRAN 4109 TO 4110
TOTAL 1,065.12
CHECK 1,065.12

98LA 77621

12. ATTACHMENTS
Plot Plan BJ
MODIFICATION BJ

98048-10001-01068

13. STRUCTURE INVENTORY

Sign# 54148 (P) # of Faces 2
Sign# 54148 (P) Height from Grade 45 Feet
Sign# 54148 (P) Illuminated Sign
Sign# 54148 (P) Sign Area 672 Sqft
Sign# 54148 (P) Sign Length 48 Feet
Sign# 54148 (P) Sign Width 14 Feet
Sign# 54148 (P) Street Frontage 191.96 Feet

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(E)	15647 East Sycamore Dr.,	Fountain Hills, AZ 85268		C41284	916-283-2222
(C) R S Enterprises	10747 Monte Vista Avenue,	Ontario, CA 91762	C51	653111	

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class C51 Lic. No.: 653111 Print: DAN McELWAIN Sign: Dan McElwain

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier: CAL COMP INSURANCE Policy Number: 97-VIA-0449C

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: Dan McElwain Date: 08.05.98 ☐ Contractor ☒ Authorized Agent ☐ Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal ☐ Is not applicable ☐ Letter was sent to the AQMD or EPA Sign: _____ Date: / /

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____, Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: / / ☐ Owner ☐ Authorized Agent

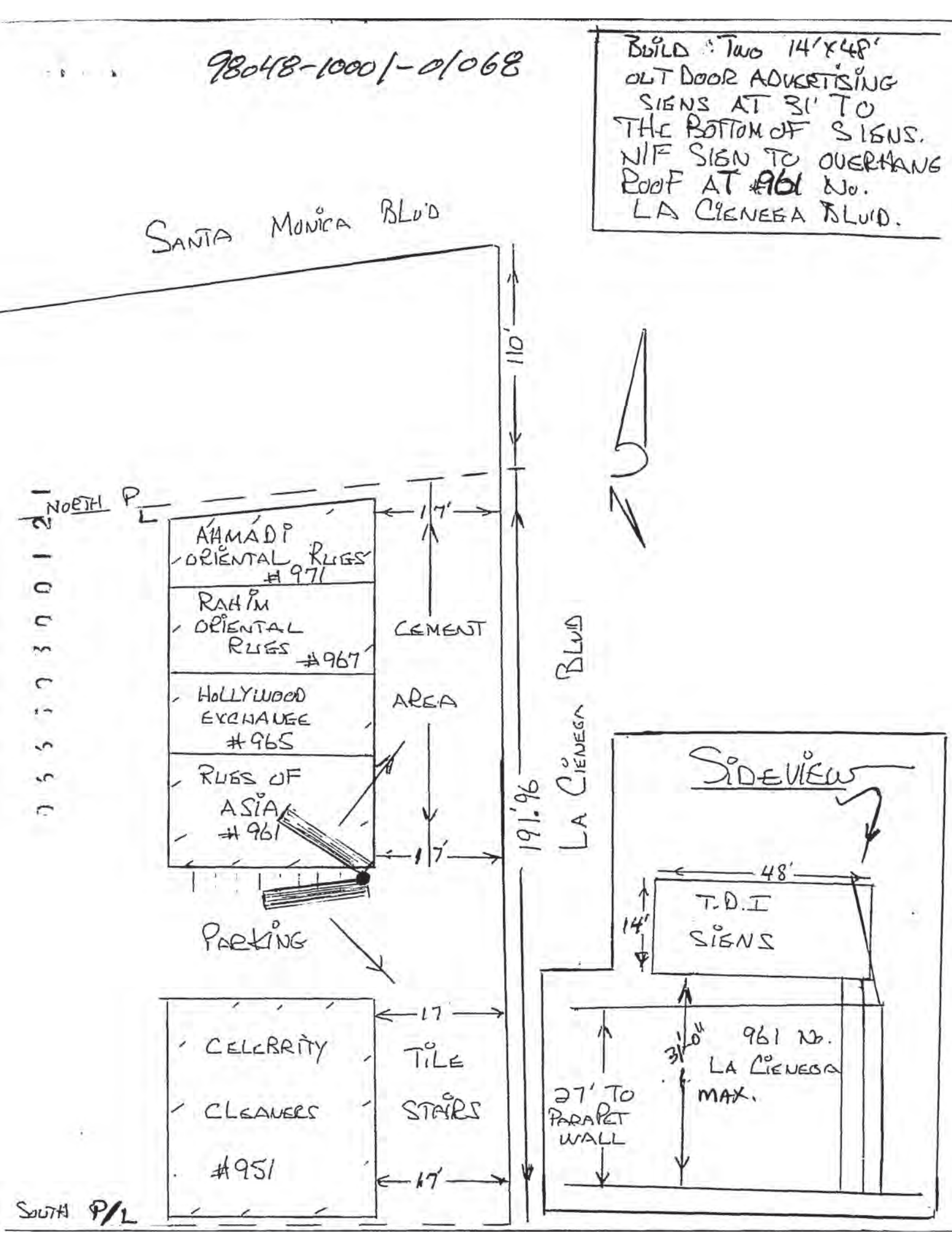
22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: Dan McElwain Sign: Dan McElwain Date: 08.05.98 ☐ Owner ☐ Contractor ☒ Author. Agent

98048-1000/-0/068

BUILD TWO 14'X48' OUT DOOR ADVERTISING SIGNS AT 31' TO THE BOTTOM OF SIGNS. N/F SIGN TO OVERHANG ROOF AT #961 NO. LA CIENEGA BLVD.



CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
BUILDING AND SAFETY
400 CITY HALL
LOS ANGELES, CA 90012-4869

ANDREW A. ADELMAN
GENERAL MANAGER

RICHARD E. HOLGUIN
EXECUTIVE OFFICER

NOTICE REGARDING AN INVALID ATTACHMENT FOR A BUILDING PERMIT

The document(s) listed below was/were attached to building permit with reference no. 98LA77621 issuedon 8-5-98 for 961 N La Cienega Blvd :

- ☑ Administrative Approval
- ☐ Affidavit _____
- ☐ Zoning Administrator File (ZA), Case No. _____
- ☐ Other _____
- ☐ Other _____

This/these document(s) was/were not microfilmed with this permit. It/They was/were returned to the sender with a notice stating that the document(s) cannot be microfilmed as part of a building permit; it/they must be received, microfilmed, and data entered as a separate document type independent of the building permit.

Microfilm Operator

12-14-98

Date Signed

(G:\DRM\...\INVATT.NTC) R 6.11.98

961 N La Cienega Blvd

Permit #: 98029 - 10000 - 00020
Plan Check #: Reference #:
Event Code:

Nonbldg-Demolition
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building and Safety
APPLICATION FOR INSPECTION TO DEMOLISH BUILDING OR STRUCTURE

Status: Ready to Issue
Status Date: 06/30/98
Printed on: 06/30/98 07:56:41

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION
BAS Branch Office - LA
Council District - 5
Census Tract - 1944.000
Energy Zone - 9
Lot Size - IRR
Lot Type - Key
Thomas Brothers Map Grid - 592
ZONE(S): C4-1VL /

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s)
Hauswirth, Fred And Kate 265 Spadling Dr BEVERLY HILLS CA 90212

Tenant

Applicant (Relationship Agent for Contractor)
Dan Mc Elwain - (213) 721-7211

7. EXISTING USE 23 Miscellaneous Bldg/Struct
PROPOSED USE 23 Demolition

8. DESCRIPTION OF WORK
DEMOLISH EXISTING ELLER ROOF SIGN (14'-48' 672 SQ FT)
rti for eric c. by syed

9. * Bldgs on Site & Use:

For information and or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Eric Cabrera
OK for Cashier: Syed Ali
Signature: Syed Ali
DAS PC By:
Coord. OK:
Date: 6/30/98

For Cashier's Use Only W/O #: 82900020

06/30/98 08:18:15AM LA06 T-3557 C 31

DEMO PERMIT	130.00
INVOICE # 0000000 PP	
BLDG PLAN CHEC	117.00
EL COMMERCIAL	0.63-
SYS DEV	14.86
ONE STOP	4.95
MISCELLANEOUS	5.00
CITY PLAN SURC	7.41
TOTAL	279.25
CHECK	279.35

98LA 76342

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period
Permit Valuation: $3.000
PC Valuation:

FINAL TOTAL Nonbldg-Demolitio	279.85
Permit Fee Subtotal Nonbldg-Demo	130.00
Plan Check Subtotal Nonbldg-Dem	117.00
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	0.63
O.S. Surcharge	4.95
Sys. Surcharge	14.86
Planning Surcharge	7.41
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS
Misc. (See Comments) SA
Plot Plan SA
(3) SA

13. STRUCTURE INVENTORY

(P) Sign Area -672 Sqft
(E) # of Faces 1
(E) Height from Grade 41 Feet

14. APPLICATION COMMENTS

ATTACHED IS AN AUTHORIZATION LETTER FROM THE OWNER OF THE PROPERTY AUTHORIZING TDI TO DEMOLISH THE EXISTING OFFSITE POLE SIGN.

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(C) R S Enterprises	10747 Monte Vista Avenue.	Ontario, CA 91762	C51	653111	

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and or HVAC-contractor's & workers' comp. declarations are desired.)

License Class C-51 Lic No. 653 111 Print DANIEL McELWAIN Sign Dan McElwain

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☑ I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ~~Insurance~~ Address Calcomp Policy Number: 97-VIA-0449C

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign Dan McElwain Date 06.30.98 ☐ Contractor ☑ Authorized Agent ☐ Owner

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name _____ Lender's address _____

20. ASBESTOS REMOVAL

Notification of asbestos removal ☑ is not applicable ☐ Letter was sent to the AQMD or EPA Sign Dan McElwain Date 06.30.98

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

☐ I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale.)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____ Bus. & Prof. Code for the following reason: _____

Print _____ Sign _____ Date _____ ☐ Owner ☐ Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print DANIEL McELWAIN Sign Dan McElwain Date 06.30.98 ☐ Owner ☐ Contractor ☑ Author. Agent

TDI

June 15, 1998

Department of Building and Safety
Los Angeles City Hall

To Whom it May Concern:

My wife and I are the owners of the property at #961 North La Cienega Blvd.

We hereby give Dan McElwain permission to apply for a Demolition Permit to have the Eller Advertising sign removed from the roof at #961 N. La Cienega Blvd. and to sign for any documents pertaining to the removal of the Eller sign.

Sincerely,

Fred Hauswirth

Kate Hauswirth

Kate Hauswirth

0 5 2 0 1 6 3 1 7

TRANSPORTATION DISPLAYS INCORPORATED
5675 TELEGRAPH ROAD, SUITE 300, COMMERCE, CA 90040 - (213) 721-7211 - FAX (213) 721-1465

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Riverside

WAYNE A. WALTER, NOTARY PUBLIC

On June 19, 1998 (Date) before me, _____ (Name and Title of Officer (e.g., "Jane Doe, Notary Public"))

personally appeared =Fred Hauswirth= (Name(s) of Signer(s))

☐ personally known to me – OR – ☒ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

WAYNE A. WALTER
Commission # 1151718
Notary Public - California
Riverside County
My Comm. Expires Sep 10, 2001

WITNESS my hand and official seal.

Wayne A. Walter
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: LTR: To Whom It May Concern

Document Date: June 15, 1998 Number of Pages: ONE

Signer(s) Other Than Named Above: yes

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☒ Individual	☐ Individual
☐ Corporate Officer	☐ Corporate Officer
Title(s): _____	Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Attorney-in-Fact	☐ Attorney-in-Fact
☐ Trustee	☐ Trustee
☐ Guardian or Conservator	☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
RIGHT THUMBPRINT OF SIGNER — Top of thumb here	RIGHT THUMBPRINT OF SIGNER — Top of thumb here
Signer Is Representing:	Signer Is Representing:

0352001003131

961 N La Cienega Blvd Permit Application #: **98029 - 10000 - 00020**

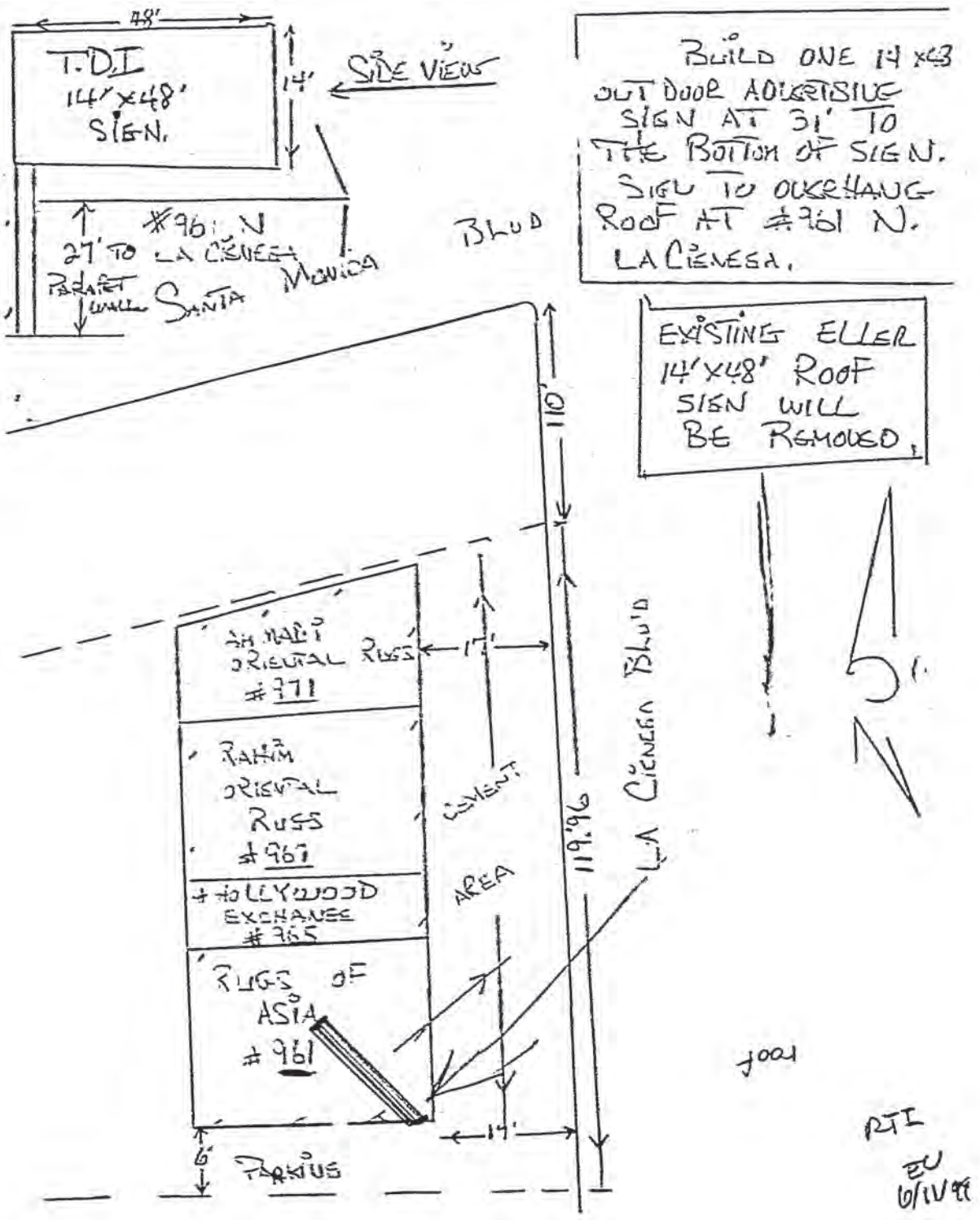
Nonbldg-Demolition
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building and Safety

PLOT PLAN ATTACHMENT

Plan Check #:
Initiating Office: METRO
Printed on: 06/11/98 15:48:56

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



COUNCIL DISTRICT: 5

PLOT PLAN ATTACHMENT

961 N La Cienega Blvd

Permit #: **98048 - 10000 - 02234**
Plan Check #: Reference #:
Event Code:

Sign

Over the Counter Permit

City of Los Angeles - Department of Building and Safety
APPLICATION FOR INSTALLATION AND INSPECTION OF SIGNS

Status: Ready to Issue
Status Date: 12/18/98
Printed on: 12/18/98 14:40:25

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION

BAS Branch Office - LA
Council District - 5
Census Tract - 1944.000
Energy Zone - 9
Lot Size - IRR
Lot Type - Key
Thomas Brothers Map Grid - 592

ZONE(S): C4-1VL/

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
Hauswirth, Fred And Kate 265 Spadling Dr BEVERLY HILLS CA 90212

Tenant:

Applicant (Relationship Agent for Contractor)
Lorna Hobbs - (310) 587-8849

7. EXISTING USE / **PROPOSED USE**
19 Sign

8. DESCRIPTION OF WORK
REMOVAL OF EXISTING OFFSITE ROOF SIGN (SEE COMMENTS)
SIZE OF EXISTING IS 14X48

9. # Bldgs on Site & Use: COMMERCIAL

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: John Vasquez
OK for Cashier: John Vasquez
Signature:
DAS PC By:
Coord. OK:
Date: 12-18-98

For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

For Cashier's Use Only W/O #: 84802234

12/18/98 01:29:10PM LA03 T-7423 C 26
BLDG PERMIT CO 70.00
INVOICE # 0000000 PP
BLDG PLAN CHEC 35.00
EI COMMERCIAL 0.50
ONE STOP 2.11
SYS DEV 6.33
CITY PLAN SURC 3.15
MISCELLANEOUS 5.00
TOTAL 122.09
DOC# 03054005
CRCARD 122.09

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $2,000/ PC Valuation:

FINAL TOTAL Sign	122.09
Permit Fee Subtotal Sign	70.00
Plan Check Subtotal Sign	35.00
E.Q. Instrumentation	0.50
O.S. Surcharge	2.11
Sys. Surcharge	6.33
Planning Surcharge	3.15
Planning Surcharge Misc Fee	5.00

Sewer Cap ID: Total Bond(s) Due:

98LA 82355

12. ATTACHMENTS
Plot Plan

13. STRUCTURE INVENTORY
Sign# 54141(E)# of Faces 1
Sign# 54141(C)Sign Area-672Sqft
Sign# 54141(E)Sign Length 48Feet
Sign# 54141(E)Sign Width 14Feet

14. APPLICATION COMMENTS
THE APPLICANT (LORNA HOBBS) ATTESTS THAT THE OWNER OF THE PROPERTY HAS AUTHORIZED HER TO OBTAIN THE PERMIT TO REMOVE THIS EXISTING OFFSITE SIGN. OK PER COLIN KUMABE TO ISSUE THIS PERMIT

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(C) Eller Media Company	1550 W Washington Blvd,	Los Angeles, CA 90007	D34	702550	323-730-4257

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98 0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC)

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: C61 Lic. No.: 559142 Print: Lorna Hobbs Sign: [signature]

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued

☑ I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Carrier: RELIANCE NATIONAL Policy Number: WD8546800

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: [signature] Date: 12.18.98 ☐ Contractor ☑ Authorized Agent ☐ Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: ☑ is not applicable ☐ Letter was sent to the AQMD or EPA Sign: [signature] Date: 12/18/98

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).).

☐ I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____, Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: / / ☐ Owner ☐ Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106 4.3.4 LAMC).

Print: Lorna Hobbs Sign: [signature] Date: 12/18/97 ☐ Owner ☐ Contractor ☑ Author. Agent

961 N La Cienega Blvd Permit Application #: **98048 - 10000 - 02234**

Sign

Over the Counter Permit

City of Los Angeles - Department of Building and Safety

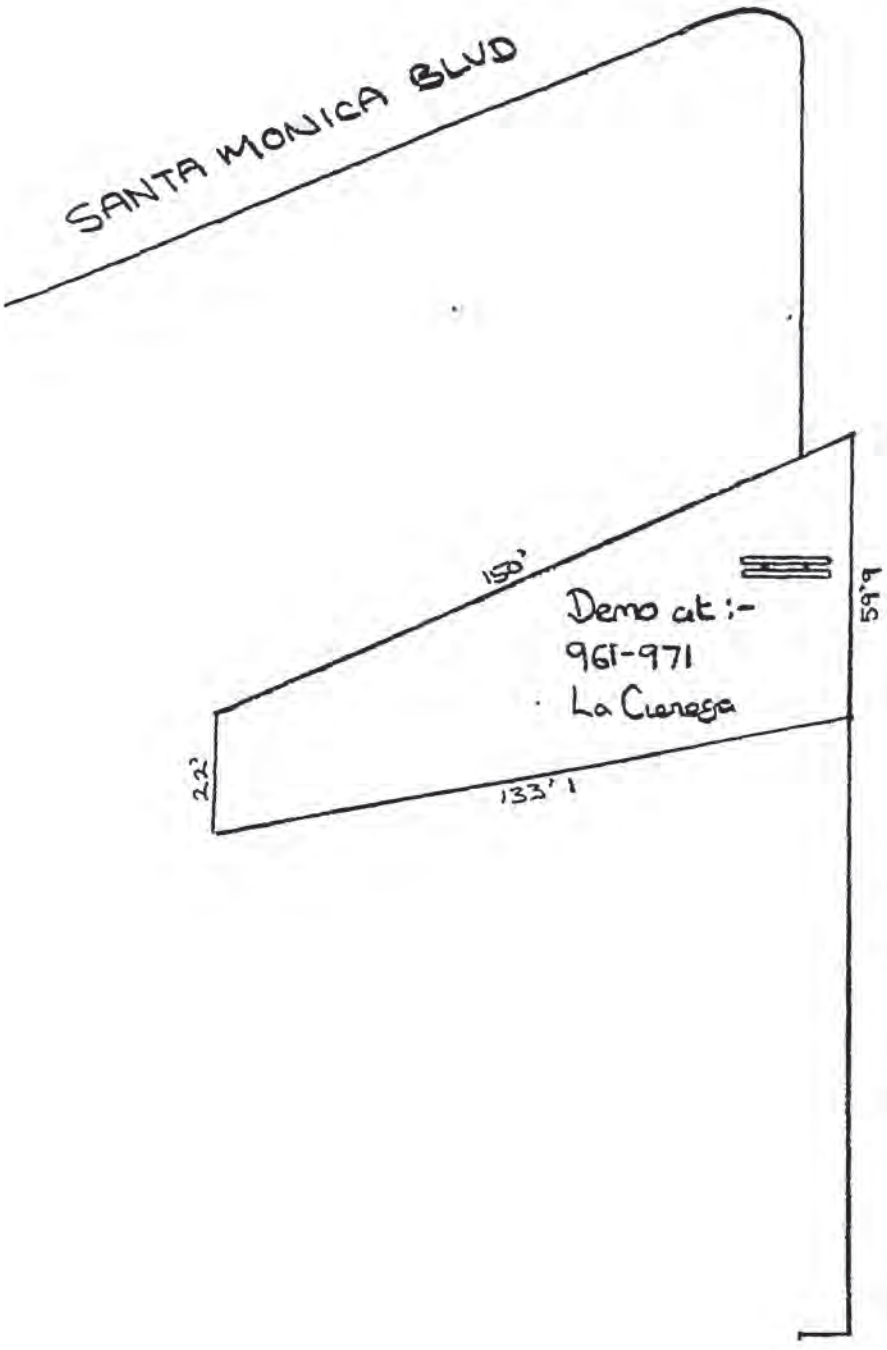
PLOT PLAN ATTACHMENT

Plan Check #:

Initiating Office: METRO

Printed on: 12/18/98 14:40:43

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



COUNCIL DISTRICT: 5

PLOT PLAN ATTACHMENT

961 N La Cienega Blvd

Permit #: **98048 - 10000 - 02262**
Plan Check #: Reference #:
Event Code:

Sign

Over the Counter Permit

City of Los Angeles - Department of Building and Safety
APPLICATION FOR INSTALLATION AND INSPECTION OF SIGNS

Status: Ready to Issue
Status Date: 12/23/98
Printed on: 12/23/98 14:02:50

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION

BAS Branch Office - LA
Council District - 5
Census Tract - 1944.000
Energy Zone - 9
Lot Size - IRR
Lot Type - Key
Thomas Brothers Map Grid - 592

ZONE(S): C4-1VL/

4. DOCUMENTS

5. CHECKLIST ITEMS

Fabricator Reqd - Shop Welds
Fabricator Reqd - Structural Steel
Special Inspect - Field Welding
Special Inspect - H/S Bolt

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): Hauswirth, Fred And Kate — 265 Spadling Dr — BEVERLY HILLS CA 90212

Tenant:

Applicant (Relationship: Agent for Owner): Dan Mcelwain - — 5675 Telegraph Rd #300 — COMMERCE, CA 90040 — (213) 721-7211

7. EXISTING USE

PROPOSED USE
19 Sign

8. DESCRIPTION OF WORK
PROPOSED OFFSITE SIGN PER STANDARD PLAN # 186
14'X48' "V" SHAPED, 45' MAX HEIGHT (SEE COMMENTS)

9. # Bldgs on Site & Use: RETAIL

For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: John Vasquez
OK for Cashier: John Vasquez
Signature:
DAS PC By:
Coord. OK:
Date: 12.23.98

For Cashier's Use Only W/O #: 84802262

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $50,000
PC Valuation:

FINAL TOTAL Sign	3,012.68	Electrical Service Fee	12.00
Permit Fee Subtotal Sign	1,750.00	Control Devices Fee	10.00
Plan Check Subtotal Sign	875.00		
Fire Hydrant Refuse-To-Pay			
E.Q. Instrumentation	10.50		
O.S. Surcharge	54.23		
Sys. Surcharge	162.69		
Planning Surcharge	79.26		
Planning Surcharge Misc Fee	5.00		
Permit Issuing Fee	17.00		
Signs or Gas Tube Systems Fee	26.00		
Additional Branch Circuits/Circuits F	11.00		

Sewer Cap ID:
Total Bond(s) Due:

12/23/98 01:19:15PM LA05 T-2575 C 06

BLDG PERMIT CO	1,826.00
INVOICE # 0000000 PP	
BLDG PLAN CHEC	875.00
EI COMMERCIAL	10.50
ONE STOP	54.23
SYS DEV	162.69
MISCELLANEOUS	5.00
CITY PLAN SURC	79.26
TOTAL	3,012.68
CHECK	3,012.68

98LA 82463

12. ATTACHMENTS

Misc. (See Comments)
Plot Plan

13. STRUCTURE INVENTORY

Sign# 54148(P) # of Faces 2
Sign# 54148(P) Height from Grade 45 Feet
Sign# 54148(P) Illuminated Sign
Sign# 54148(P) Sign Length 48 Feet
Sign# 54148(P) Sign Area 672 Sqft
Sign# 54148(P) Sign Width 14 Feet
Sign# 54148(E) Street Frontage 191 Feet

14. APPLICATION COMMENTS

SPI COMPLETED ON 5-15-1998 AND ATTACHED SEARCH OF PERMITS PERFORMED AN ADMIN APPVL HAS BEEN GRANTED TO ALLOW THIS SIGN TO BE 45' HIGH EXISTING SIGN AT THIS ADDRESS HAS BEEN REMOVED W/ PERMIT 98LA82355 APP # 98048-10000-02234 (DEMO HAS BEEN VERIFIED W/ MR. CLARK) EXISTING C/O PRESENTED PRIOR TO 1989 (1954)- THEREFORE CUP NOT REQD OK TO ISSUE THIS PERMIT PER COLIN KUMABE (METRO CTR SUPERVISOR)

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(E) Jeffrey A. Chapman	, ,		C41284	
(C) R S Enterprises	10747 Monte Vista Avenue, Ontario, CA 91762	C51	653111	

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: C51 Lic. No: 653111 Print: DANIEL McELWAIN Sign: Daniel McElwain

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: CALCOMP INS. Co. Policy Number: 97-VIA-0449C

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that, if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: Dan McElwain Date: 12/23/98 ☐ Contractor ☑ Authorized Agent ☐ Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal ☐ is not applicable ☐ Letter was sent to the AQMD or EPA Sign: _____ Date: / /

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).).

☐ I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____, Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: / / ☐ Owner ☐ Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: DAN McELWAIN Sign: Dan McElwain Date: 12/23/98 ☐ Owner ☐ Contractor ☑ Author. Agent

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

ANDREW A. ADELMAN
GENERAL MANAGER

RICHARD E. HOLGUIN
EXECUTIVE OFFICER

NOTICE OF PHOTOCOPIED OR FAXED ATTACHMENT(S) TO A BUILDING PERMIT

The following 1 [number of pages] page(s) of attachment(s) for building permit with reference number 98LA82463 issued on 12/23/98 for the job address 961 N La Cienega Blvd is/are photocopies and/or facsimiles of the original document(s). The original document(s) was/were never received by the Data and Records Management Unit.

C Murray
Microfilm Supervisor

5/25/99
Date Signed

9804-10000-08868 (1st) 5/19/98

2nd man 20

961 N. LA CIENEGA BL

City of Los Angeles
Department of Building and Safety
SIGN PRE-INSPECTION - VERIFICATION OF PLOT PLAN

Address: 961 N. LA CIENEGA BL Council District # 5
Plan Check Log Book Number(s): G6370 Date Logged In 5/14/98 (Rec'd from Plan Check)
PC Office: CH PC Fax #

DESCRIPTION OF PROPOSED SIGN	How Many	Direction Sign Faces — (ZIP ANT DEGREES)
Off-Site (On-Site)	1	NE & SW

Type of Sign:

(Pole Sign) Wall Sign Projecting Sign Roof Sign Monument Sign

Mural Sign Banner Window Mural

I.D. Sign Information Sign Marquee Other _____

45' is calculated

Height of sign top: NOT INDICATED (Double Faced) Single Faced

Size: Length 48' Width 14'

Size: Length _____ Width _____

Existing Off-Site sign on the same side of the same street: 14x48 14x48

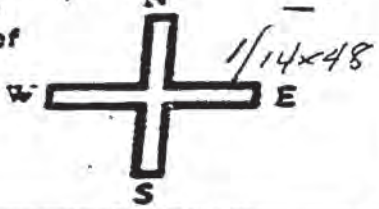
	Size	Distance
North	14x48	10'
South		
East		
West		

700' / 165'

No. of existing off-site signs within 150' of intersection 5

4/14x48

1/14x48



Referrals: DOT CZCA Cultural Affairs Others: _____

Comments: SIGN WOULD BE IN TOO CLOSE PROXIMITY TO OTHER OFF-SITE SIGNS. NO DOCUMENTATION INDICATING APPLICANTS AUTHORITY TO HAVE "ELLER CO." OFF-SITE SIGN REMOVED HAS BEEN PROVIDED.
APPLICATION DENIED FOR NON CONFORMANCE W/DISTANCE REQMTS FOR OFF-SITE SIGNS. ff to be Demo - obtain pp

Plan checker Please check - Zoning? Size of Lot? Lot Tie?

Plot plan does / does not reflect job site. Plot plan is / is not complete.

Date of Pre-Inspection: 5/15/98 Inspected by: A. Carney

This preinspection does not constitue an approval or denial by the inspector.
When pre-inspection completed, send to:
Name _____ Fax #( ) DATE Rec'd - 5/20/98 - To: CH

Business name:	Sign contractor:	Phone #:
BUGS OF ASIA	DAN McELWAIN	213-721-7211

SPI Valid For Six months: Plot Plan on Back:

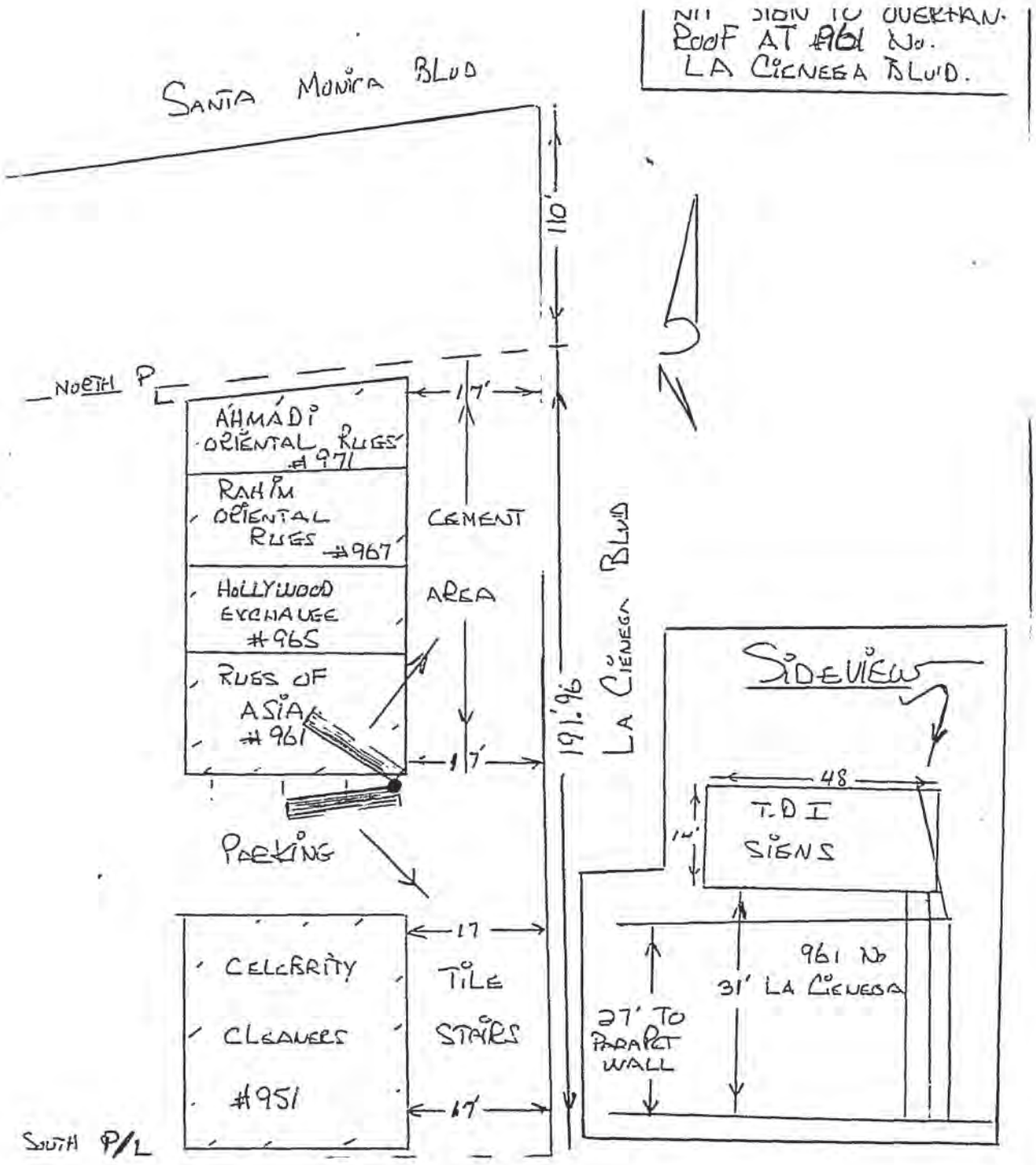
961 N. LA CIENEGA BL

961 N La Cienega Blvd Permit Application #: **98048 - 10000 - 02262**

Sign | City of Los Angeles - Department of Building and Safety | Plan Check #: | Initiating Office: METRO

Over the Counter Permit | **PLOT PLAN ATTACHMENT** | Printed on: 12/23/98 14:03:16

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



COUNCIL DISTRICT: 5 PLOT PLAN ATTACHMENT

961 N La Cienega Blvd

Application #: **98048 - 10000 - 01068**
Plan Check #:
Reference #: 98LA76344
Event Code:

Sign

Over the Counter Permit

City of Los Angeles - Department of Building and Safety

APPLICATION FOR INSTALLATION AND INSPECTION OF SIGNS

Status: Permit Withdrawn
Status Date: 02/26/99
Printed on: 04/05/99 14:15:19

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION

BAS Branch Office - LA
Council District - 5
Census Tract - 1944.00
Energy Zone - 9
Lot Size - IRR
Lot Type - Key
Thomas Brothers Map Grid - 592

ZONE(S): C4-1VL /

4. DOCUMENTS

5. CHECKLIST ITEMS

Fabricator Reqd - Shop Welds
Fabricator Reqd - Structural Steel
Special Inspect - Field Welding
Special Inspect - H/S Bolt

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): Hauswirth, Fred And Kate — 265 Spadling Dr — BEVERLY HILLS CA 90212

Tenant

Applicant (Relationship Agent for Owner): Dan Mcelwain - — 5675 Telegraph Rd #300 — COMMERCE, CA 90040 — (213) 721-7211

7. EXISTING USE

PROPOSED USE
19 Sign

8. DESCRIPTION OF WORK
BUILD ONE 14' X 48' OFF-SITE BILLBOARD SIGN single face.
THE NEW POLE SIGN is
TO BE LOCATED AT THE SAME EXACT LOCATION OF THE PREVIOUS ROOF SIG
NO INSPECTIONS TO BE COMPLETED UNTIL THE EXISTING ROOF SIGN IS REM

9. # Bldgs on Site & Use:

For information and/or inspection requests originating within LA County, call toll-free (888)-LA4BUILD; outside LA County, call (213)-977-6941.

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Eric Cabrera
OK for Cashier: Syed Ali
Signature:
DAS PC By:
Coord. OK:
Date:

For Cashier's Use Only W/O #: **84801068**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $50,000
PC Valuation:

FINAL TOTAL Sign	3,012.68	Electrical Service Fee	12.00
Permit Fee Subtotal Sign	1,750.00	Control Devices Fee	10.00
Plan Check Subtotal Sign	875.00		
Fire Hydrant Refuse-To-Pay			
E.Q. Instrumentation	10.50		
O.S. Surcharge	54.23		
Sys. Surcharge	162.69		
Planning Surcharge	79.26		
Planning Surcharge Misc Fee	5.00		
Permit Issuing Fee	17.00		
Signs or Gas Tube Systems Fee	26.00		
Additional Branch Circuits/Circuits F	11.00		

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS
Plot Plan

Permit Withdrawn

REFUND 65280 12/23/98

13. STRUCTURE INVENTORY

Sign# 54148(P) # of Faces 1
Sign# 54148(P) Height from Grade 45 Feet
Sign# 54148(P) Illuminated Sign
Sign# 54148(P) Sign Area 672 Sqft
Sign# 54148(P) Street Frontage 119.96 Feet

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information that has been captured electronically is not printed. Nevertheless, the information printed herein exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(C) R S Enterprises	10747 Monte Vista Avenue,	Ontario, CA 91762	C51	653111	

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 related to my ability to take prime contracts or subcontracts involving specialty trades. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: _____ Lic. No.: _____ Print: _____ Sign: _____

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: _____ Date: / / ☐ Contractor ☐ Authorized Agent ☐ Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: ☐ Is not applicable ☐ Letter was sent to the AQMD or EPA Sign: _____ Date / /

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____, Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: / / ☐ Owner ☐ Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

Print: _____ Sign: _____ Date: / / ☐ Owner ☐ Contractor ☐ Author. Agent

971 N La Cienega Blvd

Permit #: **10016 - 40000 - 01768**
Plan Check #: X10SP00245 Printed: 01/29/10 03:00 PM
Event Code:

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Last Status: Ready to Issue
Status Date: 01/29/2010

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 4769	1	A	2	M B 52-23/25	144B173 210	4337 - 001 - 012

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Bldg. Line - 15
Council District - 5
Certified Neighborhood Council - Mid City West
Community Plan Area - Hollywood
Census Tract - 1944.00
District Map - 144B173
Energy Zone - 9
Fire District - 2
Earthquake-Induced Liquefaction Area - Yes
Lot Cut Date - 05/18/1926
Methane Hazard Site - Methane Buffer Zone
Near Source Zone Distance - .8
Thomas Brothers Map Grid - 592-J6

ZONE(S): C4-1VL /

4. DOCUMENTS

ORD - ORD-161687
CPC - CPC-18473-ZC
CDBG - LARZ-Central City

5. CHECKLIST ITEMS

Std. Work Descr - Seismic Gas Shut Off Valve

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
Hauswirth, Fred And Kate 32265 Kavenish Dr RANCHO MIRAGE CA 92270

Tenant

Applicant (Relationship Agent for Contractor)
John Batioff - (714) 381-7974

7.EXISTING USE **PROPOSED USE**
(23) Miscellaneous Bldg/Structui

8. DESCRIPTION OF WORK
TEAR OFF EXIST. BUILT UP CAPSHEET, INSTALL, 4-PLY ENERGYSTAR COOL ROOF COMPLIANT BUILT UP CAPSHEET. 65SQRS

9. # Bldgs on Site & Use: COMMERCIAL

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
OK for Cashier: Ida Miranda
DAS PC By:
Coord. OK:
Signature: Ida Miranda Date: 1-29-10

For inspection requests, call toll-free **(888) LA4BUILD** (524-2845). Outside LA County, call (213) 482-0000 or request Inspections via **www.ladbs.org**. To speak to a Call Center agent, call **311** or (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only W/O #: **01601768**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $15,500 PC Valuation:

FINAL TOTAL Bldg-Alter/Repair	306.78
Permit Fee Subtotal Bldg-Alter/Rep:	233.75
Fire Hydrant Refuse-To-Pay	
E.O. Instrumentation	3.26
O.S. Surcharge	5.28
Sys. Surcharge	15.84
Planning Surcharge	15.65
Planning Surcharge Misc Fee	5.00
Green Building Fee	1.00
Permit Issuing Fee	27.00
Permit Fee-Single Inspection Flag	

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS

LA Department of Building and Safety

BUILDING PERMIT FEE
ZI ZONING CHK
SITE & BLDG
SYSTEMS DEV FEE
PLAN & BLDG
MICROFILM FEE
GREEN BUILDING FEE
BUILDING PLAN COPY

P100164000001768F

Total Due

* P 1 0 0 1 6 4 0 0 0 0 0 1 7 6 8 F N *

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value") **10016 - 40000 - 01768**

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Valve may be required. **

In the event that any box (i.e 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(C) R W S & P Inc	6320 Clara Street,	Bell Gardens, CA 90201	C39	432352	562-928-1200

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: C39 Lic. No.: 432352 Contractor: R W S & P INC

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

(__) I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(__) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: State Comp. Ins. Fund Policy Number: 238-0003531

(__) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is avaiable at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).
Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

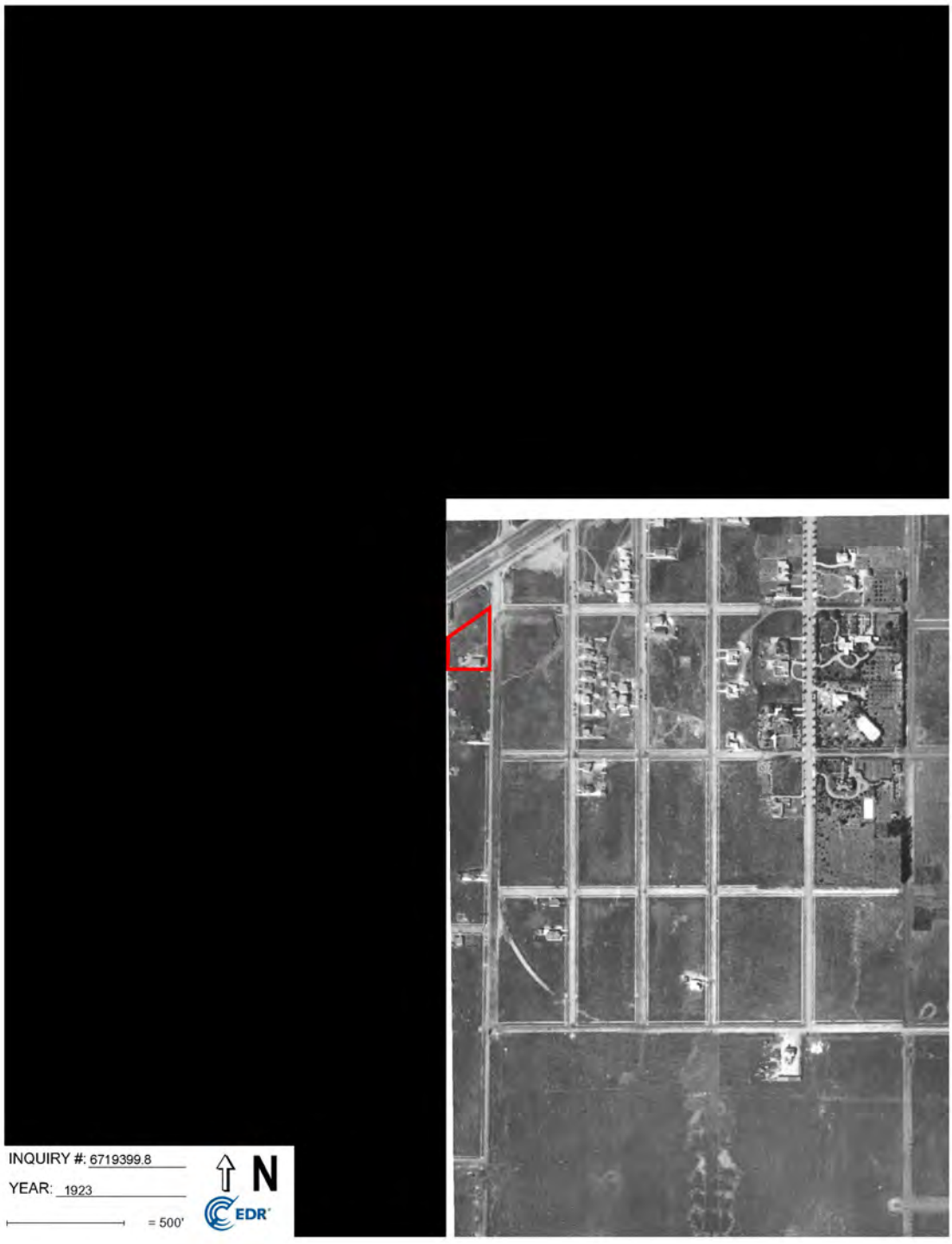
By signing below, I certify that:

(1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
(2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: John Bafiofl Sign: JBf Date: 1-25-10 Contractor / Authorized Agent

Attachment D: Historic Aerials and Sanborn Insurance Maps

Historic Aerials



Aerial Photo 1923

Aerial Photo 1928

Aerial Photo 1938

Aerial Photo 1948

Aerial Photo 1952

Aerial Photo 1964

Aerial Photo 1970

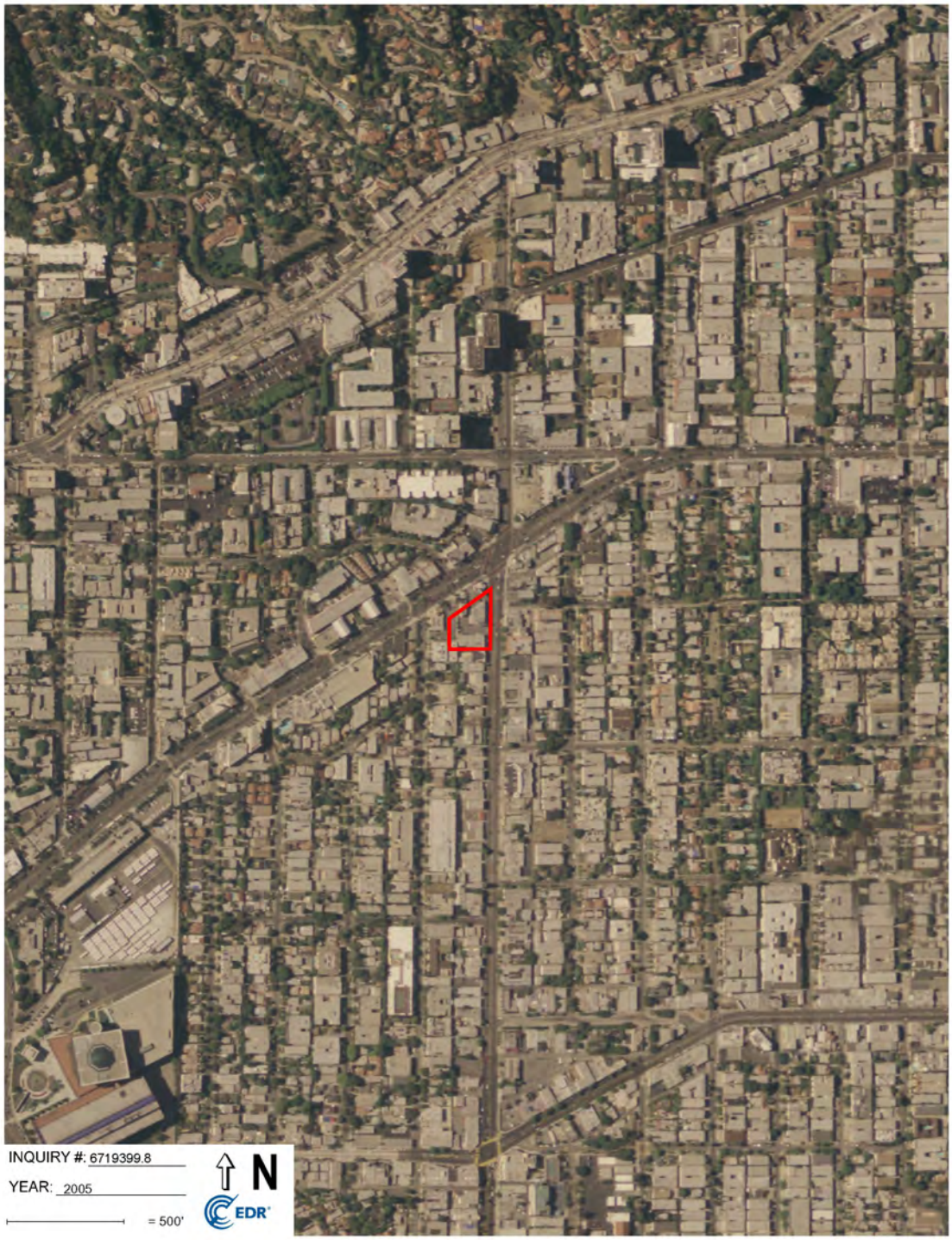
Aerial Photo 1977

Aerial Photo 1981

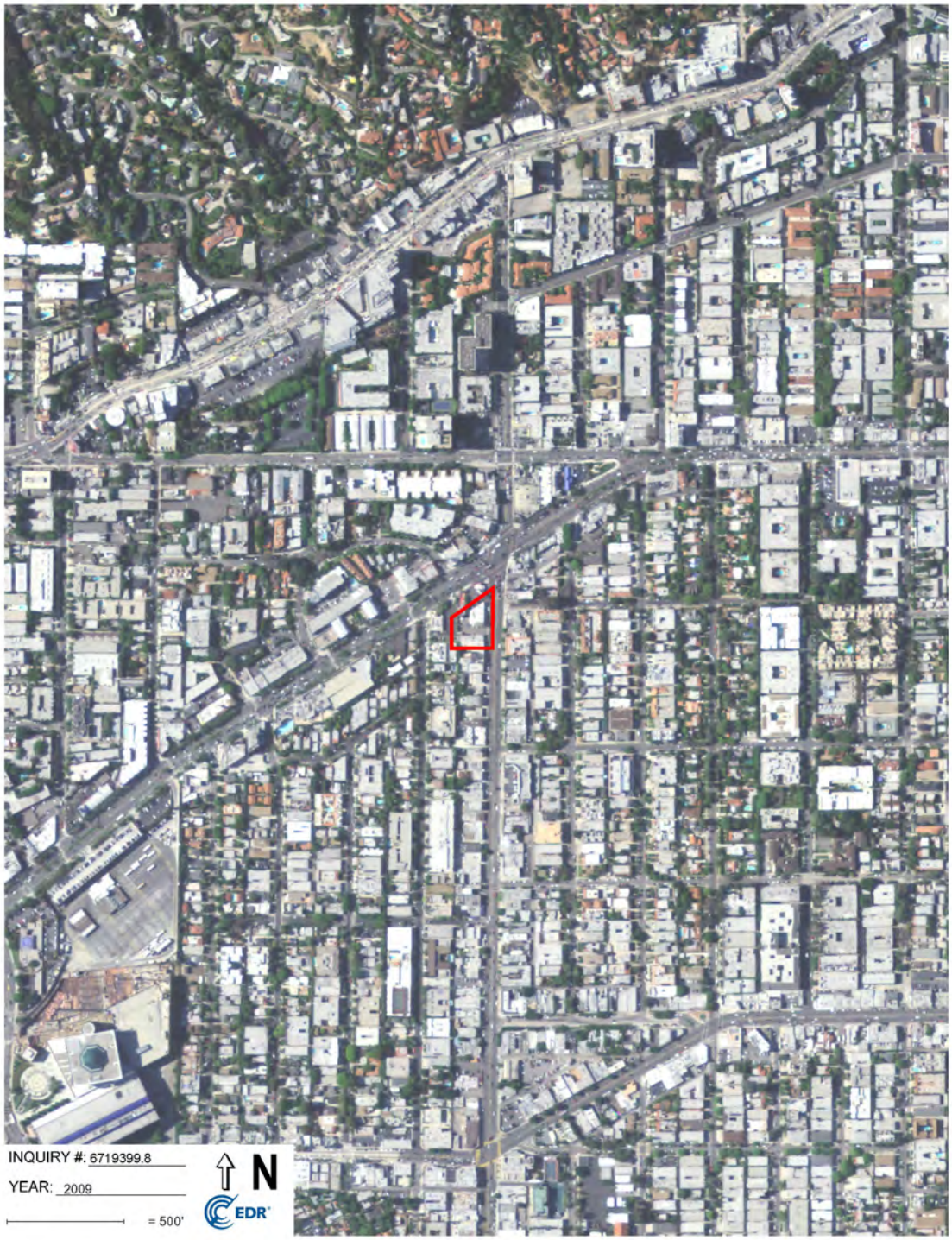
Aerial Photo 1989

Aerial Photo 1994

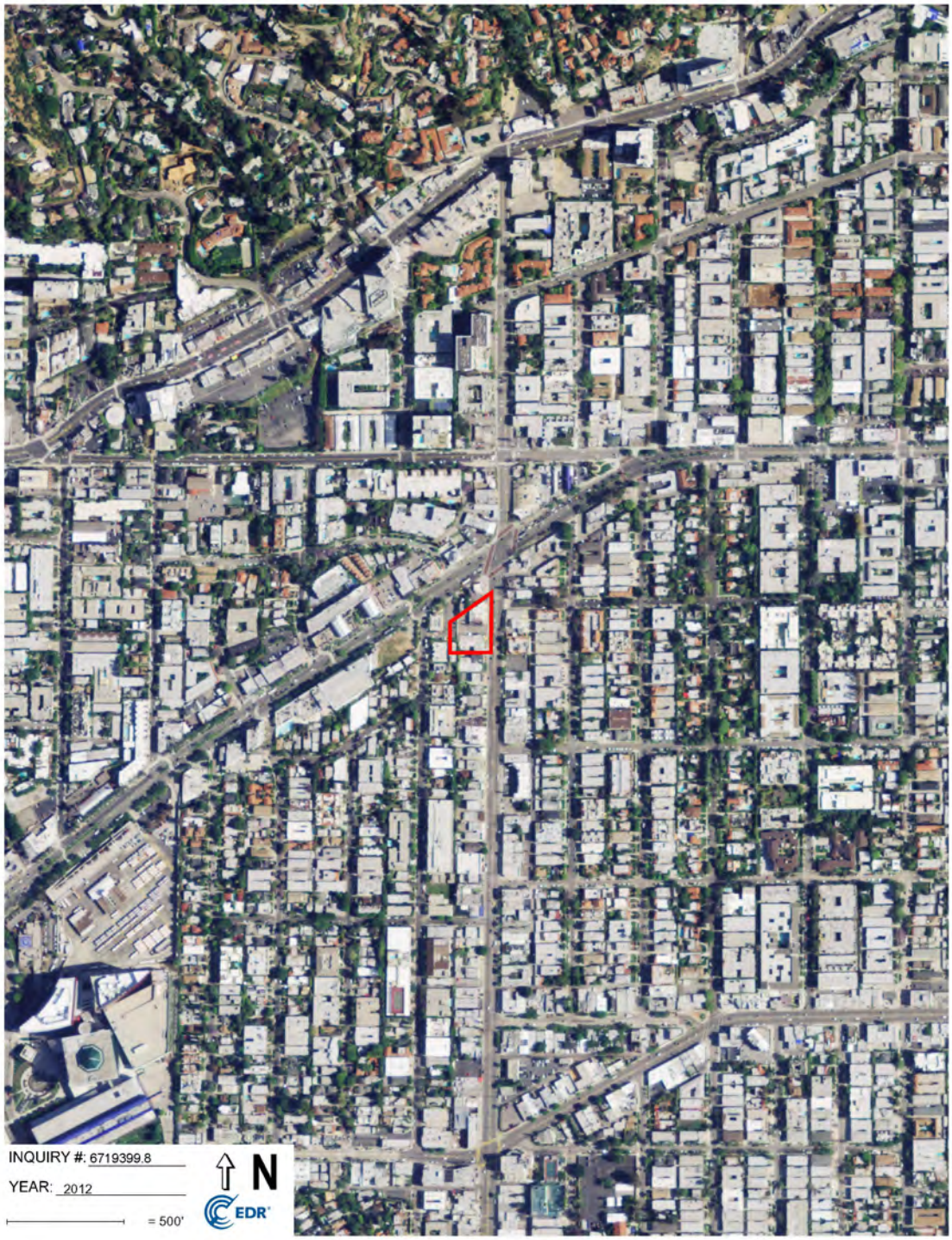
Aerial Photo 2002



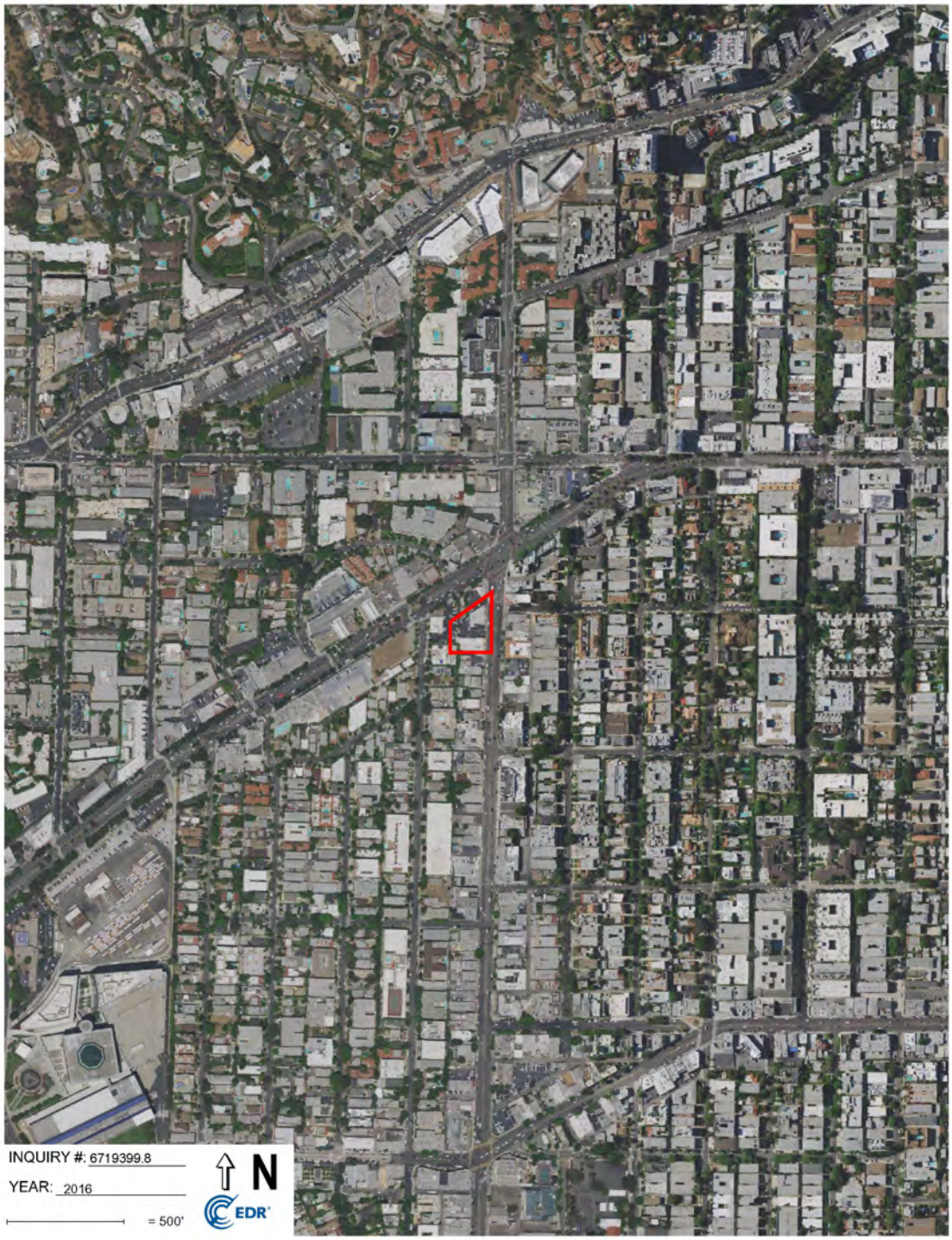
Aerial Photo 2005



Aerial Photo 2009

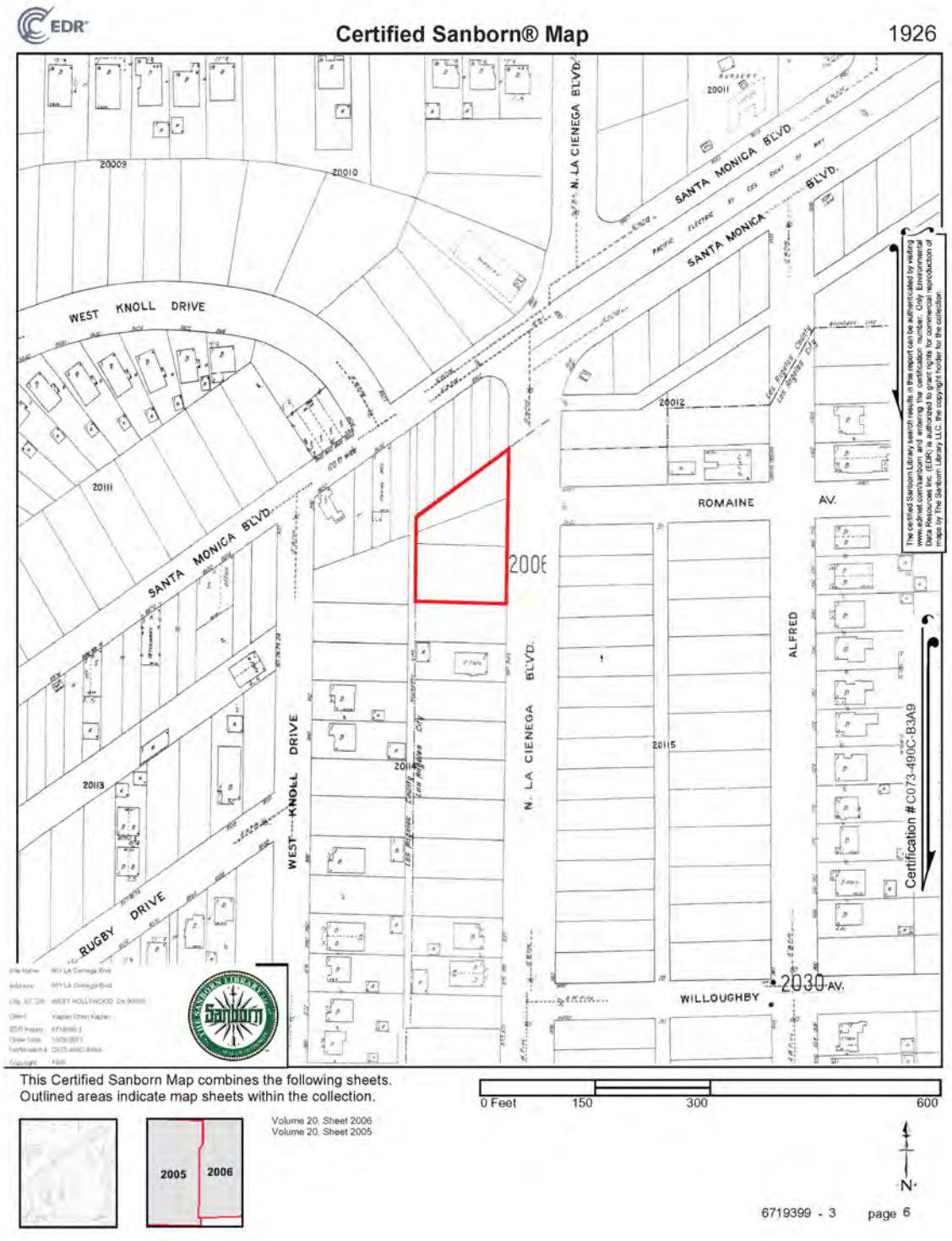


Aerial Photo 2012



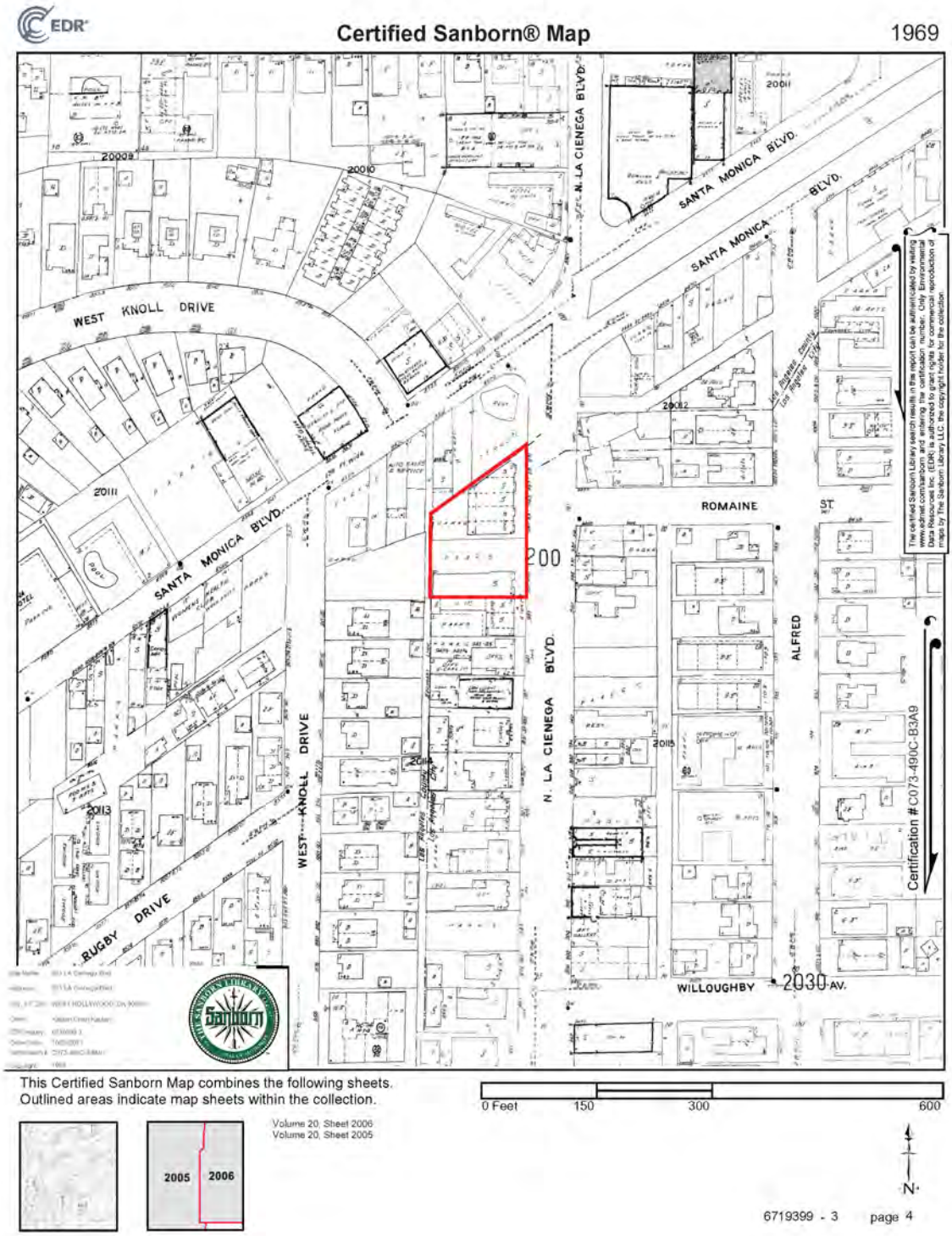
Aerial Photo 2016

Sanborn Insurance Maps



Sanborn Insurance Map 1926

Sanborn Insurance Map 1950



Sanborn Insurance Map 1969

ATTACHMENT E: DPR Records

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

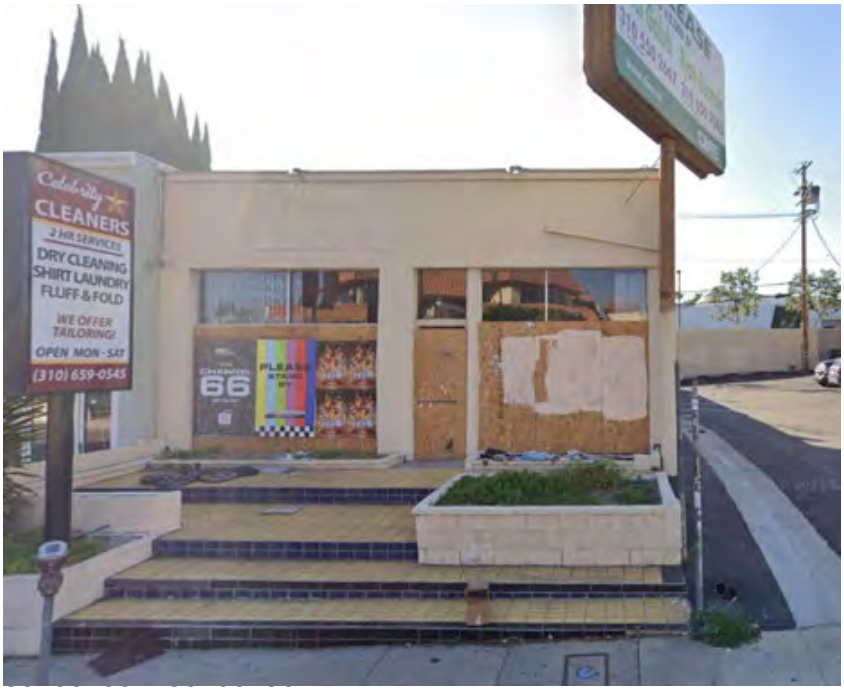
Page 1 of 2 *Resource Name or #: (Assigned by recorder) 951 La Cienega Boulevard, Los Angeles, CA
P1. Other Identifier:

*P2. Location: □Not for Publication □Unrestricted
*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' QuadDateT; R; □ of □ of Sec; B.M.
c. Address City 951 La Cienega Bouleevard, Los Angeles Zip 90069
d. UTM: (Give more than one for large and/or linear resources) Zone, mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 4337-001-010

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building is a 2,370 square foot, one-story commercial building. The building is stucco clad. It has a flat roof with a parapet along the front elevation. There are no architectural details on the front elevation other than its fenestration. The building is long and narrow. It is rectangular in plan except that the front section of the building projects out slightly to the north. The building is set back from the public sidewalk. The area in front of the building consists of concrete steps leading up to the entry platform. There are two stepped planters with stucco walls on the south side and a larger planter with stucco walls on the north side. There is a tall pole sign adjacent to the north planter and a shorter pole sign in one of the south side planters. The front façade's fenestration is asymmetrical. In the north half of the front façade is a tall metal framed display window and to its south is the entry door with a transom window that reaches the same height as the display window. On the south half of the building was a similar group of windows. The south side of the building abuts the building to its south. The long north side of the building faces a surface parking lot.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes) HP6

*P4. Resources Present: X□ Building□ Structure□ Object□ Site□ District□ Element of District□ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) November 2021

*P6. Date Constructed/Age and Source: X□ Historic □ Prehistoric □ Both
1939

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18th St., Santa Monica, CA 90405

*P9. Date Recorded: 11/2021 Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, 951 & 961-971 La Cienega Blvd,, Kaplan Chen Kaplan,* 11/2021

*Attachments: □NONE □Location Map □Continuation Sheet □Building, Structure, and Object Record
□Archaeological Record □District Record □Linear Feature Record □Milling Station Record □Rock Art Record
□Artifact Record □Photograph Record □ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 951 La Cienega Boulevard *NRHP Status Code: 6Z

B1Historic Name: B2. Common Name: B3. Original Use: Stores
B4. Present Use: Laundry store
*B5. Architectural Style: Venacular Commercial
*B6. Construction History: (Construction date, alterations, and date of alterations)

In 1939, a store building was constructed at 951 La Cienega Boulevard for property owner Blanche Matlock . The one story 28-foot by 110-foot building was constructed on the south half of the 72 foot by 125-foot parcel to be a "store.". A companion building was constructed on the north half of the parcel; that building was demolished in 1967. In 1947 a building permit was taken out to "remove old walls and partitions and to restore building to the original condition." According to the permit the building had been used as a "picture studio" between 1944 and 1947. In 1958, Edward Scofield, an attorney with offices in the building took out a permit to remodel the store front with himself listed as the contractor. Later in 1958 he took out another permit to stucco over the brick on the south and north sides of the building. In1963 Scofield added a 12-foot-tall plastic sign to the northeast front corner of the building. The building was being used for offices. In 1970 International Artists took out a permit to cover an existing wall with lath and plaster. The use of the building was as a showroom and warehouse. In 1972 then owner Innerspace added an 11-foot-tall pole sign in the south planter box in the front of the building. In 1979, the use of the building was as a retail store. Owners Fred and Kate Hauswirth took out a permit for a "storefront remodel" and to "enlarge window alongside of building." The building was to remain as a retail store. In 1983, a permit was taken out by owners, Celebrity Cleaners, for a sign. In 2016 a permit was taken to reroof the building; the existing use of the building was "retail store or business."

*B7. Moved? No Date: Original Location:
*B8. Related Features:
B9a. Architect: None b. Builder: D. Witherbee
*B10. Significance: Theme: Commercial Arterial Development Area: Architecture and Engineering
Period of Significance: 1880-1950 Property Type: Vernacular Commercial Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

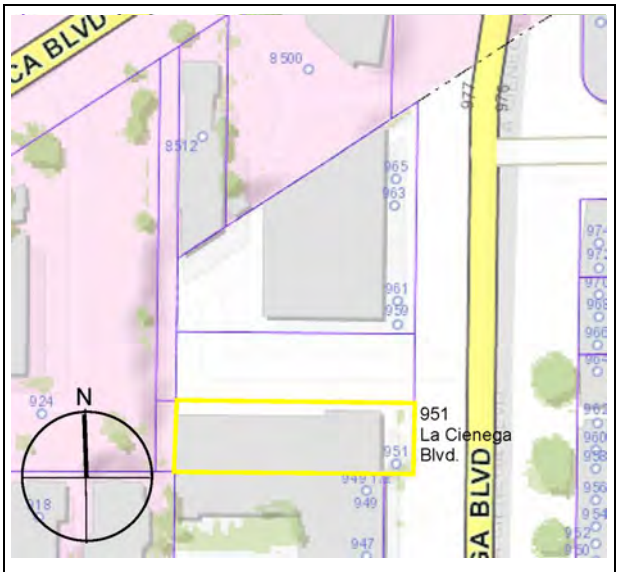
The building at 951 La Cienega Boulevard was constructed in 1939 as one of a pair of buildings on a single lot; the northernmost building was demolished in 1967. There is no master architect or master builder associated with the buildings. The remaining building is a vernacular commercial structure. The building has been remodeled and is not an excellent example of the vernacular commercial property type. The building is not related to the early development of the tract or area. The building is not associated with the productive life of any historic individuals or merchants or to the commercial growth and development of Los Angeles. There is no evidence of any historic events associated with the property.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Historic Resources Survey, 951 and 961-971 La Cienega Blvd., Kaplan Chen Kaplan, 11/2021

B13. Remarks:

*B14. Evaluator: Pam O'Connor, Kaplan Chen Kaplan
*Date of Evaluation: 11/2021



(This space reserved for official comments.)

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

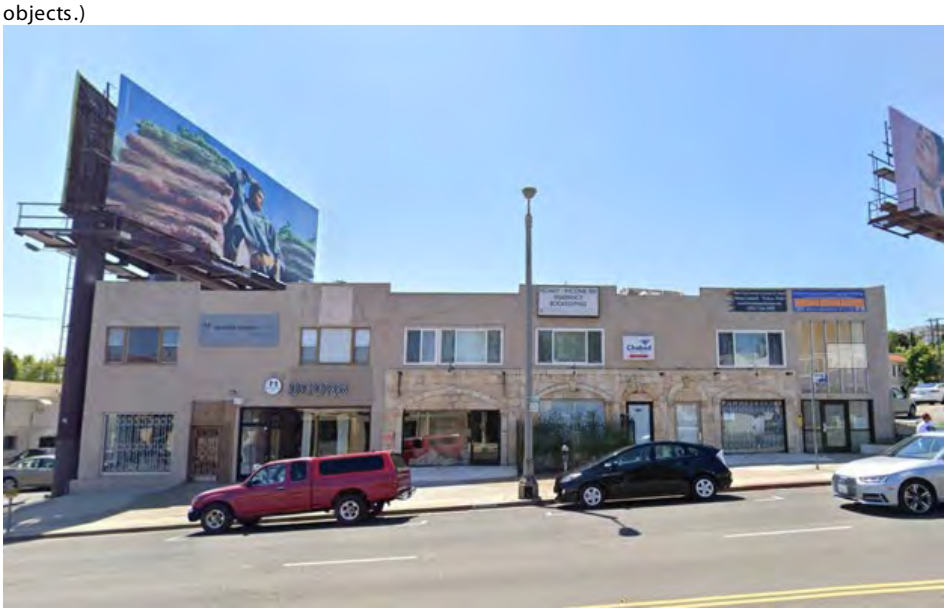
Page 1 of 2 *Resource Name or #: (Assigned by recorder) 961-971 La Cienega Boulevard, Los Angeles, CA
P1. Other Identifier:

*P2. Location: □Not for Publication □Unrestricted
*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' QuadDateT; R; □ of □ of Sec; B.M.
c. Address City 961-971 La Cienega Bouleevard, Los Angeles Zip 90069
d. UTM: (Give more than one for large and/or linear resources) Zone, mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 4337-001-012

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

In plan view the building is trapezoidal in shape with its longest elevation facing La Cienega Boulevard where it is set back from the street. A large double-faced billboard is sited next to the southeast corner of the building. The building is two stories and 9,247 square-feet. It is stucco-clad with a flat roof. The three southernmost stores are the same width and depth; the next storefront to the north is shorter due to the angled north side of the parcel and the farthest north store front is even shorter. However, the depth of these stores is not apparent from the front (east) elevation of the building. The current building configuration has four stepped parapets, with the northernmost being wider than the other three. Under each of the parapets at the second-floor level are a tripartite window consisting of a middle fixed pane flanked on each side with a double-hung window. The areas between the parapets do not contain windows except for the middle area between the pairs of parapets. That upper story has a tripartite window of similar configuration but an additional pair of sliding windows are positioned directly to that window's south. The northernmost parapet is longer and has an additional window at its north end; that window is a different configuration with five long narrow windows banded together. There is great variation along the first floor of the building; there is no consistent pattern of fenestration. The area to the north of the second parapet has stone veneer applied on the first level.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes) HP6

*P4.Resources Present: X□ Building□ Structure□ Object□ Site□ District□ Element of District□ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) November 2021

*P6. Date Constructed/Age and Source: X□ Historic □ Prehistoric □ Both
1946

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18th St., Santa Monica, CA 90405

*P9. Date Recorded: 11/2021 Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Historic Resources Survey, 951 & 961-971 La Cienega Blvd,, Kaplan Chen Kaplan, 11/2021

*Attachments: □NONE □Location Map □Continuation Sheet □Building, Structure, and Object Record
□Archaeological Record □District Record □Linear Feature Record □Milling Station Record □Rock Art Record
□Artifact Record □Photograph Record □ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 961-971 La Cienega Boulevard *NRHP Status Code: 6Z

B1Historic Name: B2. Common Name: B3. Original Use: Stores and offices

B4. Present Use: Stores and offices

*B5. Architectural Style: Vernacular Commercial

*B6. Construction History: (Construction date, alterations, and date of alterations)

In 1946 a building permit was applied for to construct a "store and office building. The building was 60-feet by 90 ½-feet and was trapezoidal in plan, conforming to the two consolidated parcels on which it is sited. The building was two stories with stucco exterior walls. The following year a neon sign was erected on the building. In 1949 the Apex Film Company added an 11 x 14-foot "projection room" for "viewing commercial non-flammable films. Filming is for private purposes only." A 1954 permit lists the building use as "stores and apartments" with Pacific Outdoor Advertising Inc. listed as the owner. The permit was to install non-electric "poster panels" on the roof of the building. In 1956 a permit for a six-foot by 11-foot addition; the sketch on the back notes "existing two-story stucco building to be remodeled." A 1960 permit lists the present use of the building as "offices" for interior office remodeling of the first floor. Another permit for interior remodeling of the first floor was applied for in 1963 In 1970 a roof sign was added and in1982 a pole sign was added. In the existing roof sign was demolished and a sign permit to install a "double face 'V' 14-foot by 48-foot off-site billboard single pole sign was taken out. Modification to allow max. 45-foot high to top of sign." In 2010 the roof was replaced.

*B7. Moved? No Date: Original Location:

*B8. Related Features:

B9a. Architect: L.L. Jones b. Builder: Saunder and Davis

*B10. Significance: Theme: Commercial Arterial Development Area: Architecture and Engineering

Period of Significance: 1880-1950 Property Type: Vernacular Commercial Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

The building at 961-971 La Cienega Boulevard was constructed in 1946 as stores and offices. There is no master architect or master builder associated with construction of the building. The building has been remodeled several times and is not an excellent example of the vernacular commercial property type. The building is not related to the early development of the tract or area. The building is not associated with the productive life of any historic individuals or merchants or to the commercial growth and development of Los Angeles. There is no evidence of any historic events associated with the property.

B11. Additional Resource Attributes: (List attributes and codes)

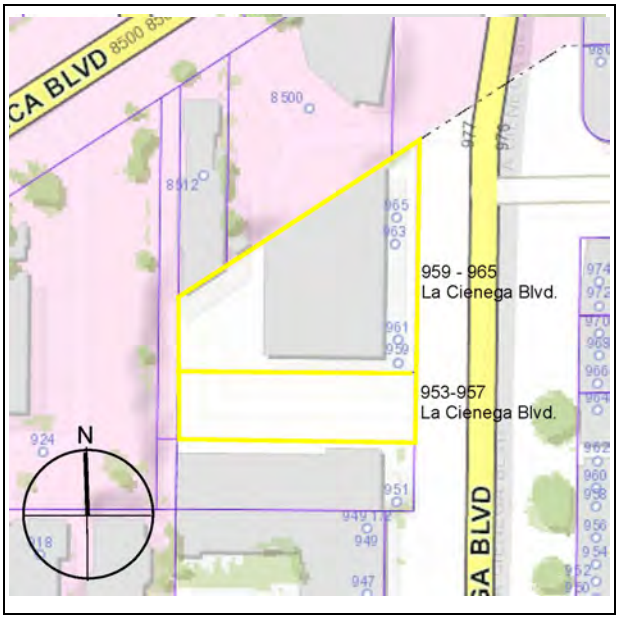
*B12. References:

Historic Resources Survey, 951 and 961-971 La Cienega Blvd., Kaplan Chen Kaplan, 11/2021

B13. Remarks:

*B14. Evaluator: Pam O'Connor, Kaplan Chen Kaplan

*Date of Evaluation: 11/2021



(This space reserved for official comments.)

EXHIBIT D

DEPARTMENT LETTERS

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

TED ALLEN, PE
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

September 23, 2022

Josh Guyer
9619 National Blvd.
Los Angeles, CA 90034

PCIS: **BP 21010-10000-05159**
Address: **951 N LA CIENEGA BLVD**
Highway Dedication Reference No.: **202200430**
R/W NO.:

Greetings:

Your building permit application has been referred to my office for review as required under Section 12.37 of the Los Angeles Municipal Code. Since the building site adjoins **La Cienega Blvd** , designated as a **Avenue I** and **N/A** designated as a **N/A** on the City's General Plan, it is subject to the provisions of this section. Per Los Angeles Municipal Code Section 91.109.3, your Certificate of Occupancy will not be cleared by the City Engineer until the following public improvements and/or dedications are completed, and all the required fees are paid. Any improvements to be done are listed below and to be performed as described in the public right-of-way fronting your property. If you have already complied with the following requirements, please accept this letter for your record.

1. Complete the dedication process of 15' along La Cienega Blvd by submitting required documents and fees. Fill in newly dedicated area with concrete sidewalk.
2. Obtain an A-permit to complete the improvements:
3. Remove and replace non-ADA compliant sidewalk along La Cienega Blvd with new sidewalk to achieve ADA compliance.
4. Replace entire curb along La Cienega Blvd.
5. Remove existing non-standard driveway approach and replace with a new city standard driveway approach per Standard Plan S-440-4. LADOT approval is required if driveway approaches will be built along La Cienega Blvd.
6. All non-standard items such as planters, drains, stairs, FDC, downsprouts, etc need to be located outside of the dedicated area OR apply Revocable Permit.
7. The sidewalk in the dedicated area shall have a positive slope towards the street. Reverse slope towards the property line is not allowed.

Enclosed is information pertaining to dedication and improvements. If you have any questions you may contact **Trevor Qua** of the Highway Dedication Section at **trevor.quan@lacity.org** .

Section 12.37 L.A.M.C., provides for minimum dedication and improvement requirements which do not preclude conditions established by the City Planning actions.

Sincerely,

Than Win
Civil Engineer

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 5/22/2023

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: Gil De La Cruz, P.E.
Case Management Supervisor
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2023-2664 DB WDI VHC
951 N LA CIENEGA BLVD

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: two (2) on La Cienega Blvd

NOTES:

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

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901
Engineering District Office: WLA

+FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

May 25, 2023

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: planning.expedited@lacity.org

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2023-2664.:951 N La Cienega**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire Lane Requirements:

1) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
2) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
3) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
4) Submit plot plans indicating access road and turning area for Fire Department approval.
5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
6) Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
8) All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted “No Parking at Any Time” prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a “Fire Lane”.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed

150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

Site plans shall include all overhead utility lines adjacent to the site.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

FPB #105
5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.

B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed or their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.

C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.

D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.

E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6543**. You should advise any consultant representing you of this requirement as well.

Kristin M. Crowley
Fire Chief

Orin Saunders, Fire Marshal
Bureau of Fire Prevention and Public Safety

OS:MRC:mrc

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: June 29, 2023

TO: Heather Bleemers, Senior City Planner
Department of City Planning

FROM: Bryan Ramirez, Street Tree Superintendent I
Bureau of Street Services, Urban Forestry Division

SUBJECT: **CPC-2023-2664-DB-WDI - 951 N La Cienega Blvd**

In regard to your request for review of this case regarding Urban Forestry requirements, it is our recommendation that:

1. **STREET TREES**

a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.

b. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.

c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

BR:djm;df

EXHIBIT E

PUBLIC COMMENTS

David Woon <david.woon@lacity.org>

Fw: 951-65 N. La Cienega Bl. Feedback/ Too much, too noisy.

chris hana <hana_chris@yahoo.com> Sun, Jul 16, 2023 at 12:14 PM
To: "david.woon@lacity.org" <david.woon@lacity.org>

----- Forwarded Message -----
From: chris hana <hana_chris@yahoo.com>
To: davidwoon@lacity.org <davidwoon@lacity.org>; per.planning@lacity.org <per.planning@lacity.org>
Sent: Sunday, July 16, 2023 at 12:12:01 PM PDT
Subject: 951-65 N. La Cienega Bl. Feedback/ Too much, too noisy.

City- I would oppose the 951 project, if I could. There are 4 additional ongoing projects in the area. 1012 n. Alfred st, a homeless hotel project on Santa Monica bl, a 2nd project on Santa Monica bl.- further west and a possible subway project. The area is losing its suburb-like charm. Too much construction and noise. No 7 stories. 7 low income units not very helpful. Too many cannabis stores. Too many problems with homelessness. Thank you. CH (SM bl/ Alfred).

MID CITY WEST
NEIGHBORHOOD COUNCIL

PASSED 28 yeas; 1 nays; ON 9/12/2023

DAVID WOON, Planning Assistant
200 N Spring St, Suite 525
Los Angeles, CA 90012

Position: **support**
Case Number: **CPC-2023-2664-DB-WDI-VHCA & ENV-2023-2665-CE**

Dear David Woon,

We appreciate the opportunity to comment on this application as the certified neighborhood council serving the area where 961 La Cienaga is located.

The Mid City West Neighborhood supports the application at 961 La Cienega Blvd, contingent on offering introductory TAP cards for 10 trips or 1 month to new residents and funding a new bus shelter for the bus stop. The applicant presented to our 9/12/23 board meeting. The board of Mid City West Neighborhood Council voted to **support** 961 La Cienaga's application to this end. We are convinced that this project will be good for the neighborhood.

Thank you for your attention to this matter. Please email me at cdower@midcitywest.org if you have any questions.

Sincerely,

Chris Dower, Co-Chair of Planning and Land Use Committee
Mid City West Neighborhood Council

Cc: Office of Council District 5, Hon. Katy Yaroslavsky via email
Office of Council District 5, Dylan Sittig via email
Office of Council District 5, George Hakopiants via email
Office of Council District 5, Joaquin Macias via email
Applicant via email

MID CITY WEST
NEIGHBORHOOD COUNCIL